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MADRAS RECORD OFFICE

Government of Madras

Public works DEPARTMENT

G.O. No. <i>2696A</i>	Press
B.P.—No. <i>46A-46B-46C</i>	Mis.
Dated <i>4. 11. 1873.</i>	<i>195</i>

Not to be folded or roughly handled

Read the following papers:—

No. 46A. 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,
16th October 1873, No. 543.

ADVERTING to the 2nd paragraph of the Order of Government, dated the
19th ultimo, No. 2,330B, I have the honour to submit, for the consideration of
Government, a letter* from the Agent
* No. 826, 14th October 1873. of the Madras Railway Company, for-
warding for approval a revised time-table for the South-West Line.

2. Of the proposed changes the principal one is in connection with the local
train between Pothanore and Beypore, in order to meet, as far as possible, the views
expressed by Government upon the subject. If the revised arrangements are
approved of by His Excellency in Council, this train will leave Pothanore at 9-45
A.M., arriving at Beypore at 4-50 P.M. The time occupied on the journey will
therefore be 7 hours and 5 minutes, as compared with 7 hours and 20
minutes at present, and 6 hours and 50 minutes previously. I trust that the
observations contained in paragraph 6 of the Agent's letter will convince the
Government that everything has been done to give effect to their views, and that
the interests of the population of Malabar have been fully studied. It is my duty
to lay before His Excellency in Council my most decided opinion that the slight
additional convenience which the running of a goods train between Palghaut and
Beypore would confer upon the public would be far more than counterbalanced
by the additional cost.

3. The other proposed changes are slight, and are fully explained in the
summary which accompanies the Agent's letter. They all tend towards quicker
running, and therefore to the convenience of the public. The alteration, from 6
A.M. to 7-30 A.M., in the starting of the mixed train from Coimbatore eastwards,
is with a view to take on the passengers brought from Trichinopoly by the 6 A.M.
train on the Great Southern of India Railway, as explained in paragraph 4 of my
letter No. 537, dated the 10th instant.

4. If the proposed revision meets with the approval of Government, I beg
that I may be informed as soon as possible in order that the changes may be
introduced at the earliest opportunity.

*Proceedings of the Madras Government, Public Works Department,
4th November 1873.*

From W. B. WRIGHT, Esq., Acting Agent and Manager of the Madras Railway Company, to
Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways,
dated Madras, 14th October 1873, No. 826.

I HAVE the honour to submit, for the approval of Government, a revised time-table for the South West-Line. I learn from a recent conversation on the subject with our Traffic Manager that it is probable that we shall be enabled to bring the proposed alterations into operation simultaneously with those already sanctioned for the North-West Line on or about the 19th instant, provided the Government accord their sanction to the proposed changes at an early date.

2. I append a summary showing the various alterations which have been worked out with the intention of meeting as far as practicable the views expressed by the Government: we have been enabled to make some improvements in the train service generally by the acceleration of several of our trains; for instance, it is proposed that the 7 A.M. train from Madras shall arrive at Cuddapah at 5 P.M. instead of at 6-10 P.M., thus performing the journey in 100 minutes less time than at present.

3. The cooly train from Coimbatore will in future leave at 7-30 A.M. instead of at 6 A.M., and will arrive at Erode at 11-20 A.M. instead of at 10-24 A.M., so as to allow time for the passengers from the Great Southern of India Railway to proceed eastwards by this train, which will arrive at Jollapett at 7-46 P.M. as at present, thus performing the journey between Coimbatore and that station in 90 minutes less than at present.

4. With reference to your letter, No. 873, dated 22nd September 1873, I will as desired report within the prescribed period on the question of a further acceleration of the speed of our mail trains.

5. As regards the proposed re-arrangement of the mixed train service from Pothanore to Beypore, I much regret that I cannot see any probability of meeting the wishes of His Excellency in Council to the full extent required in the matter of speed, excepting by the adoption of the course suggested at the close of the Government Order on the subject.

