

(1) Number of pages \_\_\_\_\_

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# MADRAS RECORD OFFICE.

Government of Madras.

*Public works* DEPARTMENT.

|          |        |       |
|----------|--------|-------|
| G.O. No. | 183    | Press |
| 359-361  |        | Mis.- |
| Dated    | 22. 1. | 18 72 |

Not to be folded or roughly handled

Read the following papers:—

No. 359.      Endorsement of the Acting Consulting Engineer for Railways,  
dated Madras, 21st December 1871, No. 567.

From the Agent and Manager of the Madras Railway Company, to the Acting  
Consulting Engineer for Railways, dated Madras, 19th December 1871,  
No. 773.

In continuation of my letter No. 759 of the 15th instant, I have the honour  
to forward herewith, for submission to Government, a revised Time-table for the  
North-West Line.

2. The Traffic Manager points out that the proposed service provides for  
direct communication between Madras and Bellary and between Bellary and  
Raichore, and that it will render unnecessary the present very inconvenient halt  
at Goondacul.

3. Passengers by the through mail train from Madras will be allowed fifty  
minutes at Tirupetty, thirty minutes at Ghooty, and fifty minutes at Raichore for  
refreshment; and by the mail train from Raichore forty minutes at Ghooty, and  
fifteen minutes at Arconum for refreshment.

4. The Government will observe from the enclosed copy of a telegram which  
I received last night that the Agent of the Great Indian Peninsula Railway  
expects that the road across the Kistna will be finished not later than the 1st of  
January and probably sooner, as the temporary road is linked up and the openings  
in. I trust therefore that I may be favoured with the orders of Government hereon  
as early as possible, as we have barely time to make our arrangements.

---

Telegram from Agent, Bombay, to Agent, Madras Railway, Madras, dated 18th December  
1871.

We expect to have the road across Kistna finished not later than 1st January as soon before  
as possible. Road linked up and openings in.

Proceedings of the Madras Government.

Time-table for the North-West Line to come into operation on 1st January 1872 or as

MADRAS

|                  | 1      | 2                 | 3                 | 4                | 5                 |
|------------------|--------|-------------------|-------------------|------------------|-------------------|
|                  | Goods. | 1, 2, 3, & Goods. | 1, 2, 3, & Goods. | 1, 2, 3, & Mail. | 1, 2, 3, & Goods. |
| Madras ...       | A. M.  | A. M.             | P. M.             | P. M.            | A. M.             |
| Salt Cotaure ... | Dep.   | 7 0               | 2 0               | 3 30             | ...               |
| Perambore ...    | ...    | 7 12              | 2 25              | 3 40             | ...               |
| Avady ...        | ...    | 7 43              | 3 0               | ...              | ...               |
| Tinnanore ...    | ...    | 7 57              | 3 15              | ...              | ...               |
| Trivellore ...   | ...    | 8 15              | 3 45              | 4 35             | ...               |
| Cudumbathore ... | ...    | ...               | 3 55              | ...              | ...               |
| Chinnamapett ... | ...    | 8 40              | 4 15              | ...              | ...               |
| Arconum ...      | ...    | 8 55              | 4 45              | 5 15             | ...               |
| Do. ...          | Dep.   | 9 15              | 5 40              | 5 25             | ...               |
| Tirutany ...     | ...    | 9 47              | 6 10              | ...              | ...               |
| Naggery ...      | ...    | 10 20             | 6 40              | ...              | ...               |
| Puttoor ...      | ...    | 10 52             | 7 15              | 6 32             | ...               |
| Poodi ...        | ...    | 11 28             | 7 50              | ...              | ...               |
| Tirupetty ...    | Arr.   | 11 55             | 8 10              | 7 10             | ...               |
| Do. ...          | Dep.   | 5 40              | 12 20             | 7 50             | ...               |
| Ballypully ...   | ...    | 6 40              | ...               | ...              | ...               |
| Codoor ...       | Arr.   | 7 20              | 1 35              | 9 15             | ...               |
| Do. ...          | Dep.   | ...               | 1 50              | 9 25             | ...               |
| Reddypully ...   | ...    | 2 33              | ...               | ...              | ...               |
| Rajampett ...    | ...    | 2 57              | ...               | ...              | ...               |
| Nundalore ...    | ...    | 3 25              | ...               | 11 3             | ...               |
| Wontimettah ...  | ...    | 4 3               | ...               | A. M.            | ...               |
| Cuddapah ...     | Arr.   | 5 0               | ...               | 12 30            | ...               |
| Do. ...          | Dep.   | ...               | ...               | 12 50            | 9 30              |
| Camalapor ...    | ...    | ...               | ...               | 1 42             | 10 22             |
| Yerragoontla ... | ...    | ...               | ...               | 2 17             | 10 57             |
| Moodanoor ...    | ...    | ...               | ...               | 2 52             | 11 32             |
| Kondipuram ...   | ...    | ...               | ...               | 3 44             | 12 24             |
| Tadputri ...     | ...    | ...               | ...               | 4 47             | 1 27              |
| Royalcherroo ... | ...    | ...               | ...               | 5 39             | 2 19              |
| Ghoothy ...      | Arr.   | ...               | ...               | 6 30             | 3 10              |
| Do. ...          | Dep.   | ...               | ...               | 7 0              | 3 45              |
| Goondacul ...    | Arr.   | ...               | ...               | 7 45             | 4 30              |
| Goondacul ...    | Dep.   | ...               | ...               | 8 15             | 5 30              |
| Veerapoor ...    | ...    | ...               | ...               | 9 15             | 6 30              |
| Bellary ...      | Arr.   | ...               | ...               | 10 0             | 7 15              |
| Goondacul ...    | Dep.   | ...               | ...               | 8 0              | ...               |
| Nuncherla ...    | ...    | ...               | ...               | 8 26             | ...               |
| Auspre ...       | ...    | ...               | ...               | 9 12             | ...               |
| Adoni ...        | Arr.   | ...               | ...               | 9 55             | ...               |
| Do. ...          | Dep.   | ...               | ...               | 10 7             | ...               |
| Kosgee ...       | ...    | ...               | ...               | 11 7             | ...               |
| Toongabudra ...  | ...    | ...               | ...               | 11 55            | ...               |
| Mutmurri ...     | ...    | ...               | ...               | 12 30            | ...               |
| Raichore ...     | Arr.   | ...               | ...               | ...              | ...               |

\* Will stop by signal only.

MADRAS,  
19th December 1871.

(Signed)

R. B. ELWIN,  
Agent and Manager.

Public Works Department, 22nd January 1872.

