

(1) Number of pages _____

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MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No.	1653	(Ry)	Press
B.P. No.			Mis.
Dated	30-6-	1876	

Not to be folded or roughly handled

No 624. 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 Depart-
ment, dated Madras, 20th June 1876, No. 300 —

I HAVE the honor to submit letter, No 601, dated 10th June 1876, from the
Agent of the Madras Railway, proposing certain slight alterations in the time-
table now in force on the South-west Line and the Nilgiri branch, as shown in the
Enclosed No 73,265-1,693, 9th June 1876 enclosed revised time table, and ex-
plained in a report by the Traffic Mana-

ger which accompanies Mr Elwin's letter

2. Experience has shown that it is not possible to ensure punctuality under
existing arrangements, and it is proposed to allow a few minutes more for the
running of trains between stations on certain sections of the line, and to increase
slightly the speed of the mixed train from Pothanoor to Jollarpett. These altera-
tions are stated in detail in the following paragraphs —

3. West train from Pothanoor to Beypore. Fifteen minutes more to be
allowed by starting the mixed train at 9-30 A M instead of 9-45 A M, the time
of arrival at Beypore being the same as at present. For the corresponding train
going east, it is proposed to allow fifteen minutes more by making the hour of
arrival at Pothanoor 2-45 P M instead of 2-30 P M

4. The time allowed for passengers from the South Indian Railway arriving
by the train due at Erode at 11-45 A M is found to be insufficient, an interval of
five minutes only being available for the transfer and booking of passengers,
shunting, &c, before starting again eastwards. The following arrangements
are therefore proposed between Pothanoor and Salem, in order to meet this
difficulty —

Pothanoor start	8-45 A M	instead of	8-5 A M
Erode arrive	11-45 A M	"	of 11 20 A M
depart	12-10 P M	"	of 11 50 A M
Salem arrive	2 20 P M.	"	of 2-12 P M

This will allow South Indian passengers twenty five minutes at Erode, and
shorten the journey between Pothanoor and Salem by thirty-two minutes

5. On the Nilgiri branch it is proposed to start No 2 train from Combatoor
to Pothanoor at 7-30 A M instead of 7-45 A M, and No 4 train from Pothanoor at
4 P M instead of 3-45 P M.

6. With regard to the up-mail it is proposed to make the hour of arrival at
Mettapoliem 10-5 A M instead of 9-45 A M. Explanation of the necessity for this
change is given in the enclosed reports from Messrs Church and Bailey. Expe-
rience has shown that, with the heavy gradients which prevail upon the Nilgiri
branch, it is impossible to work up to the time-table now in force without reducing
the loads of trains; and a reduction in the loads would necessarily involve increased
train mileage, a measure much to be deprecated unless the traffic improves.

7. The slight alterations proposed in the mail service from Mettapolliem to
Pothanoor provide for a five minutes' earlier arrival at the latter station

8. Notice has been given to the Postmaster General of the intended slight
changes in the train service

9. As the Railway authorities are anxious to bring the proposed changes into
operation as soon as possible, I have, in anticipation of the approval of Govern-
ment, authorized the introduction of the new time-table from the 1st July 1876

From R B ELWIN, Esq., Agent and Manager Madras Railway Company, to Lieutenant-Colonel
J H M SHAW-STEWART, R E, Consulting Engineer for Railways, dated Madras,
10th June 1876, No 601

With reference to the enclosed copy of the Traffic Manager's letter of the 9th instant, No T-
73,265-1,693, I have the honor to request that you will be so good as to communicate the sanction
of Government to the alterations in the train service on the South-west Line recommended by
Mr Church

Proceedings of the Madras Government, Public

MADRAS

Proposed Time-table for South-West Line between

		Mail		Mixed		Mixed		Passenger		Mixed	
		P	M	P	M	P	M	P	M	P	M
Madras	Dep	6	0					7	0		
Jollarpett	Dep	12	20	5	5			2	10		
Tripatore		12	33	5	34			2	25		
Samulputty				6	27			3	14		
Morapoor		1	42	7	21			4	4		
Mullapuram		2	15	8	35			4	50		
Shevaroy Hills		2	45	9	30			5	0		
Salem		3	20	10	20			6	30		
Do	Arr	3	40	11	5			6	45		
McDonald's Choultry	Dep			11	50			7	28		
Sunkerrydroog		4	40	12	55			8	10		
Erode	Arr	5	10	1	40			8	50		
Do	Dep	5	25	2	10						
Perunduray		5	58	2	55						
Wutkallee		6	36	3	50						
Avenashy Road		6	56	4	50						
Somanoor		7	25	5	27						
Pothanoor	Arr	8	5	6	15						
Pothanoor	Dep	8	25	6	25					4	0
Coimbatore		8	50	6	40					4	15
Tudialoor		9	14								
Karamady		9	53								
Mettapollhem	Arr	10	5								
Pothanoor	Dep	8	35			9	30				
Muddikerry						9	50				
Walliar						10	25				
Conjecode		9	44			10	58				
Palghaut	Arr	10	4			11	20				
Do	Dep	10	14			11	45				
Purley						12	4				
Luckady						12	49				
Wootapollhem		10	59			1	15				
Shoranoor		11	24			1	46				
Puttamby	Arr	11	48			2	13				
Cootipooram	Dep	11	53								
Tiroor						2	54				
Do	Arr	12	43			3	25				
Tanoor	Dep					3	45				
Perpengady						4	5				
Beypore	Arr	1	30			4	25				
		P	M	P	M	P	M	P	M	P	M