6. I would however beg to point out, for the information of Government, that the altered circumstances under which we are working since the introduction of the improved mail service render it necessary for the local train to do the whole of the shunting and other work at stations which, under the old arrangement, were performed by two trains, the mail train taking 6 hours and 40 minutes and the local train 6 hours and 50 minutes for the journey between Pothanore and Beypore, giving 13 hours and 30 minutes as the time occupied by the two trains. The mail train under the recent re-arrangement being relieved of all shunting and of several stoppages, whilst the local train under the new arrangement now proposed will perform the journey in 7 hours and 5 minutes or 15 minutes more time than formerly, a very slight increase in time as compared with the additional work devolving upon this train. As however this 15 minutes lost to the passengers by the local train has enabled the passengers by the mail train to gain 95 minutes in time between Pothanore and Beypore, the travelling public are actually benefited as regards the saving of time between those stations to the extent of 80 minutes, taking the two trains conjointly into consideration, and as the mail train calls at all the most important stations, and the working of the local train is so arranged as to enable passengers from the smaller stations to catch the mail trains running in either direction by which they can travel at the same fares as those charged for the local train, the public convenience is, I would submit, better provided for on the whole than under the old arrangement. It will be observed that the proposed re-arrangement of the train service provides for a shorter delay of the local train at Palghaut station, and that it is consequently enabled to perform the journey from Pothanore to Beypore in 7 hours and 5 minutes or in 15 minutes less time than at present. Looking at the whole question from a financial point of view, the limited amount of traffic over the western portion of our line would

*Proceedings of the Madras Government, Public Works Department,
4th November 1873.*

certainly not justify the running of additional regular trains for the purpose of accelerating the speed of the mixed train. The increased speed of the mail train already involves a considerable diminution of load, and the carrying out of the alternative proposed by the Government in the event of the Railway Company being unable to act up to their orders in the matter of the speed of the local train, will result in an increase of expenditure, which I trust the Government will be unwilling to incur, as I venture to hope that the explanations contained in this letter, the improvement in the running of the train in question and its earlier arrival at Beypore may be considered to sufficiently meet the wishes of His Excellency in Council.

Proceedings of the Madras Government,

MADRAS

Revised Time-table of Trains

Stations.	1		2		3		4		5		6	
	Passen-ger.		Mixed.		Mixed.		Mail.		Mixed.		Mixed.	
	A.	M.	A.	M.	P.	M.	P.	M.	A.	M.	A.	M.
Madras...	7	0	9	0	2	30	6	0	...	...	...	...
Perambore	7	10	9	17	2	42	...	...	...	...	...	...
Avady	7	39	10	0	3	15	6	30	...	...	...	...
Tinnalore	7	53	10	27	3	35	...	...	...	...	...	...
Trivellore	8	15	11	0	4	8	7	0	...	...	...	...
Cudumbatoor	...	...	11	11	4	22	...	...	...	...	...	...
Chinnamapett	...	...	11	37	4	45	...	...	...	...	...	...
Arconum	9	5	12	2	5	5	7	40	...	...	...	...
Do.	9	25	12	22	5	30	8	10	...	...	...	...
Sholinghur	...	...	1	10	6	19	...	...	...	...	...	...
Arcot...	10	29	2	15	7	0	9	5	...	...	...	...
Tiruvellum	...	...	2	50	7	32	...	...	...	...	...	...
Vellore	11	13	3	15	8	0	9	40	...	...	...	...
Do.	11	23	3	50	...	...	9	50	...	...	...	...
Veeringepuram	11	45	4	20	...	...	...	...	...	...	...	...
Gooriattum	12	10	5	8	...	...	10	25	...	...	...	...
Mailputty	...	...	5	50	...	...	...	...	...	...	...	...
Amboor	1	0	6	30	...	...	...	...	...	...	...	...
Vaniembady	1	24	7	30	...	...	...	...	...	...	...	...
Jollarpett	1	49	8	10	...	...	12	0	...	...	...	...
Jollarpett	2	0	...	...	...	...	12	50	7	0	...	...
Coopum	3	35	...	...	...	...	2	20	8	55	...	...
Colar Road	4	40	...	...	...	...	3	25	10	30	...	...
Malloor	5	30	...	...	...	...	4	15	11	35	...	...
Cadgoody	6	6	...	...	...	...	4	51	12	20	...	...
Bangalore	6	45	...	...	...	...	5	30	1	0	...	...
Jollarpett	2	7	...	...	...	...	12	20	5	15	...	...
Tripatore	2	21	...	...	...	...	12	33	5	45	...	...
Samulputty	3	2	...	...	...	...	1	8	6	38	...	...
Morapoor	3	44	...	...	...	...	...	...	7	37	...	...
Mullapuram	4	25	...	...	...	...	2	15	8	42	...	...
Shervaroy Hills	5	0	...	...	...	...	2	45	9	35	...	...
Salem	5	41	...	...	...	...	3	30	10	24	...	...
Do.	5	56	...	...	...	...	3	45	11	8	...	...
McDonald's Choultry...	6	30	...	...	...	...	...	...	11	55	...	...
Sunkerydroog	7	0	...	...	...	...	4	45	12	45	...	...
Erode	7	40	...	...	...	...	5	15	1	35	...	...
Do.	...	...	...	...	...	...	5	26	2	10	...	...
Peranduray	...	...	...	...	...	...	6	49	2	55	...	...
Wutkallee	...	...	...	...	...	...	6	25	3	50	...	...
Avenashy Road	...	...	...	...	...	...	6	45	4	50	...	...
Somanoor	...	...	...	...	...	...	7	10	5	32	...	...
Pothanore	...	...	...	...	...	...	7	50	6	25	...	...
Pothanore	...	...	...	...	...	...	8	10	6	35	...	...
Coimbatore	...	...	...	...	...	...	8	20	6	50	...	...
Tudialoor	...	...	...	...	...	...	8	39	...	...	...	...
Karamady	...	...	...	...	...	...	9	16	...	...	...	...

