GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers :—

From the Consulting Engineer for Railways, dated Madras, 12th March 1890, No. 179.

From the Agent, South Indian Railway, to the Consulting Engineer for Railways, dated Trichinopoly, 28th February 1890, No. 306.

I beg to submit, for the approval of Government, a draft train time-table which I recommend for adoption on and from the 1st of April next.

2. In framing this time-table, I have arranged for the up and down through mail trains to meet at Villupuram, as this, after the opening of the Villupuram-Guntakal State Railway, will be an important junction and I consider it desirable there should be as little delay as possible in the journeying of passengers from the south and the north to the east (Pondicherry) and the west (Tiruvannámalai, &c.) and *vice versâ*.

3. This arrangement too saves the running of one train daily in each direction on the Pondicherry Branch and of two trains daily in each direction on the Tinnevelly Branch.

4. As it has frequently happened that passengers have not been able to find room in the through mail trains (although the maximum number of vehicles which can be worked thereon are always run), I have arranged to work local trains in advance of the mail on the Chingleput, Cuddalore, and on the Trichinopoly-Madura sections. This, I anticipate, will relieve the mail trains of the purely local traffic. Three local trains between Chingleput and Cuddalore have had their times altered, but on the Trichinopoly-Madura section the trains run in advance of the mail are new trains ; their full load can be made up with goods vehicles, and this will occasionally save the necessity of running special goods trains.

5. Will you please let me know as soon as you possibly can if this time-table is sanctioned, as a great deal of detailed work has to be done before it can be issued to the public.

From the Agent, South Indian Railway, to the Consulting Engineer for Railways, dated Trichinopoly, 10th March 1890, No. 364.

Will you please substitute the accompanying train time-table for that sent to you with my letter No. 306 of the 28th ultimo.

2. I have in this revised time-bill considered it desirable to start the through mail trains from Madras and from Tuticorin 15 minutes earlier, which will give a larger margin at Arkónam for passengers proceeding northwards and it will also take passengers into Madras that number of minutes, and enable us to work the following train so that it may arrive at 19-15.

3. These alterations will necessitate slight alterations in the other trains to admit of passing arrangements, but as the time for bringing the bill is so near at hand, I have sent it forward showing only the alteration of times of the mail trains at the principal stations. A detailed bill shall follow.

Submitted for the sanction of Government.

2. The Agent, South Indian Railway, submits, for approval, a draft time-table, which he proposes to introduce on and from April 1st, 1890.

3. The increased importance of Villupuram Junction station now that the Villupuram-Guntakal Railway is approaching completion renders it desirable that the up and down mail trains should meet at this station. This arrangement would also enable the traffic on the Pondicherry Branch to be met by one train each way per diem, instead of by two trains each way as is now required.

4. The proposed alterations will necessitate considerable changes in the present service, which will be greatly improved throughout both as regards timing and speed. The mail train from Madras to Tuticorin will start half an hour earlier than at present, and the duration of the journey will be shortened by an hour and a quarter. The mail train from Tuticorin will leave 1 hour and 40 minutes later than now, but the time occupied on the entire run will be decreased by only three-quarters of an hour. The new timing of this train will, after the introduction of the revised time-tables on the Madras Railway, allow an hour, at Arkónam, between the arrival of the South Indian Railway and the departure of the North-West Line Madras Railway mail trains. This train will also reach Egmore at the suitable hour of 6-20 P.M. The running of the local trains between Madras and Chingleput will be accelerated. That to Madras will arrive at Egmore station at 7-15 P.M., which will make it fairly convenient for local travellers. The important train from Pallávaram to the Beach largely patronized by the business community, clerks and students will not be altered.

One extra train each way will be run between Madura and Trichinopoly.

On the Arkónam Branch the trains hitherto run between Conjeeveram and Chingleput will run through to Arkónam.

On the Erode Branch two extra trains between Trichinopoly Junction and Trichinopoly Fort and one between Trichinopoly Fort and Trichinopoly Junction are proposed.

On the Pondicherry Branch, as before said, one train each way daily and on the Tinnevelly Branch two trains each way daily will be saved, thereby effecting an appreciable reduction in train mileage.

The mixed trains between Chingleput and Cuddalore and between Madura and Trichinopoly have been timed to precede the mails with the object of relieving the latter of purely local traffic.

5. The proposed time-table is recommended for sanction.

ORDER—dated 15th March 1890, No. 375 R., Public Works.

The proposed alterations are approved, and the introduction of the revised time-table for the South Indian Railway on the 1st April next is sanctioned.

(True Extract.)

Colonel, R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways.
„ Examiner, Guaranteed Railway Accounts.
„ Postmaster-General, Madras.
„ „ Bombay.
„ Inspector-General, Railway Mail Service, Calcutta.
„ Chairman, Chamber of Commerce, Madras.
„ Public Department.
„ Revenue Department.
„ Military „

Exd. A. D. Xavier.

Spare Copies.

RAILWAY.

bt. of {1890} Madras.

PUBLIC WORKS.

ted March, 15th.

