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MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No.	579 (Ry)	Press
B.P. No.		Mis.
Dated	5-3	6874
		195

Not to be folded or roughly handled

No. 125. 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, 14th January 1874, No. 21 :—

In returning the memorial which was referred to me for report with your endorsement of the 16th ultimo, I do myself the honour to lay before His Excellency the Governor in Council, for consideration, the enclosed letter* from the

Agent of the Madras Railway Company, accompanied by a report from the Traffic Manager, upon the points to which the memorialists draw attention. These points seem to be—

(1.) That passengers travelling westward from Royapooram are obliged, under existing arrangements, to change carriages at the Central Station, having to hurry round from the eastern to the western platform. The memorialists suggest two modes in which their convenience could be improved.

(2.) That return tickets are not issued at Royapooram. The memorialists request that these may be issued, and that one special train at least for the new moon festival at Trivellore may be despatched from Royapooram.

(3.) That residents at Royapooram cannot travel by the mail trains except by going to the Central Station for the purpose. The memorialists request that trains may be worked to and from Royapooram in connection with the mail trains.

2. As regards the first point, the Traffic Manager shows that the inconvenience experienced by passengers is greatly exaggerated in the memorial; and that, while each of the suggestions therein contained is open to grave objections, it is not desirable to make any change in the existing service until the line between Veysarpady and Perambore shall have been doubled, when passengers from Royapooram will probably be run direct to Perambore instead of to the Central Station. The completion of the double line may shortly be expected. Mr. Church remarks that the existing arrangements of the trains between Royapooram and the Central Station were suggested in a previous* memorial, and adopted by the Company.

* *Vide* Proceedings of Government, 30th July 1873, No. 1,914.

3. With regard to the second point, it has been arranged that first and second-class return tickets will in future be issued at Royapooram. Mr. Church explains that return tickets for the Trivellore festivals have been procurable at Royapooram for some time past; and that there is no objection to attach carriages to the engine which leaves Royapooram for the Central Station to take out the monthly special train to Trivellore.

4. With regard to the third point, Mr. Church explains why it is not expedient to meet the wishes of the memorialists by running from Royapooram in connection with the mail trains.

5. I am satisfied that the officers of the Company are anxious to study, so far as possible, the convenience of the residents at Royapooram; and I do not think that they can be expected to do more at present than they have now arranged to do.

*Proceedings of the Madras Government, Public Works Department,
th March 1874.*

From R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Madras, 9th January 1874, No. 19.

With reference to your letter No. 1,200, dated the 17th December 1873, and to the memorial enclosed therewith, I have the honour to send you a copy of the Traffic Manager's letter No. C 1,015/765, of yesterday, in which he offers his observations upon the suggestions made by the memorialists with regard to the working of trains between Royapooram and the Central Station.

2. Under the circumstances explained by Mr. Church, I am of opinion that the existing state of things should be allowed to continue until the double line to Perambore is completed, when I will propose a service of trains between Royapooram and Perambore as convenient to passengers as can be possibly arranged. I do not think, however, that we shall be able to meet the wishes of the memorialists as to running from Royapooram in connection with the 6 P.M. mail train.

3. You will observe from paragraph 6 of the Traffic Manager's letter that first and second class return tickets will in future be issued at Royapooram.

From H. E. CHURCH, Esq., Traffic Manager, to R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, dated Madras, 8th January 1874, No. C 1,015/765.

Memorial of the Residents of Royapooram.

With reference to the Consulting Engineer's letter No. 1,200, dated 17th ultimo, enclosing for perusal and consideration, a memorial addressed to His Excellency the Governor by Residents of Royapooram, I would beg to remind you that the present train service between Royapooram and the Central Station was suggested in a memorial addressed to His Excellency the Governor in Council in June last, and was very strongly urged as a reason for re-opening the Royapooram Station for passenger traffic. It is scarcely necessary to say that the suggestion very materially influenced the Company in complying with the request of the then memorialists, inasmuch as the proposed service was not likely to entail any very serious additional cost. Under these circumstances, the Residents of Royapooram can scarcely hold the Company responsible for a service which they themselves proposed.

