

(1) Number of pages _____

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MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No.	2062	Press
B.P. No.		Mis. _____
Dated	20-7-195	1875

Not to be folded or roughly handled

No. 709

GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM,

1875

From

THE AGENT,

Great Southern of India Railway,

To

The Consulting Engineer for Railways

& Madras

SIR,

Your letter of the 1st Inst. I forward herewith a statement showing the times at which I propose to run passenger trains over this line on and from the opening of the Northern Extension to a Madras

But no train a day is provided for the section between Inclunopoly and a Madras as we have not at present sufficient passenger vehicles to form a second train over.

The Locomotive Superintendent having informed me that he cannot with the class of engines sent out for working the native gauge line, secure a higher maximum speed than 20 miles an hour, I have found the running of the mail train over the Negapatam-Inclunopoly section at that rate, I intend to address you in another letter on this subject.

With Inclunopoly-a Madras section I have adopted a maximum speed of 15 miles an hour as the running along that section cannot at present be improved.

efficient

Under the proposed arrangement of trains the
mail from the Nagasaki - Nankingfong station in the west
will have to remain at the last named station from 8
o'clock to 2 o'clock & till the other Mail will be
worked through without any delay occurring in its road

(Hear the tower to be.

Mr. M. J. L. L.

William C. C. C.

12/20/20

the Agents

Mr. Connelley

Handwritten signature

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Dr. Wm. A. D. D.

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e de

2/25/2014

Railway Department.

Cons: Engineer's Office
Madras 7 July 1895.

No. 373.

Submitted for the approval
of Government

2. The proposed time-table provides for the same number of trains which at present run between Megapalam and Erode, namely, two in each direction; but for one only between Trichinopoly and Madurai. It is explained that this is because the number of narrow gauge passenger vehicles is not sufficient to form a second train service.

3. ... and ... through narrow
ganges and will leave Negapatam
at 6.15 a.m.; reaching Trichinopoly
at 10.58 a.m., and Madras at 7.10 p.m.

He

off. The northward train will leave

Madras at 5 a.m., reaching Chichinopoly
at 1 p.m., and Regapalam at 7.30 p.m.

4. The southward train
will leave Regapalam at 12.30 p.m., arriving
at Chichinopoly at 6.40 p.m. The northward train will
leave Chichinopoly at 11.15 a.m., arriving
at Regapalam at 3.53 p.m.

5. The local gauge train
between Erode and Chichinopoly are
timed to run at almost the same
hours as at present.

6. The principal change
entailed by the proposed time-table
is in the mail from Regapalam, which
will have to start in future at 6.15
a.m., instead of 8.40 a.m. The mail
from Madras will arrive at Regapa-
lam at 5.53 p.m., instead of 2.45 p.m.

7. The Agent explains that
for the present, between Regapalam and
Chichinopoly, a maximum speed of
20 miles an hour has been fixed; and
between Chichinopoly and Madras a
maximum speed of only 15 miles an
hour, on account of the present in-
efficient state of the vegetable fence.

8. A copy of the proposed
time-table has been forwarded to the
Postmaster General.

9. The orders of Govern-
ment upon the subject are issued
as soon as possible, in order that the
necessary notice may be given to the
public.

W. M. M. M.
Lt. Col. R. E.
Secy: Eng: for Railways
The Offg. Secretary to Government
Public Works Department
Fort Saint George

South Indian Railway

Proposed Time Table as made from 5th August 1875

	am.	pm.		am.	pm.
Pegapatam	6.15	12.30	Madurai		6.0
Sirkk	6.26	12.42	Sholavandam		6.5
Keevalore	6.40	12.57	Ammanaikanoor		7.5
Tiruvore	7.5	1.38	Dindigub		9.10
Kulikery	7.20	1.58	Vadavandam		9.0
Kordachery	7.45	2.26	Tyampetta		10.25
Medanungalam	8.5	2.6	Manafaray		11.5
Ammapettah	8.25	2.37	Kallattur		12.5
Salammangalam	8.37	2.56	Trichinopoly Junction Am		1.0
Tanjore	9.15	3.51	do do Spc	11.15	1.10
Rhodalar	9.50	4.26	Tiravannabore	11.35	1.35
Perampalam	10.27	4.54	Dindigub	12.28	2.25
Trichinopoly Junction Am	10.58	5.10	Tanjore	1.5	3.25
do do Spc	11.10		Salammangalam	1.37	4.0
Kallattur	12.5		Ammapettah	1.45	4.12
Manafaray	1.5		Medanungalam	2.10	4.50
Tyampetta	1.45		Kordachery	2.27	5.10
Vadavandam	2.10		Kulikery	2.50	5.36
Dindigub	2.0		Tiruvore	2.7	6.5
Ammanaikanoor	2.5		Keevalore	3.30	6.34
Sholavandam	6.5		Sirkk	3.44	6.49
Madurai	7.10		Pegapatam	3.53	7.20
Trichinopoly Spc					
do do Spc					
Ammanaikanoor	6.5	1.5			
Sholavandam	6.30	1.10			
Kulikery	7.10	1.40			
Salammangalam	7.25	2.10			
Ammapettah	7.50	2.31			
Medanungalam	8.0	2.51			
Kordachery	8.25	3.25			
Tiruvore	8.45	4.0			
Keevalore	9.15	4.25			
Sirkk	10.15	5.25			
Pegapatam	11.0	6.0			
	11.15	6.25			


 Agent

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Public Works Dept.

Proceedings of the Madras Government

Under date the 1875

Read the following

From

The Consgr. Engrs for } (H.C. No. 343 of 7th July 1875)
Railways }

LC No 2067 of 20th July/75

The proposed
Time Table on the
South Indian Railway
is approved.

L.R.

M.G.
1875

148

Consgr Engrs for Rs 11 M 8 and 20. 7-75

Post. Master Genl. 3

Financial Dept. 7

"

S C Dispd - 5. 8. 75

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1875
Act. of 1875 Madrid
PUBLIC WORKS.

To
Christophers.

Date

Issue

Read

Press
21-7-75

20 July 1875, No 10/12

Nos. 4-22-504

475-1096

Time Table on the S.C.

By - The proposed
to be introduced
on and from the 2nd
August 1875; app.