MADRAS,
13th June 1876

Works Department, 30th June 1876. No. 1,653.

RAILWAY
Jollarpett and Beypore on and after 1st July 1876

		Passenger		Mixed		Mixed		Mail	
		A	M	A	M	A	M	A	M
Beypore	Dep			7	15			10	15
Perpengady				7	46			10	36
Tanoor	Arr			8	23			11	40
Tiroor	Dep			8	40				
Do				9	9			11	53
Cootipooram				9	51			12	13
Puttamby				10	27			12	36
Shoranoor				11	15			12	49
Wootapollhem				11	30				
Luckady				12	0			1	31
Purley	Arr			12	16			1	40
Palghaut	Dep			12	50			2	5
Do				1	20				
Conjecode				1	47				
Walliar				2	20			3	25
Muddikerry	Arr			2	45				
Pothanoor								2	0
	Dep							2	20
Mettapollhem								2	55
Karamady						7	30	3	10
Tudialoor						7	45	3	25
Coimbatore	Arr								
Pothanoor						8	45	3	50
	Dep					9	30	4	25
Pothanoor						10	10	4	50
Somanoor						10	40	5	10
Avenashy Road						11	20	5	43
Wutkallee						11	45	6	5
Peranduray	Arr					12	10	6	20
Erode	Dep	6	15			1	10	7	0
Do		7	0			1	45	7	28
Sunkerrydroog		7	30			2	20	8	0
McDonald's Choultry	Arr	8	5			2	47	8	55
Salem	Dep	8	25			3	42	9	18
Do		9	20			4	50	10	0
Shevaroy Hills		10	5			5	48		
Mullapuram		10	55			6	46		
Morapoor		11	44			7	47	11	55
Samulputty		12	23			8	0	12	10
Tripatore	Arr	12	40						
Jollarpett		P	M	P	M	P	M	A	M
	Arr	7	15			5	20	6	0
Madras		P	M			A	M	A	M

(Signed) H. E. CHURCH,
Traffic Manager

*Proceedings of the Madras Government, Public Works Department,
30th June 1876. No 1,653*

From H. E. CHURCH, Esq., Traffic Manager, Madras Railway Company, to R. B. ELWIN, Esq., Agent and Manager, Madras Railway Company, dated Madras, 9th June 1876, No T-73,265—1,693.

SOUTH-WEST LINE, TRAIN SERVICE.

I HAVE to solicit sanction to the following alterations in the South-west Line Train Service, in order to ensure more punctual running —

West Trains

The mixed train from Pothanoor to Beypore to leave Pothanoor at 9-30 A.M. instead of 9-45 A.M., arriving at Beypore at the same time as at present.

East Trains

The 7-15 A.M. mixed from Beypore to arrive at Pothanoor at 2-45 P.M. instead of 2-30 P.M.
The passenger train from Erode to leave Erode at 6-15 A.M. instead of 6-40 A.M., arriving at Jollari at 12-40 P.M. instead of 12-37 P.M.
The mixed train from Pothanoor to leave Pothanoor at 8-45 A.M. instead of 8-5 A.M., arriving at Salem at 2-20 P.M. instead of 2-12 P.M.

This alteration is proposed in order to meet a difficulty at Erode, which station the South Indian cannot arrange to reach before 11-45 A.M., or five minutes only before the present departure time of the train from Pothanoor, which is insufficient for the transfer and booking of passengers and shunting.

Nilgiri Branch.

No 2 train to leave Coimbatore for Pothanoor at 7-30 A.M. instead of 7-45 A.M.
No 3 train (mail) to arrive at Mettappalli at 10-5 A.M. instead of 9-45 A.M.
No 5 train to leave Pothanoor at 4 P.M. instead of 3-45 P.M.
With regard to the alteration of the mail train from Pothanoor to Mettappalli, I enclose copy of a letter from the District Officer, in which he shows the necessity for more time being allowed. That one of two courses is absolutely necessary to ensure better time, there can be little doubt, viz., either to reduce the load of the train, or to allow more time for performing the journey. A reduction of the load would involve increased train mileage, as it would be necessary to run an extra train every other day at least, between Pothanoor and Mettappalli, to keep pace with the goods traffic small as it is and for the transport of horses and carriages, but the great objection to this course is the delay to such traffic as horses and carriages. Under present arrangements, it is very seldom found necessary to run an extra train; and, looking at the extent of our traffic, I scarcely think that it will justify the running of an extra train over 25 miles, even every other day, to save passengers and mails twenty minutes, which is the increased time now asked for.