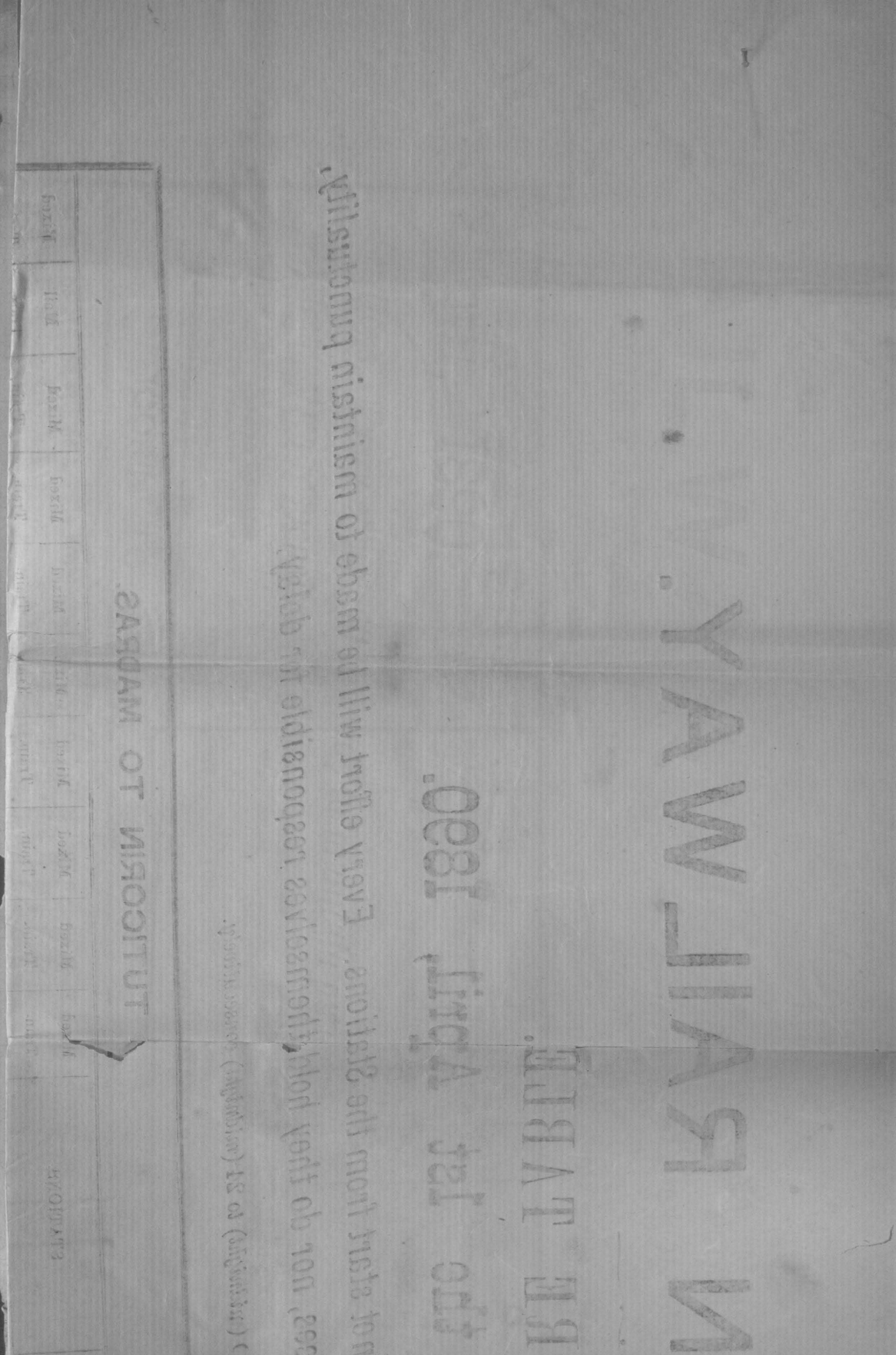
d. Encl.

.O., 15th Mar. 1890, No. 375 R.

MARCH.

Time-table, South Indian Railway

The revised — approved, and its introtion on the 1st April sanctioned.



	...uyyumbur	...	...	...	...														
248½	**Trichinopoly Junction** *	A	...	...	...	10 10	...	21 10	...	...	...	...	...	20	...				
		D	...			10 54	...	21 47	...	...	...	...	...	14 40	...				
260	Kolatur South	...	...	7 40		11 43	...	22 26	...	...	...	...	...	15 25	...				
271	Manaparai	...	...	8 24		12 10	...	22 50	...	...	...	...	...	16 15	...				
279¾	Vaiyampati	...	...	9 9		12 35	...	23 5	...	...	...	...	...	16 45	...				
290¾	Ayyaur	...	...	9 54		13 18	...	23 39	...	...	...	...	...	...	20 45				
295¾	Vadanadura	...	...	11 6		14 2	...	0 13	...	...	...	...	...	...	21 27				
306	**Dindigul** *	A	...	11 30		14 42	...	0 50	...	...	...	...	...	...	21 11				
		D	...	12 5		15 56	...	1 53	...	...	...	...	...	...	22 53				
312¾	Ambaturai	...	...	12 20		16 20	...	2 11	...	...	...	...	...	...	0 13				
319½	Ammayanayakanur	...	...	12 49		17 10	...	2 39	...	...	...	...	...	...	0 36				
331¼	Sholavandan	...	...	13 23		17 39	...	2 47	...	...	...	...	...	...	1 11				
336¾	Samayanallur	...	...	14 15		18 16	...	3 9	...	...	...	...	...	...	1 21				
344½	**Madura** *	A	...	14 41		19 7	...	3 36	...	...	...	...	...	...	1 49				
		D	...	15 10		19 31	...	4 20	...	...	...	...	...	...	2 23				
348¾	Tiruparankundram	...	...	...		20 0	...	4 39	...	...	...	...	...	...	3 14				
355¼	Tirumangalam	...	...	...		...	...	5 1	...	...	...	...	...	...	3 38				
364½	Kalligudi	...	...	...		...	...	5 16	9 50	...	...	...	...	...	4 5				
371¼	Virudupati	...	...	...		...	...	5 33	10 12	...	...	...	...	...	...				
380¾	Tulukapati	...	...	...		...	...	5 57	10 43	...	...	...	...	...	...				
388	Satur	...	...	...		...	...	6 24	11 20	...	...	...	...	...	...				
401¼	Koilpati	...	...	...		...	...	6 53	11 59	...	...	...	...	...	...				
407¾	Kumarapuram	...	...	...		...	...	7 21	12 41	...	...	...	...	...	...				
415	Kadambur	...	...	...		...	...	7 46	13 15	...	...	...	...	...	...				
425	**Maniyachi Junction**	A	...	...		...	...	8 29	14 7	...	...	...	...	...	...				
		D	...	...		...	...	8 50	14 36	...	...	...	...	...	...				
433¾	Tataparai	...	...	...		...	...	9 12	15 7	...	...	...	...	...	...				
443¼	**Tuticorin**	A	...	...		...	...	9 39	15 41	...	...	...	...	...	...				
								9 51	15 58	...	...	...	...	...	...				
								10 18	16 33	...	...	...	...	...	...				
								10 45	17 5	...	...	...	...	...	...				

