

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE

Government of Madras

Public Works

DEPARTMENT

G.O. No.	2090A	Press
B.P. No.		Mis.
3554-3638		
Dated	22. 8.	1873

Not to be folded or roughly handled

No. 355A. Read the following letter from Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to Colonel G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Madras, 15th August 1873, No. 437:—

ADVERTING to the Proceedings of Government, under date the 4th instant, No. 1,937A, I have the honour to submit, for the information of Government, the revised time-table for the South-West Line of the Madras Railway, embodying the changes which have already received the sanction of His Excellency in Council. The Agent proposes to bring it into operation from the 31st instant, that being the earliest possible date by which the necessary arrangements can be made, and I have accordingly authorized its introduction from that day.

2. The mail train service agrees, in most of its details, with the proposals which were laid before Government. The time of arrival at Mettapolliam will be 9-30 A.M. instead of 9-45 A.M., in order to give effect as far as possible to the wishes expressed by His Excellency; and the time of arrival at Beypore will be 1-30 P.M. instead of 1-45 P.M., in accordance with a request made by the Postmaster General.

3. The revised time-table provides also for the changes in the 7 A.M. train westward from Madras, and in the 4-15 A.M. train eastward from Pothanore, which were under consideration when the Government Order, dated the 2nd November 1872, No. 2,584, was passed. On and after the 31st instant these two trains will run to and from Erode only. In order to obviate, as far as possible, the inconvenience which this arrangement will entail upon travellers proceeding from Trichinopoly and the south to stations west of Erode, I understand it is intended that a composite carriage shall be kept at Erode, and attached to the goods train timed to leave Erode at 2-20 P.M., on the arrival of first and second-class passengers by the early train from Trichinopoly.

4. In order to carry out, without fear of frequent interruption, the mail train arrangements, the Traffic Manager has proposed certain slight alterations in the local train service between Arconum and Cuddapah on the North-West Line, which, in anticipation of the approval of Government, I have authorized him to bring into operation from the 31st instant. Mr. Church writes as follows:—

"I propose to take advantage of this opportunity to alter the time of departure of the day train from Arconum to Cuddapah from 9-15 to 10-15 A.M., as it is scarcely possible with so many trains at Arconum at one time to get this train away to time on all occasions, and when started late it interferes with the local train from Cuddapah to Arconum, which again interferes with the mail train from Madras. The alteration from 9-15 to 10-15 necessitates an alteration of the corresponding train from Cuddapah so as to make Tirupetty the meeting station instead of Coodoor."

5. I have also the honour to enclose the proposed time-table for the Neilgherry branch, which the Railway Authorities now hope to have ready for opening by the 31st instant. I have informed the Agent that the introduction of

*Proceedings of the Madras Government, Public Works Department,
22nd August 1873.*

this part of the proposed arrangements must of course be subject to the results of the final inspection of the branch between Coimbatore and Mettapolliam, and the testing of the girder bridges.

6. The revised time-table for the Great Southern of India Railway will be laid before Government as soon as it is received from the Agent. Its preparation was necessarily delayed until the details of the Madras Railway arrangements had been finally settled.

*Proceedings of the Madras Government, Public Works Department,
22nd August 1873.*

NEILCHERRY BRANCH TRAIN.

Time-table on and after Sunday the 31st August 1873.

TRAINS FROM POTHANORE.							TRAINS TO POTHANORE.							
Through Distance.	Stations.	1		3	5	7	9	Through Distance.	Stations.	2	4	6	8	10
		Light Engine.	Empty Carriages.											
		A. M.	A. M.	A. M.	A. M.	P. M.	P. M.			A. M.	A. M.	P. M.	P. M.	P. M.
	Pothanore ...	5 30	7 15	8 10	3 45	6 45			Metapollam	...	...	1 55	...	...
3½	Coimbatore	5 45	7 30	8 20	4 0	7 0		4½	Karamady	...	...	2 11	...	...
9½	Tudialoor	...	...	8 39	...	...		16	Tudialoor	...	...	2 53	...	...
21	Karamady	...	...	9 16	...	...		22	Coimbatore	6 0	7 45	3 15	4 15	7 15
25½	Metapollam	...	...	9 30	...	...		25½	Pothanore	6 15	8 0	3 25	4 30	7 30
		A. M.	A. M.	A. M.	A. M.	P. M.	P. M.			A. M.	A. M.	P. M.	P. M.	P. M.