2. With a single line of railway between Veysarpaudy Junction and Perambore, the objections pointed out by the memorialists cannot be prevented without involving the Company in additional expense, which the Royapooram traffic will not justify. The objections, however, to the present service are in reality much less than represented in the memorial, and are certainly not so great as passengers travelling by the under-ground railway in London have to submit to in order to catch the trains of the trunk lines. Admitting that the actual time of running from Royapooram to the Junction, of changing the position of the engine at the Junction, and of running thence to the Central Station, occupy 25 out of the 35 minutes allowed, no train is allowed to leave the Central Station until the whole of the passengers from Royapooram have taken their seats; so that the objection to the present service is confined to a walk of at most 130 yards from the eastern to the western platform, or little if any longer than from the portico of the Central Station to the departure platform, which all passengers must submit to.

3. To attach the Royapooram carriages to the main line trains at the Central Station would necessitate an earlier departure from Royapooram, say 50 minutes instead of 35, to allow time for shunting at the Central Station, which the present service does not involve. But this arrangement seems hardly fair to the passengers from the Central Station, who would then be compelled to wait the arrival and shunting of the Royapooram carriages instead of taking their seats, as at present, as soon as they are booked.

4. The alternative suggestion of the memorialists would necessitate either a platform and shed at Veysarpaudy Junction, where passengers could change from one train to the other, or additional vehicle mileage, neither of which the Company can be reasonably asked to incur the expense of for a traffic averaging twenty-six passengers per train.

5. Pending the completion of the double line between Veysarpaudy and Perambore when it will probably be considered desirable to run the Royapooram passengers direct to Perambore.

*Proceedings of the Madras Government, Public Works Department,
5th March 1874.*

instead of to the Central Station to join the main line trains, it would not be consistent with the Company's interests to make any change in the present service, which the Company was led to expect in all good faith would be acceptable to the memorialists.

6. With reference to paragraph 9, there will be no objection whatever to the issue of first and second class return tickets at Royapooram. Return tickets for the Trivellore festivals were introduced long since. Nor will there be any objection to attach carriages to the engine leaving Royapooram for the Central Station on Trivellore festival days to take out the monthly Trivellore special train. Experience has shown that one special train on each of two days in the month is amply sufficient for the whole of Madras on the occasion of ten out of twelve of these festivals.

7. With respect to paragraph 10, I have no particular objection to urge, under the present service, against a train from Royapooram running in connection with the mail train from Madras; but, as the memorialists are inclined to be exacting, it will be necessary to consider how far such a measure would pledge the Company to continue the service when the Royapooram trains are run direct to Perambore, where the mail trains do not stop, and cannot be stopped, unless the present speed of 25 miles per hour, including stoppages, between Madras and Arcunum is reduced.

No. 126. ORDER THEREON, 5th March 1874, No. 579.

RAILWAY, No. 9.

ORDERED that the following endorsement be forwarded to the memorialists.

2. His Excellency the Governor in Council having referred the memorial of the inhabitants of Royapooram, in regard to the train service from that station, to the Madras Railway Authorities is glad to find that the Company are so far able to meet the convenience of the memorialists as to authorize the issue of first and second class return tickets, as well as return tickets for the Trivellore festivals, from the Royapooram Station. Also to allow carriages to be attached to the engine leaving Royapooram to take the monthly special from the Central Station to Trivellore.

3. But, under existing circumstances, there seem grave objections to any alteration of the arrangements by which passengers from Royapooram are taken up by the trains starting from the Central Station. The Agent and Manager is however prepared, when the doubling of the line to Perambore has been effected, to propose a service of trains between Royapooram and Perambore direct, as convenient to passengers as can be possibly arranged.