NOTE.—A. 7-0 and 14-45 Mail trains take up and set down First

ARKONAM BRANCH.

Miles. From Arkonam.	STATIONS.		Mixed Train.	Mixed Train.
...	Arkonam	D.	5 45	13 30
9	Pallur	...	6 20	14 6
17½	Conjeeveram	A.	6 55	14 41
		D.	7 5	14 51
25½	Walajabad	..	7 38	15 24
32	Villiyampakkam	...	8 7	15 53
39	Chingleput	A.	8 32	16 20

Miles. From Madras.	STATIONS.		Mixed Train.	Mail Train.
34½	Chingleput	D.	9 10	16 43
41½	Villiyampakkam	...	9 40	17 5
48	Walajabad	...	10 9	17 26
56	Conjeeveram	A.	10 37	17 48
		D.	10 47	17 55
64½	Pallur	...	11 27	18 25
73½	Arkonam	A.	12 0	18 50

PONDICHERRY BRANCH.

Miles. From Pondicherry.	STATIONS.		Mixed Train.
...	Pondicherry	D.	10 30
4½	Villianur	...	10 53
10¾	Kandamangalam	A.	11 16
		D.	11 36
18¾	Valavanur	...	12 9
24¼	Villupuram	A.	12 30

Miles. From Madras.	STATIO	
98¼	Villupuram	
103¾	Valavanur	
111¼	Kandamangala	
118	Villianur	
122½	Pondicherry	

ERODE BRANCH.

Miles. From Madras.	STATIONS.		Passenger Train.	Mixed Train.	Mail Train.	Mixed Train.	Passenger Train.	Mixed Train.
248½	Trichinopoly Junction	D.	2 55	6 0	12 30	17 0	23 10	0 30
252¼	Trichinopoly Fort	A.	3 5	6 12	12 40	17 10	23 20	0 40
		D.	...	6 27	12 50	...	...	...
260½	Elamanur		...	7 5	13 19	...	...	...
267¾	Pettaivaytalai		...	7 33	13 42	...	...	...
271¼	Kulitalai		...	7 56	14 2	...	...	...
277¼	Lalapet		...	8 23	14 22	...	...	...
284¼	Katalai		...	8 53	14 45	...	...	...
291	Puliyur		..	9 20	15 7	...	...	...
298¼	Karur		...	9 50	15 31	...	...	...
308¼	Pugalur		...	10 31	16 4	...	...	...
317¼	Kodumudi		...	11 5	16 33	...	...	...
324¼	Unjalur		...	11 24	16 48	...	...	...
328¼	Pasur		...	11 57	17 14	...	...	...
335¾	Erode		A.	12 35	17 45	...	...	...

Miles. From Erode.	STATIONS.		Passenger Train.	Mixed Train.	Mail Train.	Mixed Train.	Passenger Train.
...	Erode	D.	...	...	6 35	13 45	...
11¼	Pasur	...	...	..	7 8	14 28	...
19½	Unjalur	..	...	...	7 34	15 2	...
23¼	Kodumudi	...	...	...	7 54	15 25	...
31	Pugalur	...	...	...	8 19	16 2	...
40	Karur	...	...	...	8 55	16 45	...
44¾	Puliyur	...	...	...	9 17	17 8	...
51¼	Katalai	..	...	...	9 39	17 37	...
58¼	Lalapet	..	...	...	10 2	18 7	...
64¼	Kulitalai	..	...	...	10 25	18 36	...
68¾	Pettaivaytalai	...	...	...	10 41	18 59	...
75¼	Elamanur		...	...	11 3	19 28	...
84¾	Trichinopoly Fort	A.	...	...	11 29	20 0	...
		D.	7 15	7 15	11 39	20 15	22 30
87¼	Trichinopoly Junction	A	7 25	7 25	11 50	20 25	22 40

SOUTH INDIAN RAILWAY,
AGENT'S OFFICE,
TRICHINOPOLY,
1st March 1890.

