

- (1) Number of pages _____
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MADRAS RECORD OFFICE

Government of Madras

Public Works

DEPARTMENT

G.O. No.	3452	Press
B.P. No.		Mis.
Dated	6-12-	1875
		195

Original

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
6th December 1875.*

No. 74. Read the following letter from Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to Major-General G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Madras, 26th November 1875, No. 641:—

I HAVE the honor to submit, for the approval of Government, a time-table proposed for the South Indian Railway on the opening for public traffic of the section between Madura and Tuticorin. The Postal authorities have been consulted, and I understand that the proposed arrangements fully meet the requirements of the Travelling Post Office. The Postmaster-General advocates the running of night trains between Madura and Tuticorin, a measure the inexpediency of which on engineering grounds does not admit of doubt in the present unconsolidated state of the line, while looked at from a financial point of view, until the traffic has sufficiently developed to justify a second train, a day service is much better suited to local requirements. The branch from the Maniachee Junction to Tinnevely is not included in the time-table now submitted, as it is not expected to be ready till somewhat later.

2. On the sections at present opened it is not proposed to make any considerable alteration except that the local or slow train from Trichinopoly to Negapatam will become the fast or mail train, and *vice versa*. This change was suggested by the Postal authorities, and, as it also suits the railway arrangements better, the Agent had no hesitation in adopting it. At present the mail from Madras reaches Trichinopoly Junction at 10-40 A.M., leaves at 11-15 A.M., and arrives at Negapatam at 4 P.M., while the mails from Madura reach Trichinopoly at 12-50 P.M. and go on by the local train at 1-10 P.M., reaching Negapatam at 7-15 P.M. Under the arrangements now proposed the local train will leave Trichinopoly at 6 A.M., arriving at Negapatam at 11-55 A.M., and the mails from Madras will be kept at Trichinopoly from 10-28 A.M. till 1-10 P.M., arriving at Negapatam at 5-50 P.M. Thus instead of two sets of mail bags reaching Negapatam at 4 P.M. and 7-15 P.M. respectively, the whole of the mails will be carried together and reach their destination at 5-50 P.M. Through passengers to Negapatam will arrive 1 hour and 50 minutes later than at present, but the numbers of these will be very limited.

3. The time-table is, in my opinion, the best that can be framed, and the speed as high as can be safely attained at present. The speeds over the different narrow gauge sections thus work out:—

	Distance Miles.	Time occupied, Hours.	Average through speed, Miles per Hour.
Negapatam to Trichinopoly	79½	4¾	16·7
Trichinopoly to Madura	96	7¼	13·2
Negapatam to Madura	175½	12¾	14·2
Madura to Tuticorin	98½	7¼	13·7

4. As the Agent is anxious to get the time-table printed, I beg that the orders of Government may be communicated to me as early as possible.

MESSAGE

THIS DOCUMENT CONTAINS

Public Works Department, 6th December 1875.

from the day of December 1875

REFICOREN TO NEQAPATAM

ERODE TO TRIODINOPOLY

MILEAGE.		Stations.				WEEK DAYS.				SUNDAYS.
From Enode.	Station to Station.					No. 9 Train.		No. 10 Train.		No. 9 Train.
...	...	Madras	...	...	Dep.	P. M. 6 0	A. M. ...	...	P. M. 6 0	
...	...	Bangalore	...	...	...	7 45	...	...	7 45	
...	...	Jallarpett	...	...	...	A. M. 12 30	...	5 15	A. M. 12 30	
...	...	Salem	...	...	...	3 35	...	11 8	3 35	
...	...	Coimbatore	...	...	...	...	7 30	...	...	
...	...	Enode	...	...	Arr.	5 5	11 20	1 25	5 5	
...	...	Enode	...	...	Dep.	A. M. 6 5	P. M. 2 8	...	A. M. 6 5	
18	18	Passoor	...	...	...	6 39	3 44	...	6 39	
26½	12½	Cudumudy	...	...	...	7 13	3 30	...	7 13	

Proceedings of the Madras Government,

TRICHINOPOLY TO ERODE.—(Concluded.)