4. His Excellency the Governor in Council is of opinion that, as the large Native population north of Madras use the Royapooram Station, a train service from that station to run in connection with the mail train from Madras should be included in the modified scheme to be proposed consequent on the doubling of the line to Perambore. The delay involved in the arrangement would apparently be very trifling.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.
To Mr. Parthasarathi Iyengar, Esq., on behalf of Memorialists.

Exd. E. C. Shunker.

// Spare Copies

Gobt. of 1874 Madras.
PUBLIC WORKS.

To
THE CONSULTING ENGINEER
FOR RAILWAYS.
&c., &c., &c.

Dated March 5th.

Recd. Encl.

G. O., 5th March 1874, No. 579.

MARCH
Nos. 125-126

Madras Railway — Passing orders on the memorial submitted by the Residents of Royapuram and others relative to the great inconvenience to the passengers of the trains between Royapuram and the Central Station.

5
Railway Department
No. 2
CONSULTING ENGINEER'S OFFICE

From

LIEUT.-COLONEL J. H. M. SLAY STEWART, R.E.
Consulting Engineer for Railways,

To

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

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

SIR,

I am returning the
Memorial which was referred to me
for report with your endorsement of
the 16th ultimo, I do myself the honour
to lay before His Excellency the
Governor and Council, for consider-
ation, the enclosed letter from the
Agent of the Madras Railway
Company, accompanied by a
report

No 19
9 January 1874.

report from the Traffic Manager —
upon the points to which the
Memorialists draw attention. These
points seem to be,

(1) That passengers travelling
westward from Royapuram
are obliged, under existing
arrangements, to change —
at Carriageway their central
station, having to hurry
round from the eastern to the
western platform. The
Memorialists suggest two
modes in which their con-
venience could be improved.

(2) That return tickets are
not

not issued at Royapuram.
The Memorialists request
that these may be issued,
and that one special train
at least for the new moon
festival at Trivellore may
be despatched from Royapuram —
and that residents at Royapuram
cannot travel by the
mail trains except by going
to the Central Station for
the purpose. The
Memorialists request that
trains may be worked to
and from Royapuram in
connection with the mail
trains

rejoins the main line.

up 2. As regards the first
point, the Traffic Manager shows
that the inconvenience experienced by
passengers is greatly exaggerated in
the Memorial; and that, while
each of the suggestions therein con-
tained is open to grave objections, it
is not desirable to make any change
in the existing service until the line
between Vengalpuram and Perambur
shall have been doubled, when
passengers from Royapuram will
probably be run direct to Perambur
(instead of to the Central Station).

The completion of the double line may
shortly

shortly be expected. Mr. Church
remarks that the existing arrange-
ments of the trains between Royap-
pore and the Central Station
were suggested in a previous
Memorial, and adopted by the
Company.

*
Hd. Pro. of Govt.
30 July. 1914.
No 1914.

3. With regard to the
second point, it has been arranged
that first and second class return
tickets will in future be issued at
Royapuram. Mr. Church ex-
plains that return tickets for the
Trivellore festivals have been pro-
curable at Royapuram for some
time past; and that there is no
objection

objection to attach carriages to the engine which leaves Royapooram for the Central Station to take out the monthly special train to Shivelloe.

4. With regard to the third point, Mr. Church explains why it is not expedient to meet the wishes of the Memorialists by running from Royapooram in connection with the mail trains.

5. I am satisfied that the officers of the Company are anxious to study, so far as possible, the convenience of the residents at Royapooram, and I do not think that they can be expected

expected to do more at present than they have now arranged to do.

I have the honour to be
Sir

Your most obedient servant

W. M. Stewart Esq. M. L. R. E.

Cons. Engineer for Railways.