N. B.—Passenger's Luggage:—1st Class Passeng
2nd ,, ,,
3rd ,,

Cuddalore O. T. *	A	...	18 52	...	...	...	...	...	...	10 55	...
	D	6 15	19 20	...	...	...	...	...	...	11 9	...
Cuddalore N. T.	...	6 32	19 35	...	...	...	...	...	...	11 29	...
Nellikuppam	...	7 2	20 7	...	...	...	...	...	...	12 32	...
Panruti	...	7 43	20 51	...	...	...	...	...	...	12 50	...
Villupuram Junction	A	8 24	21 32	...	...	...	...	...	...	13 19	...
	D	8 40	21 47	...	...	...	...	...	...	13 46	...
Vikravandi	..	9 20	22 23	...	...	...	...	...	...	14 10	...
Mailam	...	9 55	23 0	...	...	...	...	...	...	14 32	...
Tindivanam	...	10 25	23 31	...	...	...	...	...	...	14 55	...
Olakur	...	11 8	0 2	...	...	...	...	...	...	15 16	...
Perambair	...	11 38	0 32	...	...	...	...	...	...	15 42	...
Acharapakam	...	12 3	1 1	...	...	...	...	...	...	16 4	...
Madurantakam	...	12 38	1 36	...	...	...	...	...	...	16 14	...
Padalam	...	13 9	2 7	...	...	...	...	...	...	16 31	...
Kolatur North	...	13 24	2 23	...	...	...	...	...	...	16 46	16 56
Chingleput Junction *	A	13 45	2 45	...	...	9 1	...	...	...	...	17 19
	D	...	3 0	...	...	9 34	...	...	...	...	17 51
Singaperumalkoil	...	...	3 25	...	...	10 6	...	...	...	...	18 9
Guduvancheri	...	...	3 57	...	...	10 25	...	...	...	...	18 36
Vandalur	...	...	4 16	...	...	10 50	...	...	...	...	18 46
Pallavaram	A	...	4 41	...	8 30	10 58	...	...	...	see note A.	19 3
	D	...	4 46	...	8 45	11 14	...	...	...	...	19 17
St. Thomas' Mount	...	...	5 6	...	9 0	11 31	...	...	...	...	19 30
Saidapet	...	...	5 22	...	9 10	11 45	...	...	...	...	19 43
Kodambakam	...	...	5 36	...	9 17	11 57	...	...	...	...	19 50
Chetpat	...	...	5 48	...	9 22	12 5	...	...	...	18 35	...
Egmore	A	...	5 55	...	9 27	...	...	...	...	...	...
	D	...	...	...	9 35	...	...	...	...	...	...
Park	...	...	...	...	9 43	...	...	...	...	...	...
Fort	...	...	...	...	9 50	...	...	...	...	...	...
Beach	A	...	...	...							

Madras.

nd Second class Passengers only at St. Thomas' Mount.

NEGAPATAM BRANCH.

Miles. From Negapatam.	STATIONS.		Mixed Train.	Mixed Train.	Mail Train.	Mixed Train.
...	Negapatam *	D.	0 35	5 50	10 20	17 40
3	Sikkil	...	0 52	6 8	10 38	17 53
7	Kivalur	...	1 12	6 29	10 58	18 6
14¼	Tiruvallur	...	1 48	7 7	11 34	18 36
18	Kulikarai	...	2 6	7 27	11 54	18 49
24¼	Koradacheri	...	2 38	7 58	12 25	19 12
29¼	Nidamangalam	...	3 7	8 29	12 54	19 35
35½	Ammapet	...	3 34	8 57	13 22	19 57
38¾	Saliyamangalam	...	3 52	9 16	13 41	20 10
48	Tanjore	A.	4 25	9 50	14 15	20 40

Miles. From Madras.	STATIONS.		Mail Train.	Mixed Train.	Mixed Train.	Mixed Train.
217½	Tanjore	D.	4 50	10 25	14 45	21 20
226¾	Saliyamangalam	...	5 18	11 3	15 23	21 57
230	Ammapet	...	5 32	11 22	15 42	22 15
236½	Nidamangalam	...	6 0	11 55	16 14	22 48
241½	Koradacheri	...	6 20	12 28	16 40	23 13
247¾	Kulikarai	...	6 41	12 50	17 8	23 40
251¼	Tiruvallur	...	7 3	13 15	17 32	0 5
258½	Kivalur	...	7 25	13 46	18 4	0 35
262½	Sikkil	...	7 42	14 7	18 25	0 55
265½	Negapatam *	A.	7 55	14 20	18 40	1 10

TINNEVELLY BRANCH.

Miles. From Tinnevelly.	STATIONS.		Mixed Train.	Mixed Train.
...	Tinnevelly	D.	8 10	14 10
9	Gangaikondan	...	8 44	14 46
18¼	Maniyachi	A.	9 16	15 20

Miles. From Madras.	STATIONS.		Mixed Train.	Mixed Train.
425	Maniyachi	D.	10 0	16 0
434¼	Gangaikondan	...	10 38	16 38
443¼	Tinnevelly	A.	11 10	17 10

SCALE OF FARES.

First Class.....Twelve pies per Passenger per mile.
Second Class.....Four pies per Passenger per mile.
Third Class .....Two pies per Passenger per mile.

Fractions of miles and of annas are calculated as whole numbers.

Minimum Charge.

1st Class, 3 Annas, 2nd Class, 1 Anna and 3rd Class, 6 pies.

REFRESHMENT ROOMS (MARKED *)

Guards are authorized on requisition by 1st and 2nd class passengers to order by telegraph, refreshments at the undermentioned Refreshment Rooms :—

Chingleput, Cuddalore Old Town, Kumbakonam, Tanjore, Negapatam, Trichinopoly Junction, Dindigul, Madura and Tuticorin.

If passengers in 7-0 and 14-45 Mail Trains require early Tea to be ready for them at Madura at 5-1 and at Kumbakonam at 6-13, they should give previous notice to the guard at Dindigul and Tanjore respectively.

Sleeping accommodation for Europeans is provided at Trichinopoly Junction, Negapatam & Madura Stations at the following charges.

	Rs.	A.	P.
Not exceeding three hours for each Adult...	0	8	0
And for each child of 12 years and under...	0	4	0
Exceeding three hours and not exceeding 24 hours for each Adult	1	8	0
And for each child of 12 years and under...	0	12	0

Dogs are not allowed inside these rooms.

rs will be allowed free of Charge 20 lbs.
" " 60 "
" " 20 "

WILLIAM S. BETTS,
Agent.

N RAILWAY.