RAILWAY.

soon after as the G. I. P. Railway Company run their Trains through to Raichore.

|                  | 1                    | 2                | 3                    | 4      | 5                    |
|------------------|----------------------|------------------|----------------------|--------|----------------------|
|                  | 1, 2, 3, & 1, Goods. | 2, 3, & 1, Mail. | 1, 2, 3, & 1, Goods. | Goods. | 1, 2, 3, & 1, Goods. |
|                  | A. M.                | P. M.            | A. M.                | A. M.  | A. M.                |
| Raichore ...     | Dep.                 | 12 30            | ...                  | ...    | ...                  |
| Mutmurri ...     | ...                  | 1 5              | ...                  | ...    | ...                  |
| Toongabudra ...  | ...                  | 1 54             | ...                  | ...    | ...                  |
| Kosgee ...       | ...                  | 2 53             | ...                  | ...    | ...                  |
| Adoni ...        | Arr.                 | 3 5              | ...                  | ...    | ...                  |
| Do. ...          | Dep.                 | 3 48             | ...                  | ...    | ...                  |
| Auspre ...       | ...                  | 4 35             | ...                  | ...    | ...                  |
| Nuncherla ...    | ...                  | 5 0              | ...                  | ...    | ...                  |
| Goondacul ...    | Arr.                 | ...              | ...                  | ...    | ...                  |
| Bellary ...      | Dep.                 | 6 0              | 3 0                  | ...    | ...                  |
| Veerapoor ...    | ...                  | 6 45             | 3 45                 | ...    | ...                  |
| Goondacul ...    | Arr.                 | 7 45             | 4 45                 | ...    | ...                  |
| Goondacul ...    | Dep.                 | 8 30             | 5 15                 | ...    | ...                  |
| Ghoothy ...      | Arr.                 | 9 15             | 6 0                  | ...    | ...                  |
| Do. ...          | Dep.                 | 9 35             | 6 40                 | ...    | ...                  |
| Royalcherroo ... | ...                  | 10 25            | 7 30                 | ...    | ...                  |
| Tadputri ...     | ...                  | 11 17            | 8 20                 | ...    | ...                  |
| Kondipuram ...   | ...                  | 12 24            | 9 20                 | ...    | ...                  |
| Moodanoor ...    | ...                  | 1 13             | 10 10                | ...    | ...                  |
| Yerragoontla ... | ...                  | 1 48             | 10 45                | ...    | ...                  |
| Camalapor ...    | ...                  | 2 22             | 11 20                | ...    | ...                  |
| Cuddapah ...     | Arr.                 | 3 10             | 12 10                | ...    | ...                  |
| Do. ...          | Dep.                 | ...              | 12 30                | ...    | 7 45                 |
| Wontimettah ...  | ...                  | ...              | ...                  | ...    | 8 35                 |
| Nundalore ...    | ...                  | 1 53             | ...                  | ...    | 9 10                 |
| Rajampett ...    | ...                  | ...              | ...                  | ...    | 9 35                 |
| Reddypully ...   | ...                  | ...              | ...                  | ...    | 10 5                 |
| Codoor ...       | Arr.                 | 3 25             | ...                  | ...    | 10 52                |
| Do. ...          | Dep.                 | 3 30             | ...                  | 8 10   | 11 0                 |
| Ballypully ...   | ...                  | ...              | ...                  | 8 50   | ...                  |
| Tirupetty ...    | Arr.                 | 4 50             | ...                  | 9 40   | 12 20                |
| Do. ...          | Dep.                 | ...              | 5 0                  | 5 30   | 12 40                |
| Poodi ...        | ...                  | ...              | 6 0                  | ...    | 1 8                  |
| Puttoor ...      | ...                  | 5 38             | 6 35                 | ...    | 1 45                 |
| Naggery ...      | ...                  | ...              | 7 7                  | ...    | 2 20                 |
| Tirutany ...     | ...                  | ...              | 7 40                 | ...    | 2 55                 |
| Arconum ...      | Arr.                 | 6 45             | 8 5                  | ...    | 3 25                 |
| Do. ...          | Dep.                 | 7 0              | 8 20                 | ...    | 5 20                 |
| Chinnamapett ... | ...                  | ...              | 8 40                 | ...    | ...                  |
| Cudumbathore ... | ...                  | ...              | 9 0                  | ...    | ...                  |
| Trivellore ...   | ...                  | 7 38             | 9 15                 | ...    | 6 0                  |
| Tinnanore ...    | ...                  | 7 57             | 9 47                 | ...    | 6 19                 |
| Avady ...        | ...                  | ...              | 10 5                 | ...    | ...                  |
| Perambore ...    | ...                  | 8 35             | 10 35                | ...    | 6 55                 |
| Salt Cotaure ... | ...                  | ...              | 10 45                | ...    | ...                  |
| Madras ...       | Arr.                 | 8 45             | 11 0                 | ...    | 7 15                 |

\* Will stop by signal only.

(Signed)

H. E. CHURCH,  
Traffic Manager.

*Proceedings of the Madras Government, Public Works Department,  
22nd January 1872.*

SUBMITTED to the Government.

The Agent of the Great Indian Peninsula Railway having telegraphed that the road over the Kistna river is likely to be finished by the 1st proximo, the Agent of the Madras Railway forwards, for the sanction of the Government, a revised Time-table for the North-West Line, with a view to prevent a break in the through running of the mail train between Madras and Bombay.

2. I have this week inspected the bridge, and think it may be advisable to have an additional watchman placed on the island embankment during the night in case of water coming down the river, and, in that event, to watch its rise and report to the Inspector on the bank.

The deep channel of the river is between the island abutment and the 11th pier from the south bank; thus, if a slight fresh is brought down, the water remains in this middle channel and does not come near the banks of the river; this river cannot therefore be held to be in flood only when the water spreads from bank to bank as has been defined with regard to the Palar and Goriattum rivers.

The rule now holds good that when there is water in the Cheyaur the engine shall be detached and run over the bridge first by itself; and I think it might now be ordered that the engine should in the same manner precede the train if the water rises to, say, 3 feet on the gauge marked on the screw piles in the deep channel.

3. By the new Time-table the mail train will leave Madras at 3-30 P. M. instead of at 10-50 A. M., and the mails from Bombay will arrive at 8-45 A. M. instead of at 1 P. M.

There will be uninterrupted communication between Bellary and Raichore, whereas at present mails and passengers are detained a night at the Goondacul junction. The only other noticeable point is that train No. 5 runs into Bellary at 7-15 P. M., crossing the Huggry river at about 6-45.

At this time of year it is dark at that hour; but a watch will be kept over the temporary road in the day, and there being light an hour before, there can, I think, be no objection to the timing of this train, which, in other respects, is so particularly convenient for Bellary.