Public Works Department, 4th November 1933.

RAILWAY.

for the South-West Line.

Stations.	1		2		3		4		5		6	
	Mixed.		Mixed.		Mail.		Mixed.		Mixed.		Passen-ger.	
	A.	M.	A.	M.	A.	M.	A.	M.	A.	M.	A.	M.
Dep.	...	...	7	15	10	15	...	...	...	...	...	...
Perpangaly	...	...	7	45	10	36	...	...	...	...	...	...
Tanoor	...	...	8	3	...	...	...	...	...	...	...	...
Tiroor	...	...	8	20	...	...	...	...	...	...	...	...
Do.	...	...	8	32	11	0	...	...	...	...	...	...
Cootipuram	...	...	8	59	...	...	...	...	...	...	...	...
Puttamby	...	...	...	...	...	...	...	...	...	...	...	...
Do.	...	...	9	39	11	53	...	...	...	...	...	...
Shoranoor	...	...	10	10	12	13	...	...	...	...	...	...
Wootapallium...	...	...	10	37	...	...	...	...	...	...	...	...
Do.	...	...	10	55	12	36	...	...	...	...	...	...
Luckady	...	...	11	12	12	49	...	...	...	...	...	...
Purley	...	...	11	44	...	...	...	...	...	...	...	...
Palghat	...	...	12	0	1	31	...	...	...	...	...	...
Do.	...	...	12	20	1	40	...	...	...	...	...	...
Conjecode	...	...	12	55	2	10	...	...	...	...	...	...
Walliar	...	...	1	28	...	...	...	...	...	...	...	...
Muddikurry	...	...	2	6	...	...	...	...	...	...	...	...
Pothanore	...	...	2	30	3	25	...	...	...	...	...	...
Mettapoliem	...	...	...	...	2	0	...	...	...	...	...	...
Karamady	...	...	...	...	2	16	...	...	...	...	...	...
Tudialoor	...	...	...	...	2	58	...	...	...	...	...	...
Coimbatore	7	30	...	...	3	20	...	...	...	...	...	...
Pothanore	7	45	...	...	3	30	...	...	...	...	...	...
Pothanore	7	50	...	...	3	50	...	...	...	...	...	...
Somanoor	8	45	...	...	4	25	...	...	...	...	...	...
Avenashy Road	9	35	...	...	4	50	...	...	...	...	...	...
Wutkallee	10	5	...	...	5	10	...	...	...	...	...	...
Peranduray	10	50	...	...	5	43	...	...	...	...	...	...
Erode	11	20	...	...	6	5	...	...	...	...	...	...
Do.	11	50	...	...	6	20	...	...	...	...	...	...
Sunkerydroog	12	55	...	...	7	0	...	...	...	...	6	40
McDonald's Choultry...	1	33	...	...	...	...	...	...	...	...	7	25
Salem	2	12	...	...	8	0	...	...	...	...	8	57
Do.	2	47	...	...	8	35	...	...	...	...	8	55
Shervaroy Hills	3	42	...	...	9	18	...	...	...	...	9	35
Mullapuram	4	40	...	...	10	0	...	...	...	...	10	20
Morapoor	5	39	...	...	...	...	...	...	...	...	11	2
Samulputty	6	35	...	...	...	...	...	...	...	...	11	47
Tripatore	7	33	...	...	11	55	...	...	...	...	12	22
Jollarpett	7	46	...	...	12	10	...	...	...	...	12	37
Bangalore	11	15	...	...	8	15	...	...	...	...	8	30
Cadgoody	12	15	...	...	8	47	...	...	...	...	9	5
Malloor	1	17	...	...	9	18	...	...	...	...	9	42
Colar Road	2	24	...	...	10	3	...	...	...	...	10	30
Coopum	3	55	...	...	11	7	...	...	...	...	11	33
Jollarpett	5	40	...	...	12	10	...	...	...	...	12	40