ARE TABLE.

the 1st April, 1890.

l not start from the Stations. Every effort will be made to maintain punctuality,
nces, nor do they hold themselves responsible for delay.

n O (*midnight*) *to* 24 (*midnight*) *consecutively.*

TUTICORIN TO MADRAS.

MILES. from Tuticorin.	STATIONS.		Mixed Train.	Mixed Train.	Mixed Train.	Mixed Train.	Mixed Train.	Mixed Train.	Mixed Train.	Mixed Train.	Mail Train.	Mixed Train.
...	**Tuticorin**	D	...	...	...	...	...	...	...	...	...	...
9½	Tataparai	...	...	...	...	...	...	...	...	...	...	...
18¼	**Maniyachi Junction**	A	...	...	...	...	...	...	8 15	...	14 45	...
		D	...	...	...	...	...	...	8 53	...	15 13	...
28¼	Kadambur	...	...	...	...	...	...	...	9 23	...	15 37	...
35½	Kumarapuram	...	...	...	...	...	...	...	9 40	...	15 49	...
42	Koilpatti	...	...	...	...	...	...	...	10 19	...	16 18	...
55¼	Satur	...	...	...	...	...	...	...	10 50	...	16 40	...
62½	Srikapati	...	...	...	...	...	...	...	11 22	...	17 7	...
72	Virudupati	...	...	...	...	...	...	...	12 14	...	17 47	...
78¾	Kalligudi	...	...	...	...	...	...	...	12 45	...	18 9	...
	Tirunangalam	...	...	...	...	...	...	...	13 33	...	18 45	...
½	Tiruparankundram	...	...	...	...	...	...	...	14 2	...	19 7	...
¾	**Madura** *	A	...	...	...	...	...	...	14 42	...	19 39	...
		D	...	...	...	...	...	...	15 11	...	20 1	...
½	Samayanallur	...	...	...	4 10	...	...	...	15 30	...	20 15	...
2	Solavandan	...	...	...	4 43	...	...	9 15	...	19 30	20 40	...
2¾	Ammayanayakanur	...	...	...	5 12	...	...	9 47	...	17 0	21 5	...
6½	Ambaturai	...	...	...	6 11	...	...	10 16	...	17 27	21 28	...
		...	...	...	6 51	...	...	11 15	...	18 23	22 17	...
7¼	**Dindigul** *	A	...	...	7 15	...	...	11 54	...	19 2	22 49	...
		D	...	...	7 35	...	...	12 18	...	19 26	23 8	...
17½	Vadamadura	...	...	...	8 20	...	...	12 38	...	19 40	23 16	...
23½	Ayyalur	...	...	...	8 53	...	...	13 23	...	20 25	23 52	...
33	Vaiyampati	...	...	...	9 45	...	...	13 56	...	20 57	0 19	...
39	Manaparai	...	...	...	10 25	...	...	14 40	...	21 40	0 56	...
	Kulatur South	...	...	...	11 7	...	...	15 18	...	22 20	1 25	...
1	**Trichinopoly Junction** *	A	...	...	11 45	...	...	16 0	...	23 37	2 8	...
		D	...	8 0	12 15	...	...	16 40	...	0 15	2 35	...
4	Siruverumbur	...	...	8 33	12 48	...	...	...	...	...	2 50	...
7	Budalur	...	...	9 26	13 41	...	...	...	...	...	3 16	...
12	**Tanjore Junction** *	A	...	10 3	14 18	...	...	...	...	...	4 0	...
		D	...	10 30	14 42	...	...	...	...	...	4 29	...
	Titte	...	...	10 57	15 8	...	...	...	...	...	4 44	...
	Ayyampet	...	...	11 22	15 33	...	...	...	...	...	5 4	...
24	Papanasam	...	...	11 45	15 56	...	...	...	...	...	5 26	...
30	Sundaraperumalkoil	...	...	12 5	16 15	...	...	...	...	...	5 43	...
255	Kumbakonam *	...	...	12 45	16 50	...	...	...	...	...	5 57	...
260	Tiruvadamarudur	...	...	13 9	17 15	...	...	...	...	...	6 23	...
264	Narasinganpet	...	...	13 36	17 44	...	...	...	...	...	6 41	...
	Kuttalam	...	...	14 7	18 10	...	...	...	...	...	6 59	...
289½	**Mayavaram** *	A	...	14 28	18 30	...	...	...	...	...	7 15	...
		D	...	14 45	...	...	...	...	...	...	7 31	...
2731½	Antandavapuram	...	...	15 6	...	...	...	...	...	...	7 39	...
278	Vaithisvarankoil	...	...	15 29	...	...	...	...	...	...	7 55	...
281¾	Shiyali	...	...	16 0	...	...	...	...	...	...	8 12	...
287¾	Coleroon	...	...	16 32	...	...	...	...	...	...	8 32	...
292¼	Chidambaram	...	...	17 5	...	...	...	...	...	...	8 52	...
295¾	Kille	...	...	17 25	...	...	...	...	...	...	9 11	...
9	Porto Novo	...	...	17 50	...	...	...	...	...	...	9 25	...
3	Alapakam	...	...	18 27	...	...	...	...	...	...	...	...

SOUTH INDIA

On and TIME AND F after Tuesday

The hours of Departure given in these Tables shew the tim[es before which Trains w]ill but the Company cannot guarant[ee this under all circumst]ances.

N. B.—The h[ours in this time sheet are numbered fr]om

MADRAS TO TUTICORIN.