From T. BAILEY, Esq., Assistant Traffic Manager, Salem, to H. E. CHURCH, Esq., Traffic Manager, Madras Railway Company, dated Salem, 6th June 1876, No T-23,068—71,177

Proposed new Time-table

Your telegram of yesterday, Nilgiri Branch mail train. This train is timed at present to run from Pothanoor to Mettappalli, 25½ miles, with stoppages at three intermediate stations in eighty minutes. The time allowed is wholly insufficient, taking into consideration the heavy load of the train, frequently twenty-two, the gradients that have to be encountered one in eighty, the number of stoppages, and the work that has to be done at the intermediate stations, especially Coimbatore, this being the only train in the day between Coimbatore and Mettappalli.

2 The consequences are that the work of the train is necessarily done in an unsatisfactory manner. Passengers are hurried and inconvenienced, and the engine "flagged" in order to keep time as nearly as practicable.

*Proceedings of the Madras Government, Public Works Department,
30th June 1876. No 1,653*

3 The 8-25 A.M. is only allowed ten minutes from its departure from Pothanoor to its departure from Coimbatore, and it will be patent to any one that that time is insufficient.

4 Fifteen minutes are actually requisite from Pothanoor to Coimbatore, there being three level crossings between the points,—one most dangerously situated at 302/19 on a curve and in the centre of a coconut top, not being visible until the train is close on it, Drivers have therefore to run their trains at a slow rate of speed until they get over it, the second is not so important, but the third is a very important one, the Coimbatore trunk road over which there is a heavy passenger and cart traffic, there is a heavy gradient also to be encountered near Coimbatore and generally a strong wind.

5 Coimbatore is a big town and the mail train really requires as much time at that station as it does at Salem and elsewhere, to set down and take up passengers, deal with luggage, parcels, &c., of which there is always a large quantity for the Hills and from Madras, and detach and take on wagons.

6 Fifteen minutes are actually necessary at Coimbatore for the convenience of the public and to enable us to do the work properly, but I only apply for ten, knowing how desirous the Government is to get the train into Mettappalli as early as possible.

7 The time between Coimbatore and Tudialore is too little, considering the load, heavy gradients, and stoppage at the latter station, twenty-four minutes at least should be allowed.

8 Between Tudialore and Karamady two minutes more are required, considering the load and heavy gradients, examination of tickets at the latter station, and engine taking water.

9 Twelve minutes between Karamady and Mettappalli are sufficient.

The time table of the train should be—

	A.M.
Pothanoor	Dep. 8-25
Coimbatore	" 8-50
Tudialore	" 9-14
Karamady	" 9-53
Mettappalli	Arr 10-5

2 P.M. Train.

This train has very little work to do in comparison with the 8-25 A.M., its load is lighter, and the shunting and work to be done on the way of a trifling character.

Its time of running requires, however, a little alteration, as follows —

	P.M.
Mettappalli	Dep. 2-0
Karamady	" 2-20
Tudialore	" 2-55
Coimbatore	" 3-10
Pothanoor	Arr 3-25

more time is required between Mettappalli and Karamady (water), and less between Karamady and Pothanoor.

By the 2 P.M. we only get "through" passengers from Coimbatore, local passengers travelling by the 7-45 A.M. and other local trains.

On the other hand the 8-25 A.M. is both a heavy, local, and through train.

I have consulted Locomotive Foremen, Station-masters, and Guards in the matter, and they are unanimous in considering even a more liberal allowance of time still necessary for the 8-25 A.M. train between Pothanoor and Mettappalli.

Please alter the time-table I sent you in accordance with this letter.

Proceedings of the Madras Government, Public Works Department,
30th June 1876. No 1,653

No 625 Order thereon, 30th June 1876, No 1,633

RAILWAY, No 56

APPROVED

(True Extract)

Colonel,

Offy Under Secy to Govt PWD

To the Consulting Engineer for Railways
Postmaster-General.

ENCLOSURE
Sd/-

No. 601

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 10th June 1876

From

Robert B. Edwin Esq.

Agent and Manager M. R. Co.

To

Lieut Colonel J. H. M. Shaw Stewart R.E.

Consulting Engineer for Railways.