Proceedings of the Madras Government.

MADRAS

Revised Time-table of Trains

Stations.				1	2	3	4	5	6
				Passenger.	Mixed.	Mixed.	Mail.	Mixed.	Mixed.
Mettapolliem ...	...	...	Arr.	...	...	...	9 30	...	...
Pothanore ...	...	...	Dep.	...	...	...	8 25	...	...
Muddikurru ...	...	...	...	...	...	...	...	...	...
Walliar ...	...	...	...	...	...	...	9 39	...	...
Conjecode ...	...	...	...	...	...	...	9 59	...	...
Palghat ...	...	...	Arr.	...	...	...	10 5	...	...
Do. ...	...	...	Dep.	...	...	...	...	...	...
Purley ...	...	...	...	...	...	...	...	...	...
Luckady ...	...	...	...	...	...	...	...	...	...
Wootapallium ...	...	...	Arr.	...	...	...	10 50	...	...
Do. ...	...	...	Dep.	...	...	...	11 20	...	...
Shoranoor ...	...	...	...	...	...	...	11 48	...	...
Puttamby ...	...	...	Arr.	...	...	...	11 50	...	...
Do. ...	...	...	Dep.	...	...	...	...	...	...
Cootipooram ...	...	...	...	...	...	...	...	...	...
Tiroor ...	...	...	Arr.	...	...	...	12 43	...	...
Do. ...	...	...	Dep.	...	...	...	...	...	...
Tanoor ...	...	...	...	...	...	...	...	...	...
Perpengady ...	...	...	...	...	...	...	1 30	...	...
Beypore ...	...	...	Arr.	...	...	...	...	...	...

MADRAS,
8th October 1873.

(Signed) **W. B. WRIGHT,**
Acting Agent and Manager.

Public Works Department, 4th Nov 1972

RAILWAY.

for the South-West Line.

Stations.				1		2		3		4		5		6	
				Mixed.		Mixed.		Mail.		Mixed.		Mixed.		Passenger.	
Jollarpett	...	...	Dep.	...	...	...	...	12	30	...	...	6	45	1	0
Chembady	...	...	...	...	...	...	...	...	...	...	...	7	35	1	24
Angoor	...	...	...	...	...	...	...	...	...	...	...	8	18	1	50
Mattupetty	...	...	...	...	...	...	...	...	...	...	...	8	50	...	...
Goorkulam	...	...	...	...	...	...	...	2	0	...	...	9	42	2	37
Veerampalam	...	...	...	...	...	...	...	...	...	...	...	10	7	2	57
Vellore	...	...	Arr.	...	...	...	...	2	37	...	...	10	35	3	17
Do.	...	...	Dep.	...	...	...	...	2	43	6	50	11	13	3	25
Tiruvellam	...	...	...	...	...	...	...	...	...	7	14	11	43	3	45
Arcot	...	...	...	...	...	...	...	3	20	7	43	12	30	4	8
Sholinghur	...	...	...	...	...	...	...	...	...	8	10	1	5	...	...
Arconum	...	...	Arr.	...	...	...	...	4	10	8	50	1	55	5	0
Do.	...	...	Dep.	...	...	...	...	4	15	9	5	2	15	5	10
Chinnamapett	...	...	...	...	...	...	...	...	...	9	27	2	38	...	...
Cudumbatoor	...	...	...	...	...	...	...	...	...	9	49	3	0	...	...
Trivellore	...	...	...	...	...	...	...	5	0	10	3	3	11	5	53
Tinnanore	...	...	...	...	...	...	...	...	...	10	31	3	38	6	15
Avady...	...	...	...	...	...	...	...	...	...	10	51	3	55	6	30
Perambore	...	...	...	...	...	...	...	...	...	11	27	4	28	7	0
Madras	...	...	Arr.	...	...	...	...	6	0	11	45	5	0	7	10
				P.	M.	P.	M.	A.	M.	A.	M.	P.	M.	P.	M.