Miles. From Madras.	STATIONS.		Local Mail Train.	Mixed Train.	Mixed Train.	Mixed Train.	Mail Train.	Mixed Train.	Mixed Train.	Mixed Train.	Mixed Train.	Mixed Train.
	Madras.	Beach	D	...	...	...	...	...	...	12 45	17 20	...
		Fort		...	...	...	...	...	...	12 53	17 27	...
		Park		...	...	...	...	...	...	13 1	17 34	...
		Egmore	A	...	...	...	...	...	...	13 6	17 39	...
			D	6 0	...	...	...	8 45 7 0	...	13 20	17 44	20 25
		Chetpat		6 10	...	...	...	...	...	13 31	17 53	...
		Kodambakam		6 20	...	...	...	...	...	13 43	18 2	...
5½	Saidapet		...	6 31	...	...	...	...	...	13 59	18 15	20 54
8	St. Thomas' Mount		...	6 44	...	...	...	...	...	14 16	18 30	21 11
11½	Pallavaram	A	6 55	...	...	...	...	see note A	...	14 31	18 45	21 25
		D	6 58	...	...	...	...	...	...	14 36	...	21 30
18½	Vandalur		7 22	...	...	...	...	...	...	15 5	...	21 58
22¼	Guduvancheri		7 41	...	...	...	...	...	...	15 27	...	22 19
29¼	Singaperumalkoil		8 5	...	...	...	...	...	...	15 56	...	22 47
34½	Chingleput Junction *	A	8 25	...	...	...	...	8 48	...	16 15	...	23 7
		D	... 12	...	...	...	...	8 53 9 8	...	...	...	23 22
40¼	Kolatur North		...	...	6 10	...	...	9 27	...	...	...	23 46
42½	Padalam		...	...	6 36	...	...	9 37	...	...	...	24 0
49½	Madurantakam		...	...	6 52	...	...	10 0	...	...	...	0 31
58¼	Acharapakam		...	...	7 23	...	...	10 30	...	...	...	1 6
62½	Perumbair		...	...	8 0	...	...	10 46	...	...	...	1 26
68	Olakur		...	...	8 23	...	...	11 9	...	...	...	1 54
75¼	Tindivanam		...	...	8 53	...	...	11 36	...	...	...	2 28
81	Mailam		...	...	9 29	...	...	11 55	...	...	...	2 52
90¼	Vikravandi		...	...	9 55	...	...	12 27	...	...	...	3 30
98¼	Villupuram Junction	A	...	...	10 35	...	...	12 49	...	...	...	3 58
		D	...	...	11 3	...	...	13 4	...	...	...	4 10
110½	Panruti		...	...	11 18	...	...	13 41	...	...	...	4 59
118¾	Nellikuppam		...	...	12 10	...	...	14 7	...	...	...	5 32
124¾	Cuddalore N. T.		...	...	12 46	...	...	14 29	...	...	...	5 59
127¼	Cuddalore O. T. *	A	...	...	13 13	...	...	14 38	...	...	...	6 10
		D	...	...	13 25	...	...	14 50	...	...	...	6 35
134½	Alapakam		...	...	...	...	...	15 13	...	...	...	7 5
144¼	Porto Novo		...	...	...	...	...	15 47	...	...	...	7 45
147½	Kille		...	...	...	...	...	16 1	...	...	...	8 3
151	Chidambaram		...	...	...	...	...	16 17	...	...	...	8 30
155½	Coleroon		...	...	...	...	...	16 34	...	...	...	8 56
161½	Shiyali		...	...	...	...	...	16 58	...	...	...	9 28
165¼	Vaithisvarankoil		...	...	...	...	...	17 13	...	...	...	9 48
169¾	Antandavapuram		...	...	...	...	...	17 30	...	...	...	10 10
173¾	Mayavaram	A	...	...	...	...	...	17 43	...	...	...	10 26
		D	...	...	6 5	...	...	17 53	...	...	...	10 41
179¼	Kuttalam		...	...	6 32	...	...	18 12	...	...	...	11 7
183¼	Narasinganpet		...	...	6 57	...	...	18 28	...	...	...	11 28
...	...		...	...	7 21	...	...	18 46	...	...	...	11 52
193¼	Kumbakonam *		...	...	7 40	...	...	19 1	...	...	...	12 12
198¾	Sundaraperumalkoil	D	...	...	7 55	...	...	19 26	...	...	...	12 27
202¼	Papanasam		...	...	8 20	...	...	19 45	...	...	...	12 52
206¾	Ayyampet		...	...	8 38	...	...	19 59	...	...	...	1 10
...	Tittc		...	...	8 54	...	...	20 21	...	...	...	1 30
		A	...	...	9 45	...	...	...	...	...	...	2 20

Madras to Tuticorin.

	Local	mail	Mail train	Mixed trains		Mixed trains	Mixed train	Mixed train	
Beach				11.40	12.45	17.30	17.20		
Egmore A				12.1	13.6	17.51	17.39		
" D	6.15	6.0	7.15	6.45	12.15	13.20	17.56	17.44	20.10	20.25
Pallavaram	4.11			13.26	14.31	18.55	18.45	21.13		21.25
Chingleput A	8.40	8.18	9.6	8.33	15.10	16.15		22.55		23.7
D			9.36	8.53	10.30	6.10		23.10		23.22
Villupuram A			13.33	12.34	15.58	11.3		3.57		3.58
D			13.48	12.49	16.15	11.18		4.12		4.10
Cuddalore A			15.32	14.28	18.40	13.35		6.30		6.10
D			15.42	14.35				7.20		6.35
Mayavaram A			18.39	17.28				10.59		10.26
D			18.47	17.38	5.10	6.5		11.14		10.41
Kumbakonam A			19.54	18.46	6.44	7.40		12.45		12.12
D			20.20	18.54	7.5	7.55		13.5		12.27
Tanjore A			21.48	20.23	9.5	9.45		15.0		14.20
D			22.3	20.50	9.45	10.10		15.35		14.40
Trichy A	Mixed trains		23.40	22.30	11.50	12.10		17.30		16.45
D	7.35	7.40	23.55	22.45	12.30	12.35	20.45			
Dindigul A	12.12	12.5	3.36	2.23	14.11	6.55	1.11			
D	12.29	12.20	3.44	2.31	14.31	7.10	1.21			
Madura A	15.15	15.10	5.54	4.45	20.30	20.0	4.5			
D	10.0	9.50	6.10	5.0						
Manamadura A	16.5	15.41	11.0	9.24						
D	16.50	15.58	11.15	9.36						
Tuticorin A	18.5	17.5	12.15	10.30						

Tuticorin to Madras.