MADEAS,
13th August 1873.

(Signed) J. W. MELLIS,
for Acting Agent and Manager.

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

MADRAS

Stations.

Stations.		1		2		3		4		5		6	
		Passen- gers.		Mixed.		Mixed.		Mail.		Goods.		Mixed.	
Pothanore	...	...	...	...	...	...	...	8	10	6	45	...	...
Coimbatore	...	...	...	...	...	...	...	8	20	7	0	...	...
Mettapollim	...	...	...	...	...	...	...	9	30	...	...	...	...
Pothanore	...	...	...	...	...	...	...	8	25	...	...	10	55
Muddikurru	...	...	...	...	...	...	...	...	...	...	...	11	15
Walliar	...	...	...	...	...	...	...	...	...	...	...	11	51
Conjecode	...	...	...	...	...	...	...	9	39	...	...	12	27
Palghat	...	...	...	...	...	...	...	9	59	...	...	12	50
Do.	...	...	...	...	...	...	...	10	5	...	...	1	31
Purley	...	...	...	...	...	...	...	...	...	...	...	1	56
Luckadie	...	...	...	...	...	...	...	...	...	...	...	2	31
Wootapollim	...	...	...	...	...	...	...	10	58	...	...	2	48
Do.	...	...	...	...	...	...	...	11	20	...	...	2	56
Shoranoor	...	...	...	...	...	...	...	11	53	...	...	3	28
Puttamby	...	...	...	...	...	...	...	...	...	...	...	3	58
Cootipooram	...	...	...	...	...	...	...	...	...	...	...	4	38
Tiroor	...	...	...	...	...	...	...	12	43	...	...	5	10
Do.	...	...	...	...	...	...	...	...	...	...	...	5	20
Tanoor	...	...	...	...	...	...	...	...	...	...	...	5	40
Perpengady	...	...	...	...	...	...	...	...	...	...	...	6	0
Beypore	...	...	...	...	...	...	...	1	30	...	...	6	30

MADRAS,
13th August 1873.

(Signed) J. W. MELLIS,
for Acting Agent and Manager.

RAILWAY.

on and after 31st August 1873.—(Concluded.)

Stations.	1		2		3		4		5		6	
	Goods.		Mixed.		Mail.		Mixed.		Mixed.		Passengers.	
Amboor	...	...	...	...	...	...	...	...	8	18	1	0
Mailputty	...	...	...	...	...	...	...	...	8	50	...	...
Gooriattum	10	38	...	...	1	58	...	...	9	42	1	45
VeerinjEEPuram	...	...	...	...	...	...	...	...	10	7	2	5
Vellore	Arr.	11	40	...	2	37	...	...	10	35	2	25
Do.	Dep.	12	20	...	2	43	6	50	11	13	2	33
Tiruvellum	...	...	...	...	...	...	7	15	11	41	2	55
Arcot	...	1	10	...	3	24	7	40	12	23	3	18
Sholinghur	...	...	...	...	...	...	8	10	12	55	...	...
Arconum Junction	Arr.	2	25	...	4	10	8	50	1	45	4	20
Do.	Dep.	2	40	...	4	15	9	40	2	20	4	55
Chinnamapett	...	...	...	...	...	...	10	5	2	48	...	...
Cudumbatoor	...	...	...	...	...	...	10	30	3	16	...	...
Trivellore	...	...	...	...	5	0	10	47	3	47	5	45
Tinnanoor	...	...	...	...	...	...	11	16	4	16	6	10
Avady	...	...	...	...	...	...	11	33	4	33	6	30
Perambore Works	...	...	...	...	...	...	...	...	...	...	...	...
Perambore	...	...	...	...	...	...	12	6	5	6	7	0
Veeyasarpady Junction	...	...	...	...	...	...	...	...	...	...	...	...
Royapooram	...	...	...	...	...	...	...	...	...	...	...	...
Goods Shed Junction	...	5	15	...	...	...	12	20	5	20	...	...
Madras	Arr.	5	20	...	6	0	12	25	5	25	7	10
	A.	M.	P.	M.	A.	M.	P.	M.	P.	M.	P.	M.