(Signed) H. L. PRENDERGAST, Major, R.E.,  
*Acting Consulting Engineer for Railways.*

No. 360. Endorsement of the Acting Consulting Engineer for Railways, dated Madras, 28th December 1871, No. 569.

From the Agent and Manager of the Madras Railway Company, to the Acting Consulting Engineer for Railways, dated Madras, 26th December 1871, No. 801.

With reference to the correspondence noted in the margin, I have the honour to state that in consequence of the Great Indian Peninsula Company requiring a somewhat longer time to perform the train service between Raichore and the Kistna Station than was anticipated, it has been found necessary to make some

*Proceedings of the Madras Government, Public Works Department,  
22nd January 1872.*

slight modifications in the Time-table which accompanied my letter of the 19th instant, No. 773, and I have therefore the honour to submit a revised Time-table for the approval of Government.

2. It will be observed that the service now proposed also provides for direct communication between Madras and Bellary and between Bellary and Raichore, and that it will render unnecessary the present very inconvenient halt at Goondacul.

3. Passengers by the through mail trains from Madras will be allowed thirty-three minutes at Tirupetty, thirty minutes at Ghooty, and forty-five minutes at Raichore for refreshment, and by the mail train from Raichore forty minutes at Ghooty, and fifteen minutes at Arconum for refreshment.

# Proceedings of the Madras Government,

MADRAS

Time-table for the North-West Line to come into operation on January 1872, or as

|              | 1      | 2                 | 3                 | 4                | 5                 |
|--------------|--------|-------------------|-------------------|------------------|-------------------|
|              | Goods. | 1, 2, 3, & Goods. | 1, 2, 3, & Goods. | 1, 2, 3, & Mail. | 1, 2, 3, & Goods. |
|              | A. M.  | A. M.             | P. M.             | P. M.            | A. M.             |
| Madras       | ...    | ...               | ...               | ...              | ...               |
| Salt Cotaur  | ...    | ...               | ...               | ...              | ...               |
| Perambore    | ...    | ...               | ...               | ...              | ...               |
| Avady        | ...    | ...               | ...               | ...              | ...               |
| Tinnanore    | ...    | ...               | ...               | ...              | ...               |
| Trivellore   | ...    | ...               | ...               | ...              | ...               |
| Cudumbathore | ...    | ...               | ...               | ...              | ...               |
| Chinnamapett | ...    | ...               | ...               | ...              | ...               |
| Arconum      | ...    | ...               | ...               | ...              | ...               |
| Do.          | ...    | ...               | ...               | ...              | ...               |
| Tirutany     | ...    | ...               | ...               | ...              | ...               |
| Naggery      | ...    | ...               | ...               | ...              | ...               |
| Puttoor      | ...    | ...               | ...               | ...              | ...               |
| Poodu        | ...    | ...               | ...               | ...              | ...               |
| Tirupetty    | ...    | ...               | ...               | ...              | ...               |
| Do.          | ...    | ...               | ...               | ...              | ...               |
| Ballypully   | ...    | ...               | ...               | ...              | ...               |
| Codoor       | ...    | ...               | ...               | ...              | ...               |
| Do.          | ...    | ...               | ...               | ...              | ...               |
| Reddypully   | ...    | ...               | ...               | ...              | ...               |
| Rajampett    | ...    | ...               | ...               | ...              | ...               |
| Nundalore    | ...    | ...               | ...               | ...              | ...               |
| Wontimettah  | ...    | ...               | ...               | ...              | ...               |
| Cuddapah     | ...    | ...               | ...               | ...              | ...               |
| Do.          | ...    | ...               | ...               | ...              | ...               |
| Camalappoor  | ...    | ...               | ...               | ...              | ...               |
| Yerragoontla | ...    | ...               | ...               | ...              | ...               |
| Moodanoor    | ...    | ...               | ...               | ...              | ...               |
| Kondipuram   | ...    | ...               | ...               | ...              | ...               |
| Tadputri     | ...    | ...               | ...               | ...              | ...               |
| Royalcherroo | ...    | ...               | ...               | ...              | ...               |
| Ghootty      | ...    | ...               | ...               | ...              | ...               |
| Do.          | ...    | ...               | ...               | ...              | ...               |
| Goondacul    | ...    | ...               | ...               | ...              | ...               |
| Goondacul    | ...    | ...               | ...               | ...              | ...               |
| Veerapoor    | ...    | ...               | ...               | ...              | ...               |
| Bellary      | ...    | ...               | ...               | ...              | ...               |
| Goondacul    | ...    | ...               | ...               | ...              | ...               |
| Nuncherla    | ...    | ...               | ...               | ...              | ...               |
| Auspree      | ...    | ...               | ...               | ...              | ...               |
| Adoni        | ...    | ...               | ...               | ...              | ...               |
| Do.          | ...    | ...               | ...               | ...              | ...               |
| Kosgee       | ...    | ...               | ...               | ...              | ...               |
| Toongabudra  | ...    | ...               | ...               | ...              | ...               |
| Mutmurri     | ...    | ...               | ...               | ...              | ...               |
| Raichore     | ...    | ...               | ...               | ...              | ...               |

MADRAS,  
26th December 1871.

\* Will stop by signal only.

(Signed) B. ANDERSON,  
For the Agent and Manager.

Public Works Department, 22nd January 1872.

## RAILWAY.

soon after as the G. I. P. Railway Company run their Trains through to Raichore.