	Mixed trains	Mail train	Mixed trains	Mixed trains	Mixed train			
Tuticorin D	6.30	8.15	12.50	14.30				
Manamadura A	7.43	9.23	13.48	15.22				
D	8.0	9.40	14.0	15.34				
Madura A	14.0	15.30	18.30	20.0				
D	9.30	9.15	18.55	20.25	4.10	4.10	16.30	
Dindigul A	12.28	12.18	21.18	22.53	7.9	7.15	19.26	
D	12.43	12.35	21.26	23.1	7.29	7.35	19.40	
Trichy A	17.10	16.40	0.59	2.20	11.40	11.45	0.15	
D			1.14	2.35	12.20	12.15		7.40	8.0
Tanjore A			2.52	4.14	14.26	14.18		9.43	10.3
D			3.4	4.29	16.3	14.42		10.30	10.30
Mayavaram A			5.51	7.16	18.40	18.30		14.18	14.28
D			5.59	7.24				14.38	14.45
Cuddalore A			8.54	10.18				18.58	18.52
D			9.22	10.40	9.50	6.15		19.30	19.20
Villupuram A			11.11	12.17	12.15	8.24		22.4	21.32
D			11.21	12.35	12.30	8.40		22.20	21.47
Chingleput A	Local	mail	15.18	16.16	17.35	13.45		3.24	2.48
D	15.55	16.50	15.33	16.31	9.10	9.10		3.42	3.0
Pallavaram A					10.50	10.50	8.30	5.22	4.41
D					10.58	10.58	8.30	8.30	6.27	4.46
Egmore A	18.55	19.15	17.25	18.20	12.5	12.5	9.23	9.22	6.35	5.55
" D							9.28	9.27		
Beach A							9.50	9.50		

Arkonam Branch

Arkonam	0.0	5.30		13.30
Conjeeveram			13.40	14.41
Chingleput	8.47	8.20	15.10	16.20
Chingleput	15.35	10.30	9.40	9.10
Conjeeveram			11.10	10.37
Arkonam	18.25	18.37		12.0

Pondicherry Branch.

Pondicherry	9.10	10.30	11.30
Kandamangalam	9.56	11.16	12.16
	10.16	11.36	12.36
Villupuram	11.10	12.30	13.30
Villupuram	11.40	12.50	14.0
Kandamangalam	12.34		14.53
	12.39		14.58
Pondicherry	18.25	14.45	16.45

Erode Branch

Trichy Jadé	1.30	2.55	5.40	6.0	mail train 13.35	12.30	17.45	17.0	23.10		0.30
			5.52	6.12	13.45	12.40					
Trichy Fort	1.30	3.5	6.5	6.27	12.55	12.50	18.0	17.10	23.20		0.40
Erode			12.10	12.35	17.45	17.45					
			mail train 6.45	6.35	12.50	13.45					
Erode			11.35	11.29	18.52	20.0					
Trichy Fort	7.10	4.15	11.45	11.39	19.7	20.15	23.35	22.30	2.15		
Trichy Jadé	7.20	7.25	11.55	11.50	19.20	20.25	23.45	22.40	2.25		

Negapatam Branch

					mail train	mail train	
Negapatam	22.40	1.5	5.30	5.50	11.5	10.20	18.45	17.40
Tanjore	2.45	4.0	9.35	9.50	15.0	14.15	21.50	20.40
Trichy	22.30	20.40	mail train 3.30	4.50	10.20	10.25	15.30	14.45
Negapatam	2.45	23.40	6.35	7.55	14.25	14.20	19.45	18.40

Tinnevelly Branch

Tinnevelly	6.30	mail train 10.0	8.10	mail train 12.50	15.30	14.10
Manamadura	7.40	10.55	9.16	13.45	16.40	15.20
Manamadura	8.10	mail train 11.20	10.0	mail train 14.10	17.10	16.0
Tinnevelly	9.20	12.15	11.10	15.5	18.20	17.10

Figures in black denote existing train service in red the new proposals

Noted 11.3.90

No. 306

South Indian Railway,

AGENT'S OFFICE,

TRICHINOPOLY, 28th Febry 1890.

From

The Agent,
SOUTH INDIAN RAILWAY.

To

The CONSULTING ENGINEER FOR RAILWAYS,
MADRAS.

Sir,

I beg to submit, for the approval of Government, a Draft train time-table which I recommend for adoption on and from the 1st April next.

In framing this time table I have arranged for the up and down through mail trains to meet at Villupuram, as this, after the opening of the Villupuram Guntakal State Railway will be an important junction and I consider it desirable there should be as little delay as possible in the journeying of passengers from the South and the North to the East (Pondicherry) and the West (Tiruvannamalay &c) and vice versa.

This arrangement too saves the running of one train daily in each direction on the Pondicherry Branch, and of two trains daily in each direction on the Tinnevelly Branch.

As it has frequently happened that passengers have not been able to find room in the through mail trains (although the maximum number of vehicles which can be worked thereon are always run) I have arranged to work local trains in

render

advance of the mail on the Chingleput, Cuddalore, and on the Trichinopoly Madura Sections. This I anticipate will relieve the mail trains of the purely local traffic. Three local trains between Chingleput and Cuddalore have had their times altered, but on the Trichinopoly Madura section the trains run in advance of the mail are new trains, their full load can be made up with goods vehicles, and this will occasionally save the necessity of running special goods trains.