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

Proceedings of the Madras Government, Public Works Department,
22nd August 1873.

No. 355B.

ORDER THEREON, 22nd August 1873, No. 2,090A.

RAILWAY, No. 48A.

His Excellency the Governor in Council assents to the slight modifications of the mail train tables already accepted by him, which are now recommended by the Railway Authorities and Consulting Engineer as practically required for carrying out the accelerated mail and passenger service once in 24 hours throughout the South-West Line, and its branch to Mettapolliam. His Excellency in Council is glad to learn that the opening of that branch is likely to be hastened.

2. The Consulting Engineer will report, after communication with the Railway Authorities, whether there is any objection to running the train from Beypore to Jollarett at 23 instead of 20 miles an hour; this acceleration of speed, combined with leaving out the four unimportant stations of Puttamby, Perandorai, Shevaroy Hills, and Tripatore, would admit of the train starting from Beypore at 12 noon and still reaching Jollarett at midnight, which would be a very desirable arrangement.

3. It is observed that though the through mail trains and passenger trains to Bangalore have been accelerated, the speed of other trains generally is slackened; and His Excellency considers that the arrival of the second local train from Pothenore at Beypore so late as 6.30 P. M. is very objectionable. He desires that 5.30 P. M. may be secured as the hour of arrival by adoption of a higher rate of speed than 14 miles an hour.

4. The proposed alterations of local trains between Arconum and Cuddapah are approved. The arrangements at Erode for facilitating passenger traffic from Trichinopoly going west, will be further reported on by the Consulting Engineer when submitting the Great Southern of India Railway time-table.

(True Extract.)

Colonel, R.E.,

Secretary to Government.

To the Consulting Engineer for Railways.
.. Postmaster General.
.. Public Department.

Exd. S. T. Austin.

Spare Copies.

Railway Department.

CONSULTING ENGINEER'S OFFICE.

No. 437

From

LIEUT.-COLONEL J. H. M. SHAW STEWART, R.E.,

Consulting Engineer for Railways,

To

COLONEL G. W. WALKER, R.E.,

Secretary to Government,

Public Works Department,

Fort Saint George.

SIR,

Enclosure

Adverting to the Proceedings of Government under date the 4th instant, No 1937A, I have the honour to submit for the information of Government the revised time-table for the South West line of the Madras Railway, embodying the changes which have already received the sanction of His Excellency in Council. The Agent proposes to bring it into operation

operation from the 31st instant, that being the earliest possible date by which the necessary arrangements can be made; and I have accordingly authorised its introduction from that day.

2. The mail train service agrees in most of its details, with the proposals which were laid before Government. The time of arrival at Madhapollam will be 7.30 a.m., instead of 9.45 a.m., in order to give effect as far as possible to the wishes expressed by His Excellency. And the time of arrival at Belpoor will be 1.30 p.m., instead of 1.45 p.m., in accordance

2
11A
accordance with a request made by the Post Master General B.O.D.
3. The revised timetable provides also for the change in the 7 a.m. train westward from Madras, and in the 4.15 a.m. train eastward from Bothanore, which were under consideration when the Government Order dated the 2^d November 1872, No. 2584, was passed. On and after the 31st instant, these two trains will be run to and from Erode only, in order to obviate, as far as possible, the inconvenience which this arrangement will entail upon travellers proceeding from Trichinopoly and

and the South to stations west of
Erode, Sherdendale it is intended
that a composite carriage shall
be kept at Erode, and attached
to the goods train intended to leave
Erode at 2.20 p.m., on the arrival
of first and second class passengers
by the early train from Trichinopoly.
In order to carry
out, without fear of frequent
interruption, the mail train
arrangements, the Traffic Manager
has proposed certain slight alterations
in the local train service between
Arcore and Cuddapah, on the
North-West line, which in anticipation
of the approval of Government, I
have

13A
have authorised him to bring into
operation from the 31st instant.
Mr. Church writes as follows:—

"I propose to take advantage
"of this opportunity to alter the
"time of departure of the day
"train from Arcore to Cuddapah
"from 9.15 to 10.15 a.m., as it
"is scarcely possible with
"so many trains at Arcore
"at one time to get this train
"away to time on all occasions,
"and when started late it
"interferes with the local
"train from Cuddapah to Arcore
"which again interferes
with

with the mail train from Madrid.