|              | 1                | 2               | 3                | 4      | 5                |
|--------------|------------------|-----------------|------------------|--------|------------------|
|              | 1, 2, 3 & Goods. | 1, 2, 3 & Mail. | 1, 2, 3 & Goods. | Goods. | 1, 2, 3 & Goods. |
|              | A. M.            | P. M.           | A. M.            | A. M.  | A. M.            |
| Raichore     | ...              | ...             | ...              | ...    | ...              |
| Mutmurri     | ...              | ...             | ...              | ...    | ...              |
| Toongabudra  | ...              | ...             | ...              | ...    | ...              |
| Kosgee       | ...              | ...             | ...              | ...    | ...              |
| Adoni        | ...              | ...             | ...              | ...    | ...              |
| Do.          | ...              | ...             | ...              | ...    | ...              |
| Auspree      | ...              | ...             | ...              | ...    | ...              |
| Nuncherla    | ...              | ...             | ...              | ...    | ...              |
| Goondacul    | ...              | ...             | ...              | ...    | ...              |
| Bellary      | ...              | ...             | ...              | ...    | ...              |
| Veerapoor    | ...              | ...             | ...              | ...    | ...              |
| Goondacul    | ...              | ...             | ...              | ...    | ...              |
| Goondacul    | ...              | ...             | ...              | ...    | ...              |
| Ghootty      | ...              | ...             | ...              | ...    | ...              |
| Do.          | ...              | ...             | ...              | ...    | ...              |
| Royalcherroo | ...              | ...             | ...              | ...    | ...              |
| Tadputri     | ...              | ...             | ...              | ...    | ...              |
| Kondipuram   | ...              | ...             | ...              | ...    | ...              |
| Moodanoor    | ...              | ...             | ...              | ...    | ...              |
| Yerragoontla | ...              | ...             | ...              | ...    | ...              |
| Camalappoor  | ...              | ...             | ...              | ...    | ...              |
| Cuddapah     | ...              | ...             | ...              | ...    | ...              |
| Do.          | ...              | ...             | ...              | ...    | ...              |
| Wontimettah  | ...              | ...             | ...              | ...    | ...              |
| Nundalore    | ...              | ...             | ...              | ...    | ...              |
| Rajampett    | ...              | ...             | ...              | ...    | ...              |
| Reddypully   | ...              | ...             | ...              | ...    | ...              |
| Codoor       | ...              | ...             | ...              | ...    | ...              |
| Do.          | ...              | ...             | ...              | ...    | ...              |
| Ballypully   | ...              | ...             | ...              | ...    | ...              |
| Tirupetty    | ...              | ...             | ...              | ...    | ...              |
| Do.          | ...              | ...             | ...              | ...    | ...              |
| Poodu        | ...              | ...             | ...              | ...    | ...              |
| Puttoor      | ...              | ...             | ...              | ...    | ...              |
| Naggery      | ...              | ...             | ...              | ...    | ...              |
| Tirutany     | ...              | ...             | ...              | ...    | ...              |
| Arconum      | ...              | ...             | ...              | ...    | ...              |
| Do.          | ...              | ...             | ...              | ...    | ...              |
| Chinnamapett | ...              | ...             | ...              | ...    | ...              |
| Cudumbathore | ...              | ...             | ...              | ...    | ...              |
| Trivellore   | ...              | ...             | ...              | ...    | ...              |
| Tinnanore    | ...              | ...             | ...              | ...    | ...              |
| Avady        | ...              | ...             | ...              | ...    | ...              |
| Perambore    | ...              | ...             | ...              | ...    | ...              |
| Salt Cotaur  | ...              | ...             | ...              | ...    | ...              |
| Madras       | ...              | ...             | ...              | ...    | ...              |

\* Will stop by signal only.

(Signed) H. E. CHURCH,  
Traffic Manager.

Proceeding of the Madras Government, Public Works Department,  
22nd January 1872

SUBMITTED to the Government.

2. The alterations from the Time-table, forwarded for sanction with my letter No. 567 of the 21st instant, are very slight, namely, the mail train leaving Madras at 3-30 P. M. is brought into Raichore the next day at 11-45 instead of at 12-30, and from Raichore the train will start at 12-45 P. M. instead of at 12-30. The local train from Bellary to Cuddapah will run between 5-40 A. M. and 3-10 P. M. instead of from 6 A. M. to 3-10 P. M.

3. I have accordingly authorized this new Time-table being adopted.

(Signed) H. L. PRENDERGAST, Major, R. E.,  
Acting Consulting Engineer for Railways.

No. 361.

ORDER THEREON, 22nd January 1872, No. 183.

RAILWAY, No. 52.

THE revised Time-table, submitted with the second of the letters above recorded, is sanctioned for adoption between Madras and Raichore, and the Government approve of the Consulting Engineer's suggestion in the concluding clause of paragraph 2 of his first letter that, in crossing the Cheyaur bridge, the engine shall be required to precede the train, with the usual precautions, if the water in the river is found to rise to 3 feet on the gauge marked on the screw piles in the deep channel.

(True Extract.)

Colonel, R. E.,  
Secretary to Government.

To the Acting Consulting Engineer for Railways.

Exd. F. C. Shunkar.

No. 773

MADRAS RAILWAY.

AGENT AND MANAGERS' OFFICE.

Madras, 19<sup>th</sup> December 1871.

From

Robert B. Clavin Esq<sup>r</sup>  
Agent and Manager, M. R. Co.

To

Major H. L. Prendergast, R. E.  
Acting Consulting Engineer for Railways.

SIR,

In continuation of my letter No. 459 of the 15<sup>th</sup> instant, I have the honour to forward herewith for submission to Government a revised Time Table for the North West Line -

2. The Traffic Manager points out that the proposed service provides for direct communication between Madras and Bellary, and between Bellary and Raichore, and that it will render unnecessary the present very inconvenient halt at Pondicherry.

3. Passengers by the Through Mail Train from Madras will be allowed 50 minutes at Tirupetty 30 minutes at Pooty and 50 minutes at Raichore for refreshment, and by the Mail Train from Raichore, 40 minutes at Pooty, and 15 minutes at Tirupetty for refreshment.

4. The Government will observe from the enclosed copy of a telegram which I received last night that the Agent

117  
of the Great Indian Peninsula Railway  
expects that the road across the Kistna  
will be finished not later than the 1<sup>st</sup>  
of January and probably sooner, as the  
temporary road is linked up and  
the openings in - I trust therefore that  
I may be favoured with the orders  
of Government hereon as early as  
possible, as we have barely time  
to make our arrangements.

I have the honour to be  
Sir  
Your most obedient Servant.

Wm. G. Carter  
Agent and Manager.

Telegram

18<sup>th</sup> December 1891.

From  
Agent  
Bombay.

To  
Agent  
Madras Railway.  
Madras.

We expect to have the road across  
Kistna finished not later than first  
January as soon before as possible.  
Road thicked up and opening in.

/ True Copy /

W. G. L. L. L.  
Agent and Manager.

24907

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Date 19<sup>th</sup> December 1891.  
Recd 20<sup>th</sup> "

P. M. 6158/1  
No. 1193

Submitting for the  
approval of Government  
a revised lease  
scale for the short  
rest due which it is  
proposed to bring  
into operation on the  
1<sup>st</sup> January.

Ph. 615871

Time Table for the N. W. Line to come into  
run their Trains through to Raichoor.