Madras
14 January
1874

W. M. Stewart
Per. S. S.

Madras Railway
Traffic Managers Office
Madras 8 January 1874

Dear Sir

Memorial of the Residents of Rajapooram

With reference to the Consulting Engineers' letter No 1200 dated 17th ultimo, enclosing for perusal and consideration a Memorial addressed to His Excellency the Governor by Residents of Royapuram, I would beg to remind you that the present Train Service between Royapuram and the Central Station was suggested in a Memorial addressed to His Excellency the Governor in Council in June last, and was very strongly urged as a reason for re-opening the Royapuram Station for Passenger Traffic. It is scarcely necessary to say that the suggestion very materially influenced the Company in complying with the request of the then Memorialists, inasmuch as the proposed service was not likely to entail any very serious additional cost. Under these circumstances the Residents of Royapuram can scarcely hold the Company responsible for a service which they themselves proposed.

2. With a single line of Railway between

0. 27. 1874
 Pm: of
 42nd Genl. Inv.
 RAILWAY DEPARTMENT.

RAILWAY DEPARTMENT.

1876-

From *C. H. D.*
The Consulting Engineer
for Railways,

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

Dated 14/10/1874
Recd. 15/10/1874

See: 4.

No.

*Aug 579 - S. Newell
Newcomb*

Le 11/12/18

You are a great kindness
in writing to inform me
of the receipt of my
letter. I am very
glad to hear that you
are well and hope
you will continue to
be so. I am very
kindly yours
J. W. W.

Veyasarpandy Junction and Perambore, the objections pointed out by the Memorialists cannot be prevented without involving the Company in additional expense, which the Royapooram Traffic will not justify. The objections, however, to the present service are in reality much less than represented in the Memorial, and are certainly not so great as Passengers travelling by the Under Ground Railway in London, have to submit to, in order to catch the Trains of the Trunk lines. Admitting that the actual time of running from Royapooram to the Junction, of changing the position of the engine at the junction, and of running thence to the Central Station occupy 25 out of the 35 minutes allowed, no Train is allowed to leave the Central Station until the whole of the Passengers from Royapooram have taken. Service is confined to a walk of at most 130 yards from the Eastern to the Western Platform or the Central Station to the Portico of which all Passengers must descend to.

3. To attach the Royapooram Carriages to the Main Line Trains at the Central Station would necessitate an earlier departure from Royapooram, say 50 minutes instead of 35, to allow time for shunting at the Central Station, which the present Service does not involve. But this arrangement seems hardly fair to

the Passengers from the Central Station, who would then be compelled to wait the arrival and shunting of the Royapooram barriages instead of taking their seats, as at present, as soon as they are booked.

4. The alternative suggestion of the Memorialists would necessitate either a Platform and shed at Veyasarpandy Junction, where Passengers could change from one train to the other or additional vehicle mileage neither of which the Company can be reasonably asked to incur the expense of, for a Traffic averaging 26 Passengers per Train.

5. Pending the completion of the Double line between Veyasarpandy and Perambore, when it will probably be considered desirable to run the Royapooram Passengers direct to Perambore instead of to the Central Station to join the Main line Trains, it would not be consistent with the Company's interests to make any change in the present Service, which the Company was led to expect in all good faith, would be acceptable to the Memorialists.

6. With reference to para 9, there will be no objection whatever to the issue of 1st and 2nd class Return Tickets at Royapooram. Return Tickets for the Trivellore Festivals were introduced long since. Nor will there be any objection to attach Carriages to the engine leaving Royapooram for the Central Station on

Madras, 9th January 1874.

From

Robert B. Hurin Esq

Agent and Manager of the M.R.C.

To

Lieut Colonel J. H. C. Shaw Stewart
Consulting Engineer for Railways.

Sir,

With reference to your letter of 12th dated the 17th of December 1873 and to the Memorial enclosed therewith I have the honour to send you a copy of the Traffic Manager's letter No 105 of yesterday in which he offers his observations upon the suggestions made by the Memorial with regard to the working of trains between Royapuram and the Central Station.

2. Under the circumstances explained by Mr. Church I am of opinion that the existing state of things should be allowed to continue until the double line to Perambore is completed when I will propose a service of trains between

Trivellore Festival days to take out the monthly Trivellore Special Train. Experience has shown that one special train in each of 2 days in the month is amply sufficient for the whole of Madras on the occasion of 10 out of 12 of these Festivals.