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

*Proceedings of the Madras Government, Public Works Department,
4th November 1873.*

Summary of proposed alterations in Time-table for the South-West Line.

TRAINS WEST.

The train from Madras to Vellore will leave Madras at 2-30 P.M. instead of 2-15 P.M., arriving at Vellore at the same time as at present.

The 6 P.M. mail train from Madras will arrive at Jollarpett at 12 instead of 12-15 midnight, at Salem at 3-30 instead of 3-40, at Erode at 5-15 instead of 5-20, and at Pothanore at 7-50 instead of 7-54 A.M.

The local train from Pothanore to Beypore will leave Pothanore at 9-45 A.M. instead of 10-55 A.M., and will arrive at Beypore at 4-50 P.M. instead of 6-15 P.M.

TRAINS EAST.

The cooly train will leave Coimbatore at 7-30 A.M. instead of 6 A.M., and will arrive at Erode at 11-20 A.M. instead of 10-24 A.M., and at Jollarpett at the same time as at present.

The local train from Beypore will leave Beypore at 7-15 instead of 7-30 A.M., and will arrive at Pothanore at 2-30 P.M. instead of 3 P.M.

This alteration is necessitated by the alteration of the corresponding train from Pothanore.

The mail train from Beypore will leave Beypore at 10-15 instead of 10 A.M., arriving at Pothanore at the same time as at present.

The mail train from Bangalore will leave Bangalore at 8-15 instead of 8 P.M., arriving at Madras at the same time as at present.

The 6-50 A.M. from Vellore will arrive at Madras at 11-45 A.M. instead of 12-25 A.M.

The 6-45 A.M. from Jollarpett will arrive at Madras at 5 instead of 5-25 P.M.

The passenger train from Erode will leave Erode at 6-40 instead of 6-15 A.M., arriving at Madras at the same time as at present.

The morning train from Bangalore will leave Bangalore at 8-30 instead of 8 A.M., arriving at Madras at the same time as at present.

The cooly train will leave Jollarpett for Bangalore at 7 A.M. instead of 6-30 A.M., arriving at Bangalore at the same time as at present.

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

No. 46B. Endorsement of the Consulting Engineer for Railways, dated Madras, 17th October 1873, No. 545.

From W. B. WRIGHT, Esq., Acting Agent and Manager of the Madras Railway Company, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Madras, 16th October 1873, No. 834.

I HAVE the honour to request that you will be good enough to substitute the words "to avail themselves of the mail trains running in either direction" instead of the words in the 6th paragraph of my letter No. 826 of 14th instant, "to catch the mail trains running in either direction."

2. The meaning I wish to convey is perhaps scarcely sufficiently clearly expressed in my letter, but inasmuch as the local train running from Beypore to Pothanore calls at all the minor stations and precedes the mail train to the latter station, it enables passengers from all stations travelling eastwards to avail themselves

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4th November 1873.*

of the mail train running in this direction, whereas the local train running from Pothanore to Beypore which follows the mail enables passengers by the mail travelling westwards to reach their destination, if a minor station, without any unreasonable delay.

SUBMITTED to Government with reference to this office letter, No. 543, dated 4th October 1873.

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

No. 46C. ORDER THEREON, 4th November 1873, No. 2,696A.

RAILWAY, No. 7A.

His Excellency the Governor in Council accepts the revised time-table proposed for the South-West Line of the

Madras Railway as an improvement in itself, and evidencing the earnest desire of the Railway Authorities to comply to the utmost with the reasonable requirements of the Government.

2. With reference to the re-arrangement of the mixed train from Pothanore to Beypore, it is observed that the chief point insisted on will be thereby obtained, viz., the arrival in daylight with ample time for safe crossing of the river; and His Excellency the Governor in Council doubts not but that the former rate of speed will eventually be worked out, and later departure from Pothanore secured, if practicable.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.
" Postmaster General.