"The alteration from 9-15 to

* 10-15 necessitates an alterations

"of the corresponding train

"from Cuddapah so as to make

"Serpenty the meeting station

"instead of Coodoot."

5. I have also the

honour to enclose the proposed 

time-table for the Neilgherry branch

which the Railway Authorities now

hope to have ready for opening by

21st instant. I have in-

1. The 1st of the 1st

formed the system of the

introduction of the part of the

proposed arrangements must of

course he subject to the results of

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the final inspection of the branch
between Coimbatore and Mettupalaiam,
and the testing of the girder bridges.

6. The revised time-table

for the Great Southern of India.

Business will be laid before Govern=

to as soon as it is received,

2 of 1 to 4 1 1 1 1

from the agent. No preparation

was necessarily delayed until the

details of the Madras Railway.

arrangements had been finally

settled.

Shave the honour blos.

Paris

Your most obedient Servant

Wm. Stewart

Front C.R.E.

Cur: Curcuma Rot. R. 1/2

1000

Madras
15 August
1893

[Faint, mostly illegible handwritten text, possibly a letter or report.]

To
 The Secretary to Government,
 P. W. Department,
 Fort Saint George.
 From
 The Consulting Engineer
 for Railways.
 Dated 15th August 1873.
 Recd. 16th August 1873.
 No. 437.
 Subject: *[illegible]*

The Secretary to Government,
 P. W. Department,
 Fort Saint George.
 From
 The Consulting Engineer
 for Railways.
 Dated 15th August 1873.
 Recd. 16th August 1873.
 No. 437.
 Subject: *[illegible]*

15th August 1873.
 P. W. Department.
 Fort Saint George.
 From
 The Consulting Engineer
 for Railways.
 Dated 15th August 1873.
 Recd. 16th August 1873.
 No. 437.
 Subject: *[illegible]*

Nilgiri Branch Trains

Time Table on and after Sunday the 31st. August 1873.

Stations	Trains from Ootacamoor					Trains to Ootacamoor				
	1	2	3	4	5	6	7	8	9	10
Trains from Ootacamoor	Light Engin	Empty Carriage	Empty Carriage	Empty Carriage	Empty Carriage	Empty Carriage	Empty Carriage	Empty Carriage	Empty Carriage	Empty Carriage
Trains to Ootacamoor	Light Engin	Empty Carriage	Empty Carriage	Empty Carriage	Empty Carriage	Empty Carriage	Empty Carriage	Empty Carriage	Empty Carriage	Empty Carriage
Stations	Ootacamoor	Ootacamoor	Ootacamoor	Ootacamoor	Ootacamoor	Ootacamoor	Ootacamoor	Ootacamoor	Ootacamoor	Ootacamoor
Time	5.00	5.15	5.30	5.45	6.00	6.15	6.30	6.45	7.00	7.15
Days	Mon	Tue	Wed	Thurs	Fri	Sat	Sun	Mon	Tue	Wed