Always  
January 1872 or as soon after as the G. I. P. Railway

|               | 1     | 2                   | 3                   | 4                  | 5                   |
|---------------|-------|---------------------|---------------------|--------------------|---------------------|
|               | Goods | 1, 2, 3, 4<br>Goods | 1, 2, 3, 4<br>Goods | 1, 2, 3, 4<br>Mail | 1, 2, 3, 4<br>Goods |
| Madras        | Dep   | A. 12               | P. 12               | A. 12              | P. 12               |
| Salt Cotam    |       | A. 12               | P. 12               | A. 12              | P. 12               |
| Perrambore    |       | A. 12               | P. 12               | A. 12              | P. 12               |
| Aradhy        |       | A. 12               | P. 12               | A. 12              | P. 12               |
| Symamore      |       | A. 12               | P. 12               | A. 12              | P. 12               |
| Chuvellore    |       | A. 12               | P. 12               | A. 12              | P. 12               |
| Cudumbathore  |       | A. 12               | P. 12               | A. 12              | P. 12               |
| Chinnamappett |       | A. 12               | P. 12               | A. 12              | P. 12               |
| Arconum       | Arr   | A. 12               | P. 12               | A. 12              | P. 12               |
| do            | Dep   | A. 12               | P. 12               | A. 12              | P. 12               |
| Sirutany      |       | A. 12               | P. 12               | A. 12              | P. 12               |
| Pacery        |       | A. 12               | P. 12               | A. 12              | P. 12               |
| Chittr        |       | A. 12               | P. 12               | A. 12              | P. 12               |
| Goody         |       | A. 12               | P. 12               | A. 12              | P. 12               |
| Sirupetty     | Arr   | A. 12               | P. 12               | A. 12              | P. 12               |
| do            | Dep   | A. 12               | P. 12               | A. 12              | P. 12               |
| Ballypully    | Arr   | A. 12               | P. 12               | A. 12              | P. 12               |
| Coloor        | Arr   | A. 12               | P. 12               | A. 12              | P. 12               |
| do            | Dep   | A. 12               | P. 12               | A. 12              | P. 12               |
| Reddypully    |       | A. 12               | P. 12               | A. 12              | P. 12               |
| Rajampett     |       | A. 12               | P. 12               | A. 12              | P. 12               |
| Mundalore     |       | A. 12               | P. 12               | A. 12              | P. 12               |
| Wontunettah   |       | A. 12               | P. 12               | A. 12              | P. 12               |
| Cuddalore     | Arr   | A. 12               | P. 12               | A. 12              | P. 12               |
| do            | Dep   | A. 12               | P. 12               | A. 12              | P. 12               |
| Camalapur     |       | A. 12               | P. 12               | A. 12              | P. 12               |
| Yerragontla   |       | A. 12               | P. 12               | A. 12              | P. 12               |
| Moodanoor     |       | A. 12               | P. 12               | A. 12              | P. 12               |
| Rondipuram    |       | A. 12               | P. 12               | A. 12              | P. 12               |
| Chittr        |       | A. 12               | P. 12               | A. 12              | P. 12               |
| Royalchurro   | Arr   | A. 12               | P. 12               | A. 12              | P. 12               |
| Goody         | Dep   | A. 12               | P. 12               | A. 12              | P. 12               |
| Goondacul     | Arr   | A. 12               | P. 12               | A. 12              | P. 12               |
| do            | Dep   | A. 12               | P. 12               | A. 12              | P. 12               |
| Goondacul     | Dep   | A. 12               | P. 12               | A. 12              | P. 12               |
| Yerrapur      | Arr   | A. 12               | P. 12               | A. 12              | P. 12               |
| Bellary       |       | A. 12               | P. 12               | A. 12              | P. 12               |
| Goondacul     | Dep   | A. 12               | P. 12               | A. 12              | P. 12               |
| Truncherla    |       | A. 12               | P. 12               | A. 12              | P. 12               |
| Kusfree       |       | A. 12               | P. 12               | A. 12              | P. 12               |
| Adoni         | Arr   | A. 12               | P. 12               | A. 12              | P. 12               |
| do            | Dep   | A. 12               | P. 12               | A. 12              | P. 12               |
| Hooge         |       | A. 12               | P. 12               | A. 12              | P. 12               |
| Hoogabudra    |       | A. 12               | P. 12               | A. 12              | P. 12               |
| Mittur        |       | A. 12               | P. 12               | A. 12              | P. 12               |
| Raichoor      | Arr   | A. 12               | P. 12               | A. 12              | P. 12               |

|               | 1                   | 2                  | 3                   | 4                   | 5                   |
|---------------|---------------------|--------------------|---------------------|---------------------|---------------------|
|               | 1, 2, 3, 4<br>Goods | 1, 2, 3, 4<br>Mail | 1, 2, 3, 4<br>Goods | 1, 2, 3, 4<br>Goods | 1, 2, 3, 4<br>Goods |
| Raichoor      | Dep                 | A. 12              | P. 12               | A. 12               | P. 12               |
| Mittur        |                     | A. 12              | P. 12               | A. 12               | P. 12               |
| Hoogabudra    |                     | A. 12              | P. 12               | A. 12               | P. 12               |
| Hooge         |                     | A. 12              | P. 12               | A. 12               | P. 12               |
| Adoni         | Arr                 | A. 12              | P. 12               | A. 12               | P. 12               |
| do            | Dep                 | A. 12              | P. 12               | A. 12               | P. 12               |
| Kusfree       |                     | A. 12              | P. 12               | A. 12               | P. 12               |
| Truncherla    |                     | A. 12              | P. 12               | A. 12               | P. 12               |
| Goondacul     | Arr                 | A. 12              | P. 12               | A. 12               | P. 12               |
| Bellary       | Dep                 | A. 12              | P. 12               | A. 12               | P. 12               |
| Yerrapur      | Arr                 | A. 12              | P. 12               | A. 12               | P. 12               |
| Goondacul     | Arr                 | A. 12              | P. 12               | A. 12               | P. 12               |
| Goody         | Dep                 | A. 12              | P. 12               | A. 12               | P. 12               |
| do            | Arr                 | A. 12              | P. 12               | A. 12               | P. 12               |
| Royalchurro   | Dep                 | A. 12              | P. 12               | A. 12               | P. 12               |
| Chittr        |                     | A. 12              | P. 12               | A. 12               | P. 12               |
| Rondipuram    |                     | A. 12              | P. 12               | A. 12               | P. 12               |
| Moodanoor     |                     | A. 12              | P. 12               | A. 12               | P. 12               |
| Yerragontla   |                     | A. 12              | P. 12               | A. 12               | P. 12               |
| Camalapur     |                     | A. 12              | P. 12               | A. 12               | P. 12               |
| Cuddalore     | Arr                 | A. 12              | P. 12               | A. 12               | P. 12               |
| do            | Dep                 | A. 12              | P. 12               | A. 12               | P. 12               |
| Wontunettah   |                     | A. 12              | P. 12               | A. 12               | P. 12               |
| Mundalore     |                     | A. 12              | P. 12               | A. 12               | P. 12               |
| Rajampett     |                     | A. 12              | P. 12               | A. 12               | P. 12               |
| Reddypully    |                     | A. 12              | P. 12               | A. 12               | P. 12               |
| Coloor        | Arr                 | A. 12              | P. 12               | A. 12               | P. 12               |
| do            | Dep                 | A. 12              | P. 12               | A. 12               | P. 12               |
| Ballypully    | Dep                 | A. 12              | P. 12               | A. 12               | P. 12               |
| Sirupetty     | Arr                 | A. 12              | P. 12               | A. 12               | P. 12               |
| Goody         | Dep                 | A. 12              | P. 12               | A. 12               | P. 12               |
| Coloor        |                     | A. 12              | P. 12               | A. 12               | P. 12               |
| Pacery        |                     | A. 12              | P. 12               | A. 12               | P. 12               |
| Chittr        |                     | A. 12              | P. 12               | A. 12               | P. 12               |
| Arconum       | Arr                 | A. 12              | P. 12               | A. 12               | P. 12               |
| do            | Dep                 | A. 12              | P. 12               | A. 12               | P. 12               |
| Chinnamappett |                     | A. 12              | P. 12               | A. 12               | P. 12               |
| Cudumbathore  |                     | A. 12              | P. 12               | A. 12               | P. 12               |
| Chuvellore    |                     | A. 12              | P. 12               | A. 12               | P. 12               |
| Symamore      |                     | A. 12              | P. 12               | A. 12               | P. 12               |
| Aradhy        |                     | A. 12              | P. 12               | A. 12               | P. 12               |
| Perrambore    |                     | A. 12              | P. 12               | A. 12               | P. 12               |
| Salt Cotam    |                     | A. 12              | P. 12               | A. 12               | P. 12               |
| Madras        | Arr                 | A. 12              | P. 12               | A. 12               | P. 12               |