Exd. S. T. Austin.
Spare Copies.

Summary of proposed alterations
in Time Table for the South West Line.

Trains West.

The Train from Chudras to Bellone will leave Chudras at 2.30 Pm instead of 2.15 Pm, arriving at Bellone at the same time as at present.

The 6 Pm Mail Train from Chudras will arrive at Sollavapett at 12.0 instead of 12.15 midnight; at Salem at 3.30 instead of 3.49; at Erode at 5.15 instead of 5.26, and at Pothanoor at 7.50 instead of 7.54 A.M.

The Local Train from Pothanoor to Beyoor will leave Pothanoor at 9.45 A.M. instead of 10.55 A.M. and will arrive at Beyoor at 4.50 Pm instead of 6.15 Pm.

Trains East.

The Coaly Train will leave Coimbatore at 7.30 A.M. instead of 6.0 A.M., and will arrive at Erode at 11.20 A.M. instead of 10.24 A.M., and at Sollavapett at the same time as at present.

The Local Train from Beyoor will leave Beyoor at 7.15 instead of 7.30 A.M. and will arrive at Pothanoor at 2.30 Pm. instead of 3.0 Pm.

This alteration is necessitated by the alteration of the corresponding

Train from Pothanor.

The Mail Train from Beypore will leave Beypore at 10-15 instead of 10-0 a.m. arriving at Pothanor at the same time as at present.

The Mail Train from Bangalore will leave Bangalore at 8-15 instead of 8-0 P.m. arriving at Chudra at the same time as at present.

The 6-50 a.m. train from Villor will arrive at Chudra at 11-45 a.m. instead of 12-25 a.m.

The 6-45 a.m. train from Jollanapett will arrive at Chudra at 5-0 instead of 5-25 P.m.

The Passenger Train from Erode will leave Erode at 6-40 instead of 6-15 a.m. arriving at Chudra at the same time as at present.

The Morning Train from Bangalore will leave Bangalore at 8-30 instead of 8-0 a.m. arriving at Chudra at the same time as at present.

The Cooly Train will leave Jollanapett for Bangalore at 7 a.m. instead of 6-30 a.m. arriving at Bangalore at the same time as at present.

J. W. Nellis.
for the Secy. & Genl. & Manager

No. 826.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 14th October 1873.

From

M. B. Knight Esq
Agent and Manager. M. R. Co.

To

Col. J. H. Shaw Stewart R.E.
Consulting Engineer for Railways.

Sir,

I have the honour to submit for the approval of Government a revised Time Table for the South West Line. I learn from a recent conversation on the subject with our Traffic Manager that it is probable that we shall be enabled to bring the proposed alterations into operation simultaneously with those already sanctioned for the North West Line on or about the 19th instant provided the Government record their sanction to the proposed changes at an early date.

2. I append a summary showing the various alterations which have been worked out with the intention of meeting as far as practicable the views expressed by the Government, we have been enabled to make some improvements in the Train service generally,

P. M. 26/10/73.
November 13/73.

by the acceleration of several of our
Trains; for instance it is proposed that
the 7 am. Train from Madras shall
arrive at Giddaperb at 5 Pm. instead
of at 6.40 Pm., thus performing the
journey in 100 minutes less time than
at present.

3. The Coaly Train from Coimbatore
will in future leave at 7.30 am.
instead of at 6 am. and will arrive
at Coode at 11.20 am instead of at
10.24 am so as to allow time for the
passengers from the Great Southern
of India Railway to proceed eastward
by this Train, which will arrive at
Tollavapett at 7.46 Pm. as at present,
thus performing the journey between
Coimbatore and that Station in 90
minutes less than at present.

4. With reference to our letter
No. 873 dated 22nd September 1873, I will
as desired report within the prescribed
period on the question of or if wither
acceleration of the speed of our
mail Trains.

5. As regards the proposed
rearrangement of the mixed Train
service from Pothanur to Beypore
I much regret that I cannot

see any probability of meeting the wishes of His Excellency in Council to the full extent required in the matter of speed, excepting by the adoption of the course suggested at the close of the Government Order on the subject.

b. I would however beg to point out for the information of Government that the altered circumstances under which we are working since the introduction of the improved mail service render it necessary for the local train to do the whole of the shunting and other work at stations which under the old arrangement were performed by two trains. The mail train taking 6 hours and 40 minutes and the local train 6 hours and 50 minutes for the journey between Pothuvoor and Peppara, giving 13 hours and 30 minutes as the time occupied by the two trains. The mail train under the recent re-arrangement being relieved of all shunting and of several stoppages, now performs the journey in 5 hours and 5 minutes or in 95 minutes less time than formerly, whilst the local train under the new arrangement now proposed will perform the

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated

187

Recd.