Traffic Manager's Office
 Madras 31 August 1873

for the Acting Managers
 Traffic Manager

Traffic Manager
 Traffic Manager

1853

19A

W. H. H. H.
Traffic Manager

Time Table for the

Stations	1		2		3		4		5		6		21
	Papung	Mixed	Mixed	Mixed	Mail	Goods	Mixed						
Madras	Dep 7	09	02	16	07	20							
Goods Shed June						45							
Koyamooram													
Veerampalayam June													
Perrambore	7	109	152	27									
Perrambore Works													
Grady	7	399	553	06	30								
Simulore		10	203	15									
Simulore	8	1510	524	07	09	5							
Cudumbalor		11	24	12									
Chennamangalpet		11	274	35									
Aranyam June	Arr 9	511	524	557	4010	0							
do	Dep 9	2512	125	308	1010	15							
Sholinghur		1	06										
Arat	10	292	56	459	1211	30							
Simulore		2	557	20									
Vellore	Arr 11	133	208	09	5412	20							
do	Dep 11	233	50	10	012	50							
Veerampalayam	11	454	0										
Goorthallam	12	104	43	10	381	58							
Maitputty		5	30										
Amboor	1	06	4			0							
Gumemboddy	1	247	10										
Tollarpeth	Arr 1	498	0		12	154	5						
Tollarpeth	Dep 2	0			12	506	30						
Copplem	3	35			2	208	22						
Edlar Road	4	40			3	2510	4						
Malloor	5	30			4	1511	21						
Madgoody	6	6			4	5712	13						
Pangalore	Arr 6	45			5	301	0						
Tollarpeth	Dep 2	0			12	405	0						
Trigalare	2	14			12	535	25						
Schmulpully	2	55			1	2510	15						
Morapoor	3	37				7	13						
Muldpuram	4	18			2	358	13						
Shenoi Hills	4	53			3	59	6						
Salem	Arr 5	34			3	499	53						
do	Dep 5	54			4	510	55						
McDonalds Choultry	6	29			4	5812	40						
Sunkerydroog	7	40			5	261	20						
do	Arr 7				5	272	20						
do	Dep					3	8						
Aranduray					6	344	5						
Wuthallee					6	545	0						
Aranduray Road					7	195	42						
Aranduray					7	546	35						
Aranduray	Arr												
Aranduray	Dep				8	106	45						
Aranduray					8	207	0						
Aranduray					9	30							
Aranduray	Dep				8	25	10						
Aranduray							55						
Aranduray							15						
Aranduray							27						
Aranduray							27						
Aranduray	Arr				9	39	50						
Aranduray	Dep				9	50	12						
Aranduray					10	5	31						
Aranduray							56						
Aranduray	Arr						31						
Aranduray	Dep						48						
Aranduray					10	58	56						
Aranduray					11	20	28						
Aranduray					11	53	33						
Aranduray							58						
Aranduray	Arr						38						
Aranduray	Dep				12	43	55						
Aranduray							10						
Aranduray							20						
Aranduray							40						
Aranduray	Arr				1	30	6						
Aranduray							30						

Traffic Managers Office
Madras 13 August 1930

14-22 Aug 1873
 17-4543/73

P.W.D.

No 2090

Proceedings of the Madras Government
 Read the following
 From the Comptroller for P.W.D. (H.E. No. 437 of 15th Aug 1873)

His Excellency
 the Governor in Council
 assents to the
 slight modifications
 of the Mail Train
 Tables already ac-
 cepted by him,
 which are now recom-
 mended by the Railway

I should like these
 papers brought to
 Council tomorrow -
 Major Munro has
 strongly recommended
 me that the table

be a very desirable
arrangement.

observe however

that though the
that through mail trains,
that the train being and Passenger
express at 12 (instead of 10) at
of 60. a m / 10 at
a speed of 23 instead
of 20, miles an hour, have been accelera-
ted, the speed is other-
wise generally slacken-
ed; and he ~~is~~ ^{is} ~~especially~~ ^{deprecates} arrival
of the 2nd local train
from Pothanoor at
Beylore so late as
6-30 P.M. - He desires
that 5-30 P.M. may be
observed that the train
should arrive there ^{at} 5-30 P.M.

Secured as the hour
of arrival by adop-
-tion of a higher rate
of speed than 14
miles an hour.

The proposed
alterations of Local
Trains between Ar-
-conum and Sud-
-dapa are approved.
The arrangements at
Errode for facilita-
-ting Passenger traffic
from Trichanopoly

going west, will be
29A further reported on
by the Consulting En-

* The Consulting En-
-gineers when sub-
-mitting the Great
Southern of India
Railway Time
Table - G.M.W.

The Consulting En-
-gineers when sub-
-mitting the Great
Southern of India
Railway Time
Table - G.M.W.
The Consulting En-
-gineers when sub-
-mitting the Great
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-gineers when sub-
-mitting the Great
Southern of India
Railway Time
Table - G.M.W.

PUBLIC WORKS.

20 The connecting Cuts for
Railways

25.11.

Water:

Recd.

1941

G. O. 22nd Sept. No. 2090A

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