I will you please let me know as soon as you possibly can if this time table is sanctioned, as a great deal of detailed work has to be done before it can be issued to the public.

I am
Sir
Your most obedient Servant,

William S Betts
Agent.

From
The Agent,
South Indian Railway,
Trichinopoly.

To
The Consulting Engineer for
Railways,
Madras.

Dated 28th February 1880.
Received 2nd March
No. 308
Rly. Rs. —
Enclosure. 1

Mail train time table
on & after 1st April 1880

REGISTERED
2-97
FILE

P W Rec'd
2749/90

No. 364

South Indian Railway,
AGENT'S OFFICE,

TRICHINOPOLY, 15th March 1880.

From

The AGENT,
SOUTH INDIAN RAILWAY,

To

The CONSULTING ENGINEER FOR RAILWAYS,
MADRAS.

Sir,

I will you please substitute the accompanying train time table for that sent to you with my letter No 306 of the 28th ultimo.

I have in this revised time bill considered it desirable to start the through mail trains from Madras and from Tuticorin 15 minutes earlier, which will give a larger margin at Arkonam for passengers proceeding northwards and it will also take passengers into Madras that number of minutes, and enable us to work the following train so that it may arrive at 19-15.

These alterations will necessitate slight alterations in the other trains to admit of passing arrangements, but as the time for bringing the bill in is so near at hand I have sent it forward showing only the alteration of times of the mail trains at the principal stations. A detailed bill shall follow.

I am,
Sir
Your most obedient Servt
William S Betts
Agent.

1-Encls

N°

P10 Encl
2749/90

FORM No. 1.

PUBLIC WORKS DEPARTMENT.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,

Madras, 12th March 1890.

Letter from the Agent, South Indian Railway, N° 306, dated February 28th 1890.

——, Do. —— Do. N° 364, dated 10th March 1890

Statement by the Consulting Engineer for Railways. dated 11th March 1890

No. 179

SUBMITTED for the sanction of Government.

2. The Agent, South Indian Railway, submits for approval a draft time table which he proposes to introduce on and from April 1st 1890.

3. The increased importance of Villupuram Junction station now that the Villupuram-Gumtakal Railway is approaching completion render

From

THE AGENT,
South Indian Railway,
Trichinopoly.

To

THE CONSULTING ENGINEER FOR
RAILWAYS,
Madras.

Dated
Received 11th March 1890.

No.

ENCLOSURE.

P.S. 14/3/90

renders it desirable that the up and down mail trains should meet at this station. This arrangement would also enable the traffic on the Londi: cherry Branch to be met by one train each way per diem, instead of by two trains each way as is now required."

4. The proposed alterations will necessitate considerable changes in the present service, which will be greatly improved throughout both as regards timing and speed. The mail train from Madras to Tuticorin will start half an hour earlier than at present and the duration of the journey will be shortened by an hour and a quarter. The mail train from Tuticorin will leave 1 hour and 40 minutes later than now, but the time occupied on the entire run will be decreased by only three quarters of an hour. The new timing of this train will, after the introduction of the revised time tables on the Madras Railway, allow an hour at Konam, between the arrival of the South Indian Railway

and the departure of the North west Line of Madras Railway mail trains. This train will also reach Egmore at the suitable hour of 6.20 P.m. The running of the local trains between Madras and Chingleput will be accelerated. That to Madras will arrive at Egmore station at 7.15 p.m. which will make it fairly convenient for local travellers. The important train from Kallaveram to the Beach largely patronized by the business community, clerks and students will not be altered.

One

one extra train each way will be run between Madura and Trichinopoly.

On the A. Konam Branch the trains hitherto run between Conjeeveram and Chingleput will run through to A. Konam.

On the Erode Branch two extra trains between Trichinopoly Junction and Trichinopoly Fort and one between Trichinopoly Fort and Trichinopoly Junction are proposed.

On the Pondicherry Branch as before said one train each way daily and on the Tinnevelly

Branch

d Branch two trains each
way daily will be saved,
thereby effecting an
appreciable reduction in
train mileage.

The mixed trains
between Chingleput and
Cuddalore and between
Madura and Trichinopoly
have been timed to precede
the mails with the object
of relieving the latter of
purely local traffic.

5. The proposed time
table is recommended
for sanction.

O'T Smith Col. R.E.,
Consg: Engr. for Rys

Reader.

A

No 375 Rg 15th March/90.

Form No. 3.

Sir

I am directed to state that the proposed alterations are approved and the introduction of the revised time table for the South Indian Railway on the 1st April next is sanctioned.

C.S.
12. 3. 90

R

From

THE CONSULTING ENGINEER
FOR RAILWAYS,
MADRAS.

No. 179

Dated 12th
Received 17. } March 1890.

No. OF ENCLOSURES. 4.

Subject.

Submitting, for sanction, a revised time-table to be introduced on the S.I. Rly. on & after 1st April 1890.

A

No 375 Rg 15th March/90.

To
The Consg Engrs Rys
— Govt Rys
— Postmaster General Madras
— do Bombay
— Insp. Genl. Ry. Mail Service Calcutta
— Chairman Chamber of Commerce, Madras
— Police Deptt.
— Revenue Deptt.
— Military Deptt.

draft adopted 15/3/90.

Cir 12-3-90 R 14-3-90

2749.

Govt. of 18 Madras.

PUBLIC WORKS.

urgent

Dated 1893 St. 24/3/93

Read. Encl.

G.O., 15th March 1893 No: 395 R.

Time Table
S. I Ry.

The [illegible]
The municipal
approval and is
withdrawn on the
8th April sanctioned

160
7

96/17