\* Will stop by signal only  
Traffic Manager's office  
Madras 19 (December 1871)

\* Will stop by signal only

Traffic Manager

Feb 567

Submitted to the Government.

The Agent of the Great  
Indian Peninsula Railway having  
telegraphed that the road over the  
Kistna River is likely to be finished  
by the 1<sup>st</sup> proximo: the Agent of the  
Madras Railway forwards for the  
sanction of the Government, a revised  
Time Table for the North-West Line;  
with a view to prevent a break in  
the through running of the mail  
train between Madras and Bombay.  
2 I have this week inspect-  
ed the bridge and think it may  
be advisable to have an additional  
watchman placed on the island  
embankment during the night,  
in case of water coming down the  
river

P. M. 6158/1

River; and in that event to watch  
its rise, and report to the Inspector  
on the bank.

The deep channel of the  
River, is between the island about  
ment, and the 11<sup>th</sup> pier from the South  
bank; thus if a slight fresh is  
brought down, the water remains  
in this middle channel, and does  
not come near the banks of the  
River; the River cannot therefore  
be held to be in flood only —  
when the water spreads from bank  
to bank as has been defined  
with regard to the Palas and  
Gorealtam Rivers.

The rule now holds good,  
that when there is water in the  
Cheyant; the Engine shall be  
detained

detached; and run over the bridge  
first by itself; and I think  
it might now be ordered, that  
the Engine should in the same  
manner precede the train, if  
the water rises to say, 3 feet, on  
the gauge marked on the seven  
piles in the deep channel.

3 By the new Time Table,  
the Mail train will leave Madras  
at 3-30 p.m. instead of at 10-50  
a.m.; and the mails from Bombay  
will arrive at 8-45 a.m. instead  
of at 1 p.m.

There will be uninterrupted  
communication between Bellary  
and Chikho; whereas at present  
mails and passengers are detained  
a night at the Goondal junction.  
The only other notable point, is,  
that

that train N. 5 runs into Bellary  
at 7-15 p.m.; crossing the Muggay  
River at about 6-45.

At this time of year it  
is dark at that hour; but a  
watch will be kept over the  
temporary road in the day, and  
there being <sup>light</sup> an hour before, there  
can I think, be no objection to  
the turning of this train, which  
in other respects is so particularly  
convenient for Bellary.

Madras  
21 December  
1891

Herbert Hendry Major Rly

esq: Com: Engrs for Railways

The Secretary to Government  
Public Works Department  
Fort Saint George.

No. 808

MADRAS RAILWAY.

AGENT AND MANAGERS' OFFICE.

Madras, 26 Dec. 1891

From

to the  
Agent Rly  
Railways.

to the  
respondence  
in the  
region, I  
that in  
indian  
ing a  
perform  
Ranchore  
than was  
en found  
slight

since Table

which accompanied my letter  
of the 19<sup>th</sup> inst at 743, and  
I have therefore the honour to  
submit a revised Table

that train No 5 runs into Bellary  
at 7-15 p.m.; crossing the Ruggery  
River at about 6-45.

is dark  
watch a  
temporary  
there be  
can I  
the term  
in other  
convenience

Madras  
21 December  
1871

By  
c 6359

Public Works Department  
Fort Saint George.

P.W. 1371 Depard  
1871.

No 6158.  
From  
The Consulting Engineer for Railways  
To  
The Secretary to Govt  
P.W. - Dept

Dated 24<sup>th</sup> Dec 71  
Received 28<sup>th</sup>  
No. 567-

Enc. 3. V  
Submitting a  
revised Time Table  
for the North West  
line.

No 183. 22 Jan 72.

No. 808  
MADRAS RAILWAY.  
AGENT AND MANAGERS' OFFICE.  
Madras, 26 Dec 1871

From  
The Agent and Manager  
of the M.R.  
To  
Major J.H. Pendergast R.E.  
Acting Consulting Engineer for Railways.

Sir,  
With reference to the  
Correspondence  
I Ady. Cnr. Engrs. No 759 - 18 Dec 1871 } noted in the  
Do " 773 - 19 " " " } margin, I  
from - Do - " 789 - 21 " " }

have the honour to state that in  
consequence of the Great Indian  
Peninsula Company requiring a  
somewhat longer time to perform  
the train service between Rameswaram  
and the Gistnab station than was  
anticipated, it has been found  
necessary to make some slight  
modifications in the Time Table  
which accompanied my letter  
of the 19<sup>th</sup> inst. No 773, and  
I have therefore the honour to  
submit a revised Time Table

for the approval of government.

2. It will be observed that the service now proposed also provides for direct communication between Madras and Bellary and between Bellary and Raichore, and that it will render unnecessary the present very inconvenient halt at Pondicherry.

3. Passengers by the Through Mail Train from Madras will be allowed 33 minutes at Trupetto, 30 minutes at Gooty, and 45 minutes at Raichore for refreshment, and by the Mail Train from Raichore 40 minutes at Gooty and 15 minutes at Arcot for refreshment.

I have the honour to be, Sir,

Yours most obedient servant

Wm. A. Anderson.

for the Agent & Managers

for the approval of government.