7. With respect to para 10 I have no particular objection to urge under the present service against a train from Royapuram running in connection with the Mail train from Madras, but as the Memorialists are inclined to be exacting, it will be necessary to consider how far such a measure would pledge the Company to continue the when the Royapuram trains are run direct to Perambore, where the Mail trains do not stop and cannot be stopped, unless the present speed of 25 miles per hour, including stoppages, between Madras and Arcot is reduced.

Yours faithfully:
(Signed) H. R. Church
Traffic Manager
(True copy).

J. W. Mellis
Agent and Manager

P.S. 2397/74
25. 1. 5. 1874
H. R. Church

12
between Royapuram and Serambore
as convenient to Passengers as can
be possibly arranged. I do not think
however that we shall be able to meet
the wishes of the Memorialists as to
running from Royapuram in con-
-nection with the 6 P.M. Mail train.

3. You will observe from paragraph
6 of the Traffic Manager's letter that
First and Second Class Return Tickets
will in future be issued at Royapuram.

Have the honour to be,
Sir,

Yours most obedient servant

W. J. L. L.
Agent and Manager.

To
His Excellency the Right Hon'ble
Vere Henry Hobart Lord Hobart
Governor in Council
Madras.

The Humble Memorial of the under-
signed European, East Indian, and
Native residents of Royapooram
and other neighbouring villages in
and around Madras.

RESPECTFULLY SHEWETH,

That your Memorialists most respectfully beg to express their sincere
gratitude and infinite obligation for the liberal sanction of Government for
the re-opening of the Royapooram Station for the convenience of passengers
traffic in accordance with their representation, and they now beg permis-
sion to approach your Excellency in Council with a brief Statement of
certain circumstances in connection therewith, humbly trusting that these
will meet with your Excellency's favorable consideration and orders.

2. That the circumstances alluded to above are certain inconveniences
to which they are unnecessarily subjected and pray for instructions to Rail-
way authorities for the removal of these restrictions and impediments.

3. The Engines with passenger carriages invariably start from
Royapooram 35 minutes earlier than the starting of the Central Station
trains and yet they reach only the Central Station at the ringing of the
first bell at the northern extremity of the eastern platform when the engine
is separated, and the passenger carriage is drawn by Porters at their
ease and convenience, and then the passengers are obliged to get down
and hasten themselves to the western platform to get an ingress into the
carriages ready for starting before the ringing of the second bell. There
is scarcely little or no time left between the ringing of the first and second
bell and the passengers are put to the greatest inconvenience to get down
from the one and enter into the other within the short space of 3 miles.
The sight is truly appalling, and it is a pity to see them at that stage
running with their families, children, and packages from the apprehension of
losing the train. The anxiety and sufferings are more to be felt than express-
ed and your Memorialists therefore pray that measures may at once be
adopted for the removal of the inconveniences complained of.

4. There are obviously two ways by which the above inconveniences
might be removed; 1st by attaching the carriage of Royapooram to the
trains of Central Station without allowing the passengers to get down, and
this can be conveniently done with another advantage by allowing the

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 9th January 1874.

Recd.

No. 19.

Copy of
Report made by the
Royal Engineers, as to
the proposed works
by the Government
with regard to the
opening of the station
for Royapooram and the
neighbouring villages -