MILEAGE.		Stations.			WEEK DAYS.		SUNDAYS.
From Nagapattam.	Station to Station.				No. 7 Train.	No. 8 Train.	No. 8 Train.
103½	11½	Kallipattah	...	...	A. M.	P. M.	P. M.
108½	6	Lallapattah	...	...	7 43	2 19	2 19
113½	7½	Cuttalay	...	...	8 6	3 37	3 37
128½	11½	Caroor	...	...	8 36	2 53	2 53
134½	9½	Poogalore	...	...	9 29	3 25	3 25
143½	7½	Cudumudy	...	...	10 1	4 9	3 35
153½	12½	Pasacor	...	...	10 50	4 23	4 9
169½	18	Erode	...	...	11 3	4 55	4 23
			...	...	11 45	5 30	4 55
			...	...			5 30
		Erode	...	...	11 50	2 10	6 20
		Coimbatore	...	...	3 12	6 40	6 20
		Salem	...	...		8 0	6 0
		Tollapattah	...	...	8 0	12 10	12 10
		Bangalore	...	...		6 15	6 15
		Madras	...	...		6 0	6 0

ARCONUM—CONJEVERAM

MILEAGE.		Stations.			DAILY.	Scale of Fares.
From Arcoum.	Station to Station.				No. 11 Train.	
...	...	Arcoum	...	...	P. M.	
9	9	Pulloor	...	...	5 15	First-class, 8 Pies
11	2	Chenglerayan's Choultry	...	...	5 54	Second " 3 "
19	8	Conjeveram	...	...	6 5	Third " 2 "
			...	...	6 45	Fractions of miles and of annas are calculated as whole numbers.

22nd November 1875.

Public Works Department, 6th December 1875.

ERODE TO TRICHINOPOLY.—(Concluded.)

MILEAGE.		Stations.			WEEK DAYS.		SUNDAYS.
From Erode.	Station to Station.				No. 9 Train.	No. 10 Train.	No. 9 Train.
53	7½	Poogalore	...	...	A. M.	P. M.	A. M.
43½	9½	Caroor	...	...	7 35	4 0	7 35
53½	11½	Cuttalay	...	...	8 10	4 50	8 10
61½	7½	Lallapattah	...	...	8 39	5 28	8 39
67½	6	Kallipattah	...	...	8 59	5 51	8 59
78½	11½	Elumanoor	...	...	9 19	6 23	9 19
86	9½	Trichinopoly	...	...	9 51	7 4	9 51
90½	3	Trichinopoly Junction	...	...	10 23	7 30	10 23
			...	...	10 28		10 28
		Trichinopoly Junction	...	...	P. M.	A. M.	P. M.
		Tanjore	...	...	1 10	11 20	1 10
		Nagapattam	...	...	2 57		2 57
			...	...	6 50		6 50
		Dindigul	...	...		P. M.	P. M.
		Madura	...	...		3 53	3 53
		Tuticorin	...	...		6 36	6 36
			...	...		1 48	1 48

SECTION.

MILEAGE.		Stations.			DAILY.
From Conjeveram.	Station to Station.				No. 12 Train.
...	...	Conjeveram	...	...	A. M.
8	8	Chenglerayan's Choultry	...	...	6 15
10	2	Pulloor	...	...	6 55
19	9	Arcoum	...	...	7 5
			...	...	7 45

(Signed) D. LOGAN,
Acting Agent.

Proceedings of the Madras Government, Public Works Department,
6th December 1875.

No. 75.

ORDER THEREON, 6th December 1875, No. 3,452.

RAILWAY, No. 15.

HIS EXCELLENCY the Governor in Council approves of the proposed timetable which has been concurred in by the Postal authorities. It provides for through speeds varying from 13.2 to 16.7 miles on the narrow gauge sections of the line, which cannot with safety be increased at present.

2. His Excellency in Council is of opinion that, irrespective of engineering considerations, it would be inexpedient to run night trains till the circumstances of the traffic can be shown to require the accommodation.

(True Extract.)

Major-General, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.
" Postmaster-General.
" Financial Department.

RAILWAY DEPARTMENT

CONSULTING ENGINEER'S OFFICE.

Madras, 26 November 1875.

No. 648

From

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

Consulting Engineer for Railways.

To

MAJOR-GENERAL G. W. WALKER, R.E.,

Secretary to Government,

Public Works Department,

Fort Saint George.