2. It will be observed that the service now proposed also provides for direct communication between Madras and Bellary and between Bellary and Raichore, and that it will render unnecessary the present very inconvenient halt at Pondicherry.

3. Passengers by the Through Mail Train from Madras will be allowed 33 minutes at Trichopoly, 30 minutes at Erode, and 45 minutes at Raichore for refreshment, and by the Mail Train from Raichore 40 minutes at Erode and 15 minutes at Arcot for refreshment.

I have the honour to be,  
Sir,

Yours most obedient servant

Wm. A. A. A.

for the Agent & Manager.

29V

Mr 6/9/71

Mr 6/9/71

MADRAS RAILWAY.

From

The Agent and Manager

To

The Consulting Engineer  
for Railways.

Dated 26 Dec 1891  
Recd.

No. 801

Submitted for the  
approval of the  
a/Secy of Govt  
Public Works  
M. Madras -

Time Table for the N.W. Line to come into operation on January 1872 after as the G. S. P. Railway Company run their trains through to Raichoor.

|              |     | 1     |    | 2           |    | 3           |    | 4       |    | 5           |    |  |  |  |  | 1           |    | 2       |    | 3           |    | 4     |    | 5           |    |  |  |
|--------------|-----|-------|----|-------------|----|-------------|----|---------|----|-------------|----|--|--|--|--|-------------|----|---------|----|-------------|----|-------|----|-------------|----|--|--|
|              |     | Goods |    | 1. 2. 3 & 4 |    | 1. 2. 3 & 4 |    | 1. 2. 3 |    | 1. 2. 3 & 4 |    |  |  |  |  | 1. 2. 3 & 4 |    | 1. 2. 3 |    | 1. 2. 3 & 4 |    | Goods |    | 1. 2. 3 & 4 |    |  |  |
|              |     | A.    | M. | A.          | M. | P.          | M. | P.      | M. | A.          | M. |  |  |  |  | A.          | M. | P.      | M. | A.          | M. | A.    | M. | A.          | M. |  |  |
| Madras       | Dep |       |    |             |    |             |    |         |    |             |    |  |  |  |  |             |    |         |    |             |    |       |    |             |    |  |  |
| Salt Coteau  |     |       |    | 7.          | 0  | 2.          | 14 | 3.      | 30 |             |    |  |  |  |  |             |    |         |    |             |    |       |    |             |    |  |  |
| Perambore    |     |       |    |             |    | 2.          | 15 |         |    |             |    |  |  |  |  |             |    |         |    |             |    |       |    |             |    |  |  |
| Avady        |     |       |    | 7.          | 12 | 2.          | 25 | 3.      | 40 |             |    |  |  |  |  |             |    |         |    |             |    |       |    |             |    |  |  |
| Simmanore    |     |       |    | 7.          | 43 | 3.          | 0  |         |    |             |    |  |  |  |  |             |    |         |    |             |    |       |    |             |    |  |  |
| Trivellore   |     |       |    | 7.          | 57 | 3.          | 15 |         |    |             |    |  |  |  |  |             |    |         |    |             |    |       |    |             |    |  |  |
| Cudumbathore |     |       |    | 8.          | 15 | 3.          | 45 | 4.      | 35 |             |    |  |  |  |  |             |    |         |    |             |    |       |    |             |    |  |  |
| Chinnamapett |     |       |    |             |    | 3.          | 55 |         |    |             |    |  |  |  |  |             |    |         |    |             |    |       |    |             |    |  |  |
| Arconum      | Arr |       |    | 8.          | 40 | 4.          | 15 |         |    |             |    |  |  |  |  |             |    |         |    |             |    |       |    |             |    |  |  |
| do           | Dep |       |    | 8.          | 55 | 4.          | 45 | 5.      | 15 |             |    |  |  |  |  |             |    |         |    |             |    |       |    |             |    |  |  |
| Simmanore    |     |       |    | 9.          | 15 | 5.          | 40 | 5.      | 25 |             |    |  |  |  |  |             |    |         |    |             |    |       |    |             |    |  |  |
| Nagery       |     |       |    | 9.          | 47 | 6.          | 10 |         |    |             |    |  |  |  |  |             |    |         |    |             |    |       |    |             |    |  |  |
| Pultoon      |     |       |    | 10.         | 20 | 6.          | 40 |         |    |             |    |  |  |  |  |             |    |         |    |             |    |       |    |             |    |  |  |
| Poodu        |     |       |    | 10.         | 52 | 7.          | 15 | 6.      | 30 |             |    |  |  |  |  |             |    |         |    |             |    |       |    |             |    |  |  |
| Trilipetty   | Arr |       |    | 11.         | 28 | 7.          | 50 |         |    |             |    |  |  |  |  |             |    |         |    |             |    |       |    |             |    |  |  |
| do           | Dep |       |    | 11.         | 58 | 8.          | 10 |         |    |             |    |  |  |  |  |             |    |         |    |             |    |       |    |             |    |  |  |
| Ballypully   | Arr | 5.    | 40 | 12.         | 20 |             |    | 7.      | 7  |             |    |  |  |  |  |             |    |         |    |             |    |       |    |             |    |  |  |
| do           | Dep | 6.    | 40 |             |    |             |    | 7.      | 40 |             |    |  |  |  |  |             |    |         |    |             |    |       |    |             |    |  |  |
| Reddypullu   | Arr | 7.    | 20 | 1.          | 35 |             |    | 9.      | 5  |             |    |  |  |  |  |             |    |         |    |             |    |       |    |             |    |  |  |
| Rajampett    | Dep |       |    | 1.          | 50 |             |    | 9.      | 15 |             |    |  |  |  |  |             |    |         |    |             |    |       |    |             |    |  |  |
| Mundalor     |     |       |    | 2.          | 33 |             |    |         |    |             |    |  |  |  |  |             |    |         |    |             |    |       |    |             |    |  |  |
| Wontimettah  |     |       |    | 2.          | 57 |             |    |         |    |             |    |  |  |  |  |             |    |         |    |             |    |       |    |             |    |  |  |
| Cuddapah     | Arr |       |    | 3.          | 25 |             |    | 10.     | 53 |             |    |  |  |  |  |             |    |         |    |             |    |       |    |             |    |  |  |
| do           | Dep |       |    | 4.          | 3  |             |    |         |    |             |    |  |  |  |  |             |    |         |    |             |    |       |    |             |    |  |  |
| Camalapur    |     |       |    | 5.          | 0  |             |    | 12.     | 20 |             |    |  |  |  |  |             |    |         |    |             |    |       |    |             |    |  |  |
| Yerragootla  |     |       |    |             |    |             |    | 12.     | 45 | 9.          | 30 |  |  |  |  |             |    |         |    |             |    |       |    |             |    |  |  |
| Moodanoor    |     |       |    |             |    |             |    | 1.      | 33 | 10.         | 22 |  |  |  |  |             |    |         |    |             |    |       |    |             |    |  |  |
| Kondipuram   |     |       |    |             |    |             |    | 2.      | 3  | 10.         | 57 |  |  |  |  |             |    |         |    |             |    |       |    |             |    |  |  |
| Tadipatri    |     |       |    |             |    |             |    | 2.      | 35 | 11.         | 32 |  |  |  |  |             |    |         |    |             |    |       |    |             |    |  |  |
| Rajalcheruvu |     |       |    |             |    |             |    | 3.      | 25 | 12.         | 24 |  |  |  |  |             |    |         |    |             |    |       |    |             |    |  |  |
| Gooty        | Arr |       |    |             |    |             |    | 4.      | 25 | 1.          | 27 |  |  |  |  |             |    |         |    |             |    |       |    |             |    |  |  |
| do           | Dep |       |    |             |    |             |    | 5.      | 15 | 2.          | 19 |  |  |  |  |             |    |         |    |             |    |       |    |             |    |  |  |
| Goindacul    | Arr |       |    |             |    |             |    | 6.      | 10 | 3.          | 10 |  |  |  |  |             |    |         |    |             |    |       |    |             |    |  |  |
| do           | Dep |       |    |             |    |             |    | 6.      | 40 | 3.          | 45 |  |  |  |  |             |    |         |    |             |    |       |    |             |    |  |  |
| Goindacul    | Dep |       |    |             |    |             |    | 7.      | 25 | 4.          | 30 |  |  |  |  |             |    |         |    |             |    |       |    |             |    |  |  |
| Yerragootla  | Arr |       |    |             |    |             |    | 8.      | 0  | 5.          | 30 |  |  |  |  |             |    |         |    |             |    |       |    |             |    |  |  |
| Bellary      | Arr |       |    |             |    |             |    | 9.      | 0  | 6.          | 30 |  |  |  |  |             |    |         |    |             |    |       |    |             |    |  |  |
| Goindacul    | Dep |       |    |             |    |             |    | 9.      | 45 | 7.          | 15 |  |  |  |  |             |    |         |    |             |    |       |    |             |    |  |  |
| Chinnamapett | Arr |       |    |             |    |             |    | 7.      | 40 |             |    |  |  |  |  |             |    |         |    |             |    |       |    |             |    |  |  |
| do           | Dep |       |    |             |    |             |    | 8.      | 46 |             |    |  |  |  |  |             |    |         |    |             |    |       |    |             |    |  |  |
| Trivellore   | Arr |       |    |             |    |             |    | 9.      | 25 |             |    |  |  |  |  |             |    |         |    |             |    |       |    |             |    |  |  |
| Simmanore    | Arr |       |    |             |    |             |    | 9.      | 35 |             |    |  |  |  |  |             |    |         |    |             |    |       |    |             |    |  |  |
| Avady        | Arr |       |    |             |    |             |    | 10.     | 28 |             |    |  |  |  |  |             |    |         |    |             |    |       |    |             |    |  |  |
| Perambore    | Arr |       |    |             |    |             |    | *       |    |             |    |  |  |  |  |             |    |         |    |             |    |       |    |             |    |  |  |
| Salt Coteau  | Arr |       |    |             |    |             |    | 11.     | 14 |             |    |  |  |  |  |             |    |         |    |             |    |       |    |             |    |  |  |
| Madras       | Arr |       |    |             |    |             |    | 11.     | 45 |             |    |  |  |  |  |             |    |         |    |             |    |       |    |             |    |  |  |