No.

journey in 7 hours and 5 minutes or
15 minutes more time than formerly, or
 very slight increase in time as com-
 pared with the additional work devolving
 upon this Train. As however this 15
 minutes lost to the Passengers by the
 local Train has enabled the Passengers
 by the mail Train to gain 95 minutes
 in time between Pothuvorum and Poypore,
 the travelling public are actually be-
 nefited as regards the saving of time
 between those stations to the extent of
 80 minutes taking the two Trains
 conjointly into consideration and as
 the mail Train calls at all the most
 important stations and the working of
 the local Train is so arranged as to
 enable passengers from the smaller
 stations to catch the mail Train
 running in either direction by which
 they can travel at the same pace as
 those charged for the local train,
 the public convenience is, I would
 submit, better provided for on the
 whole than under the old arrangement.
 It will be observed that the proposed
 re-arrangement of the Train service
 provides for a shorter delay of the local
 Train at Poyhant station and that

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated

187

Recd.

No.

it is consequently enabled to perform the journey from Pothamoor to Beypoor in 7 hours and 5 minutes or in 15 minutes less time than at present. Looking at the whole question from a financial point of view, the limited amount of traffic over the Western portion of our Line would certainly not justify the running of additional regular Trains for the purpose of accelerating the speed of the mixed Train. The increased speed of the mail Train already involves a considerable diminution of load and the carrying out of the alternative proposed by the Government in the event of the Railway Company being unable to do up to their orders in the matter of the speed of the local Train will result in an increase of expenditure, which I trust the Government will be unwilling to incur, as I venture to hope that the explanations contained in this letter, the improvement in the running of the Train in question, and its earlier arrival at Beypoor may be considered to sufficiently meet the wishes of His Excellency in Council.

I have the honour to be,
 Sir,
 Your most obedient servant
 [Signature]
 Agent and Manager.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated

187

Recd.

No.

Railway Department.

CONSULTING ENGINEER'S OFFICE.

No. 543

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,

Adverting to the second paragraph of the Order of Government dated the 19th ultimo, N^o 2230.B, I have the honour to submit, for the consideration of Government, a letter from the Agent of the Madras Railway Company, forwarding for approval a revised time-table for the South-West line.

2. Of the proposed changes the principal one is in connection with the local train between Pothanore and Bcyhere, in order to meet, as far as possible, the views expressed by Government upon the subject. Of the revised

N^o 826-14th
October 1873.

26190

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated

15th October 1873

Recd.

H.

No. 826

Submitting for approval
a revised time-table
for the South West line
and remarking thereon.

P. N. 5658/73

Adms. 26968-4 15/10/73

revised arrangements are approved of
by His Excellency in Council, this
train will leave Pothanore at 9-45 a.m.,
arriving at Beypore at 4-50 p.m.
The time occupied on the journey will
therefore be 7 hours and 5 minutes, as
compared with 7 hours and 20 minutes
at present, and 6 hours and 50 mi-
-nutes previously. I trust that the
observations contained in paragraph
6 of the Agent's letter will convince
the Government that everything has
been done to give effect to their views,
and that the interests of the popula-
-tion of Malabar have been fully
studied. It is my duty to lay before
His Excellency in Council my most
decided opinion that the slight ad-
-ditional convenience which the run-
-ning of a goods train between Pal-
-ghat and Beypore would confer
upon the public would be far
more

more than counterbalanced by the ad-
-ditional cost.

3. The other proposed changes
are slight, and are fully explained
in the summary which accompanies
the Agent's letter. They all tend
towards quicker running, and therefore
to the convenience of the public. The
alteration, from 6-0 a.m. to 7-30 a.m.,
in the starting of the mixed train from
Coimbatore eastwards, is with a view
to take on the passengers brought from
Trichinopoly by the 6 a.m. train on the
Great Southern of India Railway, as
explained in paragraph 4 of my letter
No. 537 dated the 10th instant.

