

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Plank 100 Yr DEPARTMENT.

G.O. No.	1678	Press
		Ms.
Dated	12/15 July 1872	

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
12th July 1872.*

No. 218. Read the following endorsement of the Consulting Engineer for Railways, dated Madras, 25th June 1872, No. 328:—

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 24th June 1872, No. 437.

I HAVE the honour to inform you that the present Mail Train from Raichore to Madras has on several occasions lately been upwards of 30 minutes late at Royapoorum, and I have had occasion to direct the Traffic Manager's attention to the necessity of keeping time with this train, more especially on overland days when it is a matter of importance to the public that their English letters and papers shall be punctually delivered.

2. Mr. Church, in order to improve the working, has suggested that the 5-30 A. M. train from Tirupetty shall be shunted at Tinnanore in order to allow the Mail Train to pass, and that its time shall be altered as explained in his letter* of which I enclose a copy, namely,—

* No. T-287, 24th June 1872.

Arconum	Departure	8 20
Chinnamapett		8 40
Cudumbathoor		9 5
Trivellore		9 25
Tinnanore	Arrival	10 0
	Departure	10 30
Avady		10 48
Perambore		11 20
Salt Cotaurs		11 32
Madras		11 40

3. I have the honour to recommend that the approval of Government be accorded to the proposed alteration to take effect from the 1st proximo.

From the Traffic Manager, to the Agent and Manager of the Madras Railway Company, dated Madras, 24th June 1872, No. T-287.

Train Service.

UNDER the Time Table introduced on the 1st instant the 5-30 A. M. from Tirupetty is due to arrive at Madras at 10-40 A. M., or 20 minutes *only* before the 4 P. M. Mail Train from Raichore is due, and if the former happens to be late the Mail Train is detained under the rule that requires an interval of 15 minutes to be observed between trains running in the same direction.

2. In practice we find that the 5-30 does interfere with the Mail Train, and I propose to avoid it by shunting the 5-30 at Tinnanore to allow the mail to pass and to revise the time of the 5-30 between Arconum and Madras as follows:—

Arconum	Departure	8 20
Chinnamapett		8 40
Cudumbathoor		9 5
Trivellore		9 25
Tinnanore	Arrival	10 0
	Departure	10 30
Avady		10 48
Perambore		11 20
Salt Cotaurs		11 32
Madras		11 40

Explained

No. 437.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 24 June 1872

From

Robert B. Shwin Esquire
Agent and Manager.

To

Lieut. Col. J. H. M. Shaw Stewart R.E.

Consulting Engineer for Railways.

Sir,

I have the honour to inform you that the present Mail Train from Raichore to Madras has on several occasions lately been upwards of 30 minutes late at Royapuram and I have had occasion to direct the Traffic Manager's attention to the necessity of keeping time with this train more especially on overland days when it is a matter of importance to the public that their English letters and papers shall be punctually delivered.

2. Mr. Church in order to improve the working has suggested that the 5.30 A.M. train from Tirupetty shall be shunted at Timmanore in order to allow the Mail Train to pass, and that its time shall be altered as explained

Proceedings of the Madras Government, Public Works Department,
12th July 1872.

3. It is desirable to bring this alteration into operation on the 1st proximo, and I shall be glad of permission to do so.

SUBMITTED for the approval of Government.

2. By the arrangements now proposed the 5.30 A.M. train from Tirupetty after joining the 6 A.M. from Vellore will leave the Arconum Junction as usual at 8.20, and reach Madras at 11.40 instead of 10.40 A.M.

3. Under the special circumstances, I have authorized the Agent to bring the new arrangements into operation from the 1st proximo, in anticipation of the approval of Government.

(Signed) J. H. M. SHAW-STEWART, Lieut.-Colonel, R.E.,
Consulting Engineer for Railways.

No. 219.

ORDER THEREON, 12th July 1872, No. 1,678.

RAILWAY, No. 48.

APPROVED.

(True Extract.)

Colonel, R.E.,

Secretary to Government.

To the Consulting Engineer for Railways.

Ed. S. T. Austin.

27th June 1872 explained in his letter of which I enclose a copy orig.

Arconum	dep.	8-20
Chinnampett		8-40
Chidambathoor		9-5
Trivellore		9-25
Thiruvannamalai	arr.	10-0
	dep.	10-30
Arady		10-48
Perambur		11-20
Salt Works		11-32
Madras		11-40

3. I have the honour to recommend that the approval of Government be accorded to the proposed alteration to take effect from the 1st proximo.

I have the honour to be,
 Sir,
 Your most obedt. Servant,

W. J. M. M.
 Agent and Manager

T/287

Madras Railway
Traffic Managers Office
Madras 24th June 1872

To

The Agent and Manager
Madras Railway Company

Dear Sir,

Train Service

Under the Time Table introduced on the 1st instant, the 5.30 A.M. from Trinipetty is due to arrive at Madras at 10.40 A.M. or 20 minutes only before the 4 P.M. Mail Train from Ranchoor is due and if the former happens to be late the Mail Train is detained under the Rule that requires an interval of 15 minutes to be observed between Trains running in the same direction

In practice we find that the 5.30 does interfere with the mail Train, and I propose to avoid it by shunting the 5.30 at Tinnanore to allow the mail to pass and to revise the time of the 5.30. between Arcotum and Madras as follows

Arcotum	dep	8.20
Chinnamapett		<u>8.40</u>
Cudumbathoor		9.5
Trivellore		9.25
Tinnanore	arr	<u>10.0</u>
	dep	10.30
Arady		10.48
Perambore		11.20
Salt. Cotting		11.32
Madras		11.40

It is desirable to bring this alteration into

From

MADRAS RAILWAY.

The Agent and Manag

To

The Consulting Engineer

for Railwa

Dated 24th June 1872
Recd. 25th June 1872

No. 437

Regarding an error
in the time
table of the A.M. Train

C. N. 3127/2.
S. N. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.

operation on the 1st proximo and I shall be glad
of permission to do so

Yours faithfully
/signed/ H. E. Church
Traffic Manager

/True Copy/
J. H. Mellis
for the Agent and Manager

P. H. 3127/72.
Done by H. E. Church

No 328

Submitted for the
approval of Government.

2. By the arrangements
now proposed the 5-30 a.m. train from
Tirupatty after joining the 6 a.m.
from Vellore will leave the Arcconum
junction as usual at 8-20, and reach
Madras at 11-40 instead of 10-40 a.m.

3. Under the special
circumstances, I have authorised
the Agent to bring the new arrangements
into operation from the 1st proximo,
in anticipation of the approval of
Government.

Madras 25th June 1872
To the Secretary to Government
Railway Department
Fort Saint George
Sent to Call. R.
Cous. Engrs for Railways

Govt. of 1872, Madrid.
PUBLIC WORKS.

To Hon. Consul *Living Engineers*
for Rochester
Enc. 2
 Dated _____
 Recd. _____
 G. O. 12th July 1873, 10-78.

Nos. 218-219
True Copy. Proposed
attention in the
true sense of the
A. W. but of the
Canadian Railway,
mentioned.

[illegible]