Sir,

With reference to the enclosed copy of the Traffic Manager's letter of the 9th instant, No 773265/1693, I have the honour to request that you will be so good as to communicate the sanction of Government to the alterations in the train service on the South West Line recommended by Mr. Church.

I have the honour to be
Sir,

Your most obedient servant

R. B. Edwin

Agent and Manager.

P. 4. 11/11/76
3

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways

W.

Paid 10 June 1876

Recd 12 June

Cit. S. No 184.

Regarding the Boarding
of Port to Central
stations in the new
service on the 1st 7th
June.

Chadwick Railway.
 Proposed Train Table for South West line between Gillingham & Bexley on and after 1st July 1876

[illegible]

Traffic Manager's Office
Calcutta 18th June 1876.
L/111

Wm. Coffin
Chas. F. Allen
Edward Ballou & Co.

Mr. H. B. Church
Traffic Manager.

RAILWAY DEPARTMENT.

CONSULTING ENGINEER'S OFFICE,

Madras, 20th June 1876

No. 301

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,
Port Saint George

Sir,

I have the honour to
submit letter No 601 dated 10th June
1876 from the Agent of the Madras
Railway, proposing certain slight al-
terations in the time-table now in
force on the South-west line and
the Kilgiri branch, as shown in the
enclosed revised time-table, and ex-
plained in a report by the Traffic
Manager which accompanies Mr
Elms' letter.

Experienced

P. H. H. 11/7/76

enclosed
No 73265
1693
9 June 76

2

Experience has shown that it is not possible to ensure punctuality under existing arrangements, and it is proposed to allow a few minutes more for the running of trains between stations on certain sections of the line, and to increase slightly the speed of the mixed train from Pochanore to Dolarpett. These alterations are stated in detail in the following paragraphs.

3. Meet train from Pochanore to Bellary. Fifteen minutes more to be allowed, by starting the mixed train at 9.30 a.m. instead of 9.45 a.m., the time of arrival

P 2

arrival at Bellary being the same as at present. For the corresponding train going East, it is proposed to allow fifteen minutes more by making the hour of arrival at Pochanore 2.45 p.m. instead of 2.30 p.m.

4. The time allowed for passengers from the South Indian Railway arriving by the train due at Erode at 11.45 a.m. is found to be insufficient, an interval of 5 minutes only being available for the transfer and booking of passengers, shunting, &c., before starting again Eastwards. The following arrangements are therefore proposed between Pochanore

Pocharore and Salem, in order to meet
this difficulty:

Pocharore start 8 45 a.m. instead of 8 5 a.m.

Gode — arrive 11.45 a.m. — " — 11.20 — " —

depart 12 10 p.m. — " — 11.50 — " —

Salem — arrive 2.20 p.m. — " — 2.12 p.m.

This will allow
South Indian passengers 25
minutes at Gode, and shorten the
journey between Pocharore and Salem
32 minutes.

On the Nilgiri
line it is proposed to start No 2
from Coimbatore to Pocharore
7.30 a.m., instead of 7 45 a.m.; and

P 3
No 4 train from Pocharore at 4 p.m.
instead of 3.45 p.m.

With regard to the up
to mail it is proposed to make the
hour of arrival at Mettupalayam 10.5
a.m. instead of 9 45 a.m.

Explanation
of the necessity for this change is
given in the enclosed reports from
Messrs Church and Bailey. Ex-

perience has shown that, with the
heavy gradients which prevail upon
the Nilgiri Branch, it is impossible
to work up to the time-table now
in force without reducing the loads
of trains; and a reduction in the
loads

7 The slight alterations proposed in the mail service from Metropolitan to Pothouse provide for a five minutes' earlier arrival at the latter station.

As the Railway
Authorities are anxious to bring the
proposed

I have the honour to be

Am.

Yours most obedt Servt.
Wm. L. Mendenhall, Lt Col R.E.
Society Engineer for Railways.

P. 1278 Report
 82-14-11

No 1653 of 30 June 1876
 Approved

Condensed from 12/1
 L. M. Smith: 3

Dated 17/7/76

RAILWAY DEPARTMENT.

From

The Consulting Engineer

for Railways

To

The Secretary to Government,

P. W. Department,

Fort Saint George.

Dated

Received

21/7/76

1873.

Encl. 3. No. 350

Submitted for

the approval of each

Member of the

of the Council of

the Council of

the Council of

12/24/

Recd to 12-6-76 at 3-7-76
 Cu-24-6-76-12/24-76
 21-6-76

44/11 CH

Govt. of 1876 Madras.

PUBLIC WORKS.

The Govt. Eng. for M.

D. 1

I. 1

R. 1

L. 1

G. C. 30 June 1876, No. 1533

No. 621-624

Fixed Time Table
for the Train Service
on the South West Line
Madras Railway

The ———— attached

For the Govt. Eng. for M.
14-7-76