\* Will stop by signal only.

\* Will stop by signal only.

Traffic Manager's Office  
Madras 26<sup>th</sup> December 1871

Respectfully  
for the Agent & Manager

Traffic Manager

Submitted to the  
Government.

The alterations from the  
Time Table forwarded for sanction  
with my letter No 567 of the 21<sup>st</sup>  
instant are very slight. Viz<sup>t</sup>  
The mail train leaving Madras  
at 9-30 p.m. is brought into  
Maichore, the next day at 11-45,  
instead of at 12-30; and from  
Maichore, the train will start at  
12-45 p.m. instead of at 12-30.  
The local train from Bellary to  
Guddapa, will run between  
5-40 a.m. and 3-10 p.m. instead  
of from 6 a.m. to 3-10 p.m.

I have accordingly  
authorized

authorized the new time table  
being adopted.

Madras  
28 December  
1871  
New Superintendent Major R.C.

Mr. Commr. Engrs for Rly.

To  
The Secretary to Government  
Public Works Department  
Fort Saint George

Public Works Dept.  
No 183.  
Proceedings of the Madras Govt.  
Read the following

from  
The Commr. Engrs  
for Railways  
No. — No. — No. —  
(H.C. No 567 of 21 Decr 1871)  
(H.C. No 569 of 28 Decr 1871)

The revised time  
table submitted with  
the second of the letters  
above recorded is sanc-  
tioned for adoption  
between Madras and  
Ranchore, and the  
Government approve  
of the Consulting En-  
gineer's suggestion in  
the concluding clause  
of paragraph 2 of his  
first letter that, in  
crossing the Chegar  
bridge, the engine  
shall be required to  
proceed

precede the train with  
the usual precautions  
if the water in the river  
is found to rise to  
3 ft on the gauge  
marked on the screw  
piles in the deep  
channel.

5 1/2

To the Ag. Council  
for Rep.  
Recd 25/1/72

58 Jan 1/72 D. 11/2

precede the train with  
the usual precautions  
if the water in the river  
is found to rise to  
3 ft on the gauge  
marked on the screw  
piles in the deep  
channel.

Of 6158 & 6190

Govt. of 1872 Madras.

PUBLIC WORKS.

To Mr. J. J. Consulting Eng.  
for Railways.

Date

Recd.

Encl.

G. O. 22 May 1872 No. 133.

Nos. 25, 1872

ed Times Table, &c.  
by the J. J. Eng. for P. W.  
from the Messrs. J. J.  
& Co. Sanctioned, with

for R. J. J.

Desp. 25/1/72

28 Jan 1/72 D. J. J.

precede the train with  
the usual precautions  
if the water in the river  
is found to rise to  
3 ft on the gauge  
marked on the screw  
piles in the deep  
channel.

Of 6158 & 6190

Govt. of 1872 Madras.

PUBLIC WORKS.

To the Consulting Engineer  
to the Railway.

Date

Recd.

Encl.

G. O. 22 May 1872 No. 133.

Nos. 25, 1872

ed Time Table, &c.  
by the Joint Directors  
of the Madras  
& the Sanctioned, with

for Rep: V  
Recd 25/1/72

58 Jan 1/72 B. 112