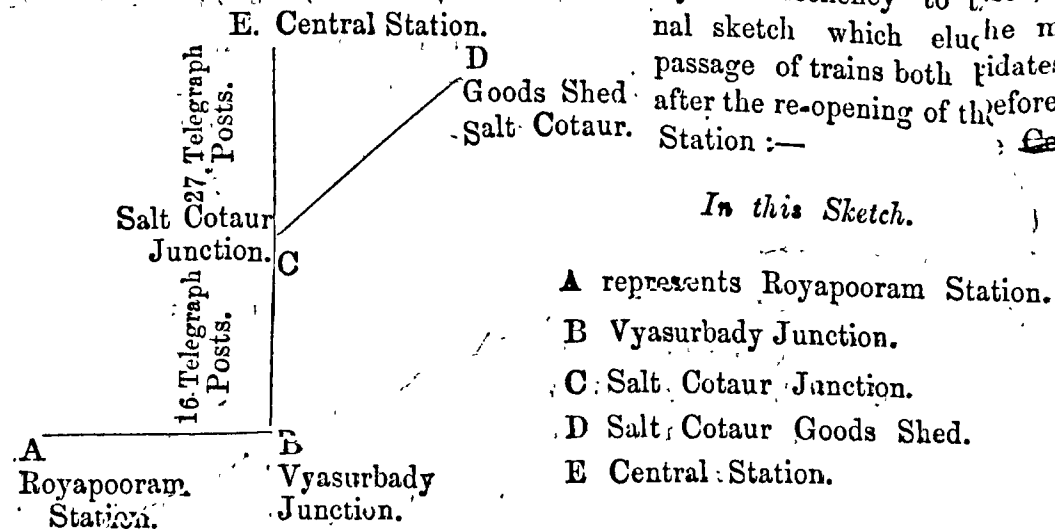
P. M. 23/1/74

pl. 1/5

March 1/74
in 10/1/75

Central Station passengers to get into the Royapooram carriage if there was accommodation, and this cannot put them to any inconvenience as they have only to get into the carriages after obtaining their Tickets no matter which carriage all is the same to them; and 2nd by reverting to the original and long established practice of allowing the Royapooram engine to take the Central Station passengers and Goods Wagons from Vyasurbady Junction instead of from Central Station.

5. To explain more fully the second course above proposed, your Memorialists would respectfully beg to refer your Excellency to the marginal sketch which elucidates the passage of trains both before and after the re-opening of the Central Station :-



6. I.—Previous to the opening of the Central Station the course adopted was as follows. The Pilot engine brought the Goods Wagons from D to B just a little before the train from A arrived when the Goods Wagons were attached to the trains of Royapooram which then started off, and the pilot engine returned to D.

II.—After E was opened the pilot engine carries the goods wagons from D to E instead of to B and keeps the train in readiness for the arrival of the engine from A when the whole start off, and the pilot engine returns to D.

III.—Since the re-opening of A the procedure recorded in the above para is observed, and the train from Royapooram now brings passengers to E the Central Station, and it then proceeds while the pilot engine returns to D.

7. Your Memorialists now beg to point out the circuitous way which the Royapooram train is unnecessarily compelled to make, and which can be more conveniently and readily performed by the pilot engine. The Royapooram engine has to go 43 Telegraph posts from B to E, and back 43 from E to B, in all 86 posts or at 18 Telegraph posts to a mile about $5\frac{1}{2}$ miles to a train and there being 4 trains in a day it amounts to 22 miles or nearly 700 miles a month. This is utterly useless if the better and more intelligent, systematic and feasible method is adopted. The pilot engine now takes the goods wagons from D thro' C to E and then returns all the way empty to D. It can conveniently take the Central Station passengers to B or Vyasurbady Junction when the train from A can meet as usual and pro-

ceed. The pilot engine will have to go only 16 posts from C to B, and back 16 posts while returning to D, so that it has only 32 posts or less than two miles to work while it relieves the train of Royapooram $5\frac{1}{2}$ miles. This would further relieve the passengers of Royapooram from getting down, and getting into other carriages and allow the Royapooram train to start a little later. This is no innovation, and it is simply reverting to the original and long established practice resulting in advantages both to the Company and passengers as well as saving of labour and vehicles. To avoid inconvenience to passengers the through booking system is introduced, and if passengers of Royapooram are to get down within the short distance of 3 miles at the Central Station the beneficial tendency is nullified and the inconveniences remain unaltered. Your Memorialists therefore beg to suggest that this is the best and the most convenient method that could be proposed, and your Excellency could not fail to see the advantages resulting therefrom for passengers and traffic. They would also beg to refer your Excellency to the orders of Government dated 17th September last based on the resolution of the Governor General of India in Council regarding the complaints of Railway travellers, and they humbly and earnestly solicit that their deplorable case will meet with favorable consideration and, that the second course above detailed will be directed to be brought into operation for the relief of travellers.