4. If the proposed revision
meets with the approval of Government,
I beg that I may be informed as soon
as possible, in order that the changes
may be introduced at the earliest
opportunity.

No. 834

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE

Madras, 16th October 1873.

From

W. B. Knight Esq
Ag. Agent and Manager. of the M. R. Co.

To

Col. J. H. Shaw Stewart, R.E.
Consulting Engineer for Railways.

Sir,

I have the honour to request that you will be good enough to substitute the words "to avail themselves of the mail train running in either direction" instead of the words in the 6th paragraph of my letter of 8th 26 of 14th instant, to catch the mail train running in either direction.

The meaning I wish to convey is perhaps scarcely sufficiently clearly expressed in my letter but may be as the local train running from Beypore to Pothanore calls at all the minor stations and precedes the mail train to the latter station it enables passengers from all stations travelling eastwards to avail themselves of the mail train running in this direction, whereas the local train running from Pothanore to Beypore which follows the mail enables passengers by the mail travelling

I have the honour to be

Sir

Your most obedient servant,

Madras

16th October 1873

W. B. Knight Esq
Ag. Agent and Manager. of the M. R. Co.

Consulting Engineer for Railways.

The Secretary to Government,
P. W. Department,
Fort Saint George.

The Consulting Engineer
for Railways,

From
No. 5658.
1873.

RAILWAY DEPARTMENT.

W. B. Knight Esq
Ag. Agent and Manager. of the M. R. Co.

Dated 16th October 1873.

No. 543

Submitted by a

letter from the 11th post

in my regard in the

received 2nd time - to be

for the double post sent

No. 26964. 14th Oct 1873.

westwards to reach their destination,
if a minor station, without any
unreasonable delay.

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

[Signature]

Acting Agent & Manager.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated

187

Recd.

No.

No. 545

Submitted for the to of Government, with
reference to this Office letter
No 543 dated 16th October 1873.

Munttawant

CONSULTING ENGINEER'S OFFICE,
Madras, 17th October 1873.

Stall R.E.,
Consng. Engineer for Railways.

To

The Secretary to Government,
Public Works Department,
Fort Saint George.

*Ind
Recd.*

26197

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 16 October 1873
Recd. 17.

No. 834.

Requesting that
a correction may be
made in regard to
provisions letter in 826
of the 11th inst.

C.N. 5659/73

10 me 26961 - 4

10 me 26961 - 4

P.W. 1843 Department
Office of Fort St. George
RAILWAY DEPARTMENT.

1873.

No. 5659.

From
The Chief Engineer
and Consulting Engineer
for Railways,

To
The Secretary to Government,
P.W. Department,
Fort St. George.

Dated 17 }
Received 18 } October 1873.

See: 1. No. 545

Submitting letter
from Agent M. Reg.
with regard to the time
table for the South West
Line.
No. 2696A. 4th Nov 73

No 46B

2.8.1873.
replied to Oct 18 Oct 73

No. 2696A P.W. Department

Proceedings of the Madras Govt.
Read the following:

From,

The Chief Engineer
for Mysore

H. E. Sec. 5437/16 Oct 73
do do 5450/17 do.

His Excellency
the Governor in Council
accepts the revised
Time Table proposed
for the South West
Line of the Madras
Railway, as an im-
provement in itself,
and evidencing the

Mb.
22/11

earnest desire of the
Railway authorities
to comply to the utmost
with the reasonable
requirements of the
Government -

With reference
to the rearrangement
of the mixed train
from Pothanoor to
Beylore, it is observed
that the chief point
insisted on will be
thereby obtained,
viz the arrival in
day light with ample

time for safe crossing
of the river; And His
Excellency the Governor
in Council doubts
not but that the
former rate of
speed will eventually
be worked out, and
later departure
from Pothanoor secured,
if practicable -

G.M.W.

35-
The Secy. to Govt.
for Railways

in M. S. despatch 4 Decr.
S.C. Sept 21/12/73.

Dep't with S.C. 2/12/73

Oct 5659 + 5658
Govt. of 1873 Madras.
PUBLIC WORKS.

The Lamenting Cries
for Railway

Encl. 4

No. 2696A

Nos. 46A-46B+46C

Gas Railway - Ac-
ing revised time
to be prepared for
the line of the
Gas Railway.