SIR,

I have the honour to submit for the approval of Government a time table proposed for the South Indian Railway on the opening for public traffic of the section between Madurai and Trichinopoly. The Postal Authorities have been consulted, and I understand that the proposed arrangements fully meet the requirements of the Travelling Post office. The Postmaster General

General advocates the running of night
trains between Madras and Trichinopoly,
a measure the expediency of which
on Engineering grounds does not admit
of doubt in the present unconsolidated
state of the line, while looked at
^{from} a financial point of view, until the
traffic has sufficiently developed to
justify a second train, a day service
is much better suited to local require-
ments. The branch from the
Maniacree junction to Tirunelveli is
not included in the time table
now submitted, as it is not expected
to be ready till somewhat later.

2. On the sections at
present

present opened it is not proposed to
make any considerable alterations ex-
cept that the local ^{or slow} train from Rich-
inopoly to Regapatam will become
the mail train, and vice versa. This
change was suggested by the Postal
Authorities, and as it also suits the
Railway arrangements better the Agent
had no hesitation in adopting it. —
At present the mail from Madras —
reaches Trichinopoly junction at 10.40 —
a.m., leaves at 11.15 a.m. and arrives at
Regapatam at 4 p.m., while the mails
from Madras reach Trichinopoly at
12.50 p.m. and go on by the local
train at 1.10 p.m. reaching
Regapatam

Negapatnam at 7.15 p.m. Under the
 arrangements now proposed the local
 train will leave Trichinopoly at 6 a.m.
 arriving at Negapatnam at 11.55 a.m., and
 the mails from Madras will be kept
 at Trichinopoly from 10.28 a.m. till 1.10
 p.m. arriving at Negapatnam at 5.50 p.m.
 Thus instead of two sets of mail
 bags reaching Negapatnam at 4.0 p.m.
 and 7.15 p.m. respectively the whole of
 the mails will be carried together
 and reach their destination at 5.50 p.m.
 Through passengers to Negapatnam will
 rise 1 hour and 50 minutes later
 than at present, but the numbers of
 these

there will be very limited.

3. The time table is, in
 my opinion, the best that can be
 framed, and the speed as high as
 can be safely attained at present.
 The speeds over the different narrow-
 gauge sections thus work out

	Distance miles	Time hours	Average speed miles per hour
Negapatnam to Trichinopoly	97 1/4	4 3/4	16.7
Trichinopoly to Madras	96	7 1/4	13.2
Negapatnam to Madras	195 1/4	12 1/3	14.2
Madras to Trichinopoly	98 1/2	7 1/6	15.7

4. As the Agent is
 anxious to get the time table printed
 I beg that the Order of Government
 may

may be communicated to me as
early as possible.

I have the honor to be

Sir

Your most obedient

servant R. E. Captain

for Genl. Engineer for
Railways

No 3452

Public Works Department.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Under date the 5th Aug 75

Read the following:—

From, The Bangalore Engineer for Bangalore } (M. P. No. 105 of 26 Sept 75)

His Excellency the Governor in Council approves of the proposed... It provides for through speeds varying from 10.3 to 16.7 miles and the narrow gauge sections of the line which cannot with safety be increased at present. His Excellency in Council is of opinion that

P. W. 1875 Sept 10 76/13 RAILWAY DEPARTMENT

To The Consulting Engineer for Railways, The Secretary to Government, P. W. Department, Fort Saint George.

Dated 29th Sept 1875 Recd 1st Oct 1875

No 6441. Substituted for

approval of Government a time table proposed for the North Western District in the colony for purchase in the of the section between Madras & Chittoor

Cont-12-75 G.O. No 3452. 6/12.75

that in view of the
-giving considerations
it would be inexpedient
to run night trains
till the circumstances
of the traffic can be
shown to require the
accommodation.

Yours

Decd - 16 - 12 - 75

21
To The Comd Genl for Rep.
" Port & Harbor General
" Civil Department.

No 74-78

1875 Dec 1-12-75

742

1873
PUBLIC WORKS

Comm. Aug. for
Ry. L.

7/11/75

6 Dec 3452

No. 74-75

Miss L. L. Ry.
The enclosed -
Madame & Catherine, ap-
proved -