8. According to the published recent census returns it will be observed that that portion of the city of Madras and its suburbs which are included in the applications that advocated the cause of re-opening Royapooram as a petty station is 116,504. Inhabitants while the total population of the whole of Madras and its environs amount to 397,552. Thus your Excellency will see that the inconvenience and discomfort complained of is the sufferings of nearly one third of the population of Madras. The signature attached to the memorial submitted to Government simply represent the views of the heads of families and more especially of influential and respectable members of the community; it should not be considered that the prayer has emanated from the limited numbers of signatures attached to it but from the whole of the population referred to above of whom these are but representatives. As the comfort and convenience of such a large section of the population of a metropolis are at stake the application requires and deserves serious and attentive consideration.

9. The re-opening of Royapooram entitles it to all the privileges of a minor station, and when return Tickets are granted at the minor stations of Avady Trivellore &c., why not that indulgence accorded to Royapooram also Your Memorialists beg to submit that return tickets and one special train at least for the new moon may be allowed at Royapooram.

10. There are 4 trains now passing from Central Station for all of which engines come from Royapooram; when 3 of the 4 trains are allowed to Royapooram why cannot the remaining one train viz., 6 p.m., allowed also. This will increase the traffic of the Company and your Memorialists beg that this favor may also be sanctioned.

11. Your Memorialists have the satisfaction to state for your Excellency's information that with all the restrictions which have been put upon the Royapooram traffic receipts it keeps pace with Trivellore and other stations as to receipts and outweighs many small stations. As re-opening should include all favours and indulgences accorded to other stations and as the convenience of 1,16,504 residents of Madras is imperilled by the present arrangement they most respectfully beg to solicit that your Excellency in Council will be graciously condescended to take the circumstances above detailed into your benign and favourable consideration and comply with their request attended with beneficial results both to the company and convenience of passengers.

12. And for which act of charity your Memorialists as in duty bound
SHALL EVER PRAY

Madras, 8th December, 1873.

The reply to this Memorial is requested to be addressed to.

M. Parthasarathi Aiyangar B.A. & B.L.
Vakil High Court
Madras

P.M. 23/12/74
 23/12/74
 23/12/74

579 P.M. d. P.
 Pres. of the Madras P.M.
 Read the following
 from the Congress, P.M. (H.C. No. 21 of 14 Jan/74)

Ordered that the following Endorsement be forwarded to the Memorialists.

His Excellency
The Governor in Council
Having referred the Memorial of the inhabitants of Royapooram, in regard to the train service from that station, to the Madras Railway Authorities is glad

MB
23/1

[Signature]

Rayapooram to run in
connection with the Mail
trains from Madras.

G.M.W.
His Excellency the
Governor in Council is of
opinion that as the
large native population
north of Madras use
the Rayapooram station,
a train service from
that station to run in
connection with the
mail train from
Madras should be
included in the modi-
fied scheme to be pro-
posed consequent on the
doubling of the line to
Perambore. The delay
involved in the arrange-
ment would apparently
be very trifling.

125-126

125-126

On 21/Jan/74

G.M.W. To The Comd Engineer for
Dep't 10/3/74. Railways.
To M. Parthasaradhi Aiyangar
S.A. & on behalf of memo-
rialists.
only by improvement dep't 10/3/74

239



Sept. of 1874

PUBLIC WORKS.

To the Committee
for Railways

Recd.

Encl.

579
4

5th March 1874 No. 579

1258126

as Railway

being orders on
which submitted
identical of Roy:
and others re-
sults in
cases to which they
related with re-
sults of
working of
Railways