8243

15.12.08

Govt. of {18 } Madras.

PUBLIC WORKS.

Dated 3/9

Recd. Encl.

G.O., 28 Augt 1890, No. 1256 R

Trivalur Extension Branch

S. I. Ry

The proposal of the Chief Engineer to use the old rails taken out of the main line on the —, declined.

100/5

E.I.C.C 3/9/90

25TH AUGUST 1890, No. 1256 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper :—

From the Consulting Engineer for Railways, dated Madras, 22nd August 1890, No. 570.

From the Agent and Manager, Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 8th August 1890, No. 6619/846.

Revised Train Service.

I have the honor to submit a proposed time-table for this railway in connection with the accelerated mail service which it is proposed to introduce on the 1st of October next, and to request that, if approved, the sanction of Government may be conveyed to me at an early date.

Stations.			Mixed.	Mixed.	Mixed.	Mixed.	Mixed.	Pa	ed.	Mixed.	Mixed.
			h. m.	h. m.	h. m.	h. m.	h. m.		m.	h. m.	h. m.
Madras	..	Dep.	..	..	..	..	..		15	..	..
Arkónam	..	Arr.	..	..	..	..	..		35	..	..
Do.	..	Dep.	..	..	..	..	..			..	..
Kátpádi	..	Arr.	..	..	5 35	..	..			..	..
Do.	..	Dep.	..	..	8 13	..	..			..	..
Jalárpet	..	Arr.	..	..	8 50	..	..			..	..
Do.	..	Dep.	..	..	12 15	..	..			..	..
Bangalore Cantonment.		Arr.	..	4 50	..	..	..			19 45	..
Do.	do.	Dep.	..	13 5	..	..	..			19 57	..
Bangalore City		Arr.	..	13 20	..	..	..			..	..
Jalárpet	..	Dep.	..	13 30	..	..	..			..	..
Salem	..	Arr.	..	..	..	..	..			..	..
Do.	..	Dep.	..	..	..	..	..			..	..
Erode	..	Arr.	..	..	..	..	..			..	..
Do.	..	Dep.	..	..	..	..	..			..	22 0
Pódanúr	..	Arr.	..	..	..	..	..			..	22 18
Do.	..	Dep.	..	..	..	..	..			..	..
Coimbatore	..	Arr.	2 50	..	..	..	..			..	..
Do.	..	Dep.	3 5	..	..	..	7 32			..	..
Mettupálaiyam		Arr.	..	..	..	..	7 45			..	..
Pódanúr	..	Dep.	..	..	..	..	..			..	..
Olavakód	..	Arr.	..	..	..	..	..			..	..
Do.	..	Dep.	..	..	..	..	..			..	..
Pálghat	..	Arr.	..	..	..	..	..			..	..
Do.	..	Dep.	..	..	..	..	..			..	..
Olavakód	..	Arr.	..	..	..	..	..			..	..
Do.	..	Dep.	..	..	..	..	..			..	..
Tirúr	..	Arr.	..	..	..	..	..			..	..
Do.	..	Dep.	..	..	..	..	..			..	..
Calicut	..	Arr.	..	..	..	7 0	..			..	..
						9 25					

MADRAS,
6th August 1890.

L. S. MOSS,
Traffic Manager.

ABSTRACT Time-tables of Trains on the North-West Line.

Stations.			Mixed.	Mixed.	Mail.	Mixed.	Stations.			Mixed.	Mixed.	Mail.	Mixed.
			h. m.	h. m.	h. m.	h. m.				h. m.	h. m.	h. m.	h. m.
Madras	..	Dep.	7 30	..	18 30	18 45	Raichur	..	Dep.	2 25	14 0	17 5	..
Arkónam	..	Arr.	10 30	..	20 18	22 38	Guntakal	..	Arr.	7 37	19 10	19 49	..
Do.	..	Dep.	10 50	..	20 48	0 15	Do.	..	Dep.	8 22	20 45	20 19	..
Rénigunta	..	Arr.	13 10	..	22 36	3 55	Gooty	..	Arr.	9 38	22 7	21 2	..
Do.	..	Dep.	13 40	..	22 56	..	Do.	..	Dep.	9 58	22 37	21 12	..
Cuddapah	..	Arr.	18 50	..	2 34	..	Cuddapah	..	Arr.	17 30	5 42	0 57	..
Do.	..	Dep.	19 30	9 15	2 51	..	Do.	..	Dep.	..	6 32	1 13	..
Gooty	..	Arr.	2 34	17 15	7 4	..	Rénigunta	..	Arr.	..	11 48	4 24	..
Do.	..	Dep.	3 4	17 35	7 16	..	Do.	..	Dep.	..	12 28	4 36	7 0
Guntakal	..	Arr.	4 25	18 59	8 4	..	Arkónam	..	Arr.	..	14 48	6 12	10 10
Do.	..	Dep.	5 10	19 50	8 29	..	Do.	..	Dep.	..	15 8	6 25	..
Raichur	..	Arr.	10 20	1 30	11 35	..	Madras	..	Arr.	..	17 45	8 0	..

MADRAS,
6th August 1890.

(Signed) L. S. MOSS,
Traffic Manager.

From the Agent and Manager, Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 21st August 1890, No. 6448/899.

[Your No. 728, dated 16th August 1890.]

Proposal for improvement of the Mail Service between Bombay and Madras.

In reply to the several points raised in your letter and enclosed correspondence, I have the honor to enclose for your information a letter from this Company's Traffic Manager.

2. It will not now be possible to introduce the proposed change in the time-table before the 1st of October, and not even then unless sanction be accorded very promptly. As pointed out by the Traffic Manager the present scheme has been for a long time under correspondence between the two railways concerned and has been well thought out, and the changes desired by the Postal Department can only be introduced by a further remodelling of the whole scheme in concert with the Great Indian Peninsula Railway.

ENCLOSURE.

From the Traffic Manager, Madras Railway Company, to the Agent and Manager, Madras Railway Company, dated Madras, 21st August 1890, No. C 2638/15195 A and M.:—

Acceleration of the North-West Line Mail Train Service.

[Your No. 6448/7104 of the 20th instant.]

It is too late now to take any steps to change the time-table in the middle of September, and I regret to say that unless immediate sanction is given to the changes, it is proposed to introduce on the 1st October, the altered time-table must stand over until the 1st January.

2. Under Government Orders changes in passenger train times are only introduced at the commencement of each quarter and the special permission of the Government of India would therefore, I presume, have to be obtained before the Post office suggestion could be adopted even if it were practicable to get all time-tables out of hand at so early a date.

3. The mail train from Raichur now reaches Madras at 6-15 A.M. and the mail train from Calicut at 7-0 A.M. Both trains travel over the line between Arkónam and Madras at a high speed without stopping at intermediate stations, and seeing that the line is not worked under the block system it will be unwise in my opinion to allow the mail trains to follow each other at a shorter interval. The south-west mail train will continue to arrive at its accustomed hour 7-0 A.M. and the north-west mail train instead of preceding the south-west mail train will, from the 1st October, follow this train on the double line from Arkónam.

4. The proposed accelerated train cannot travel quicker over the Madras Railway than has been arranged without still further reducing the load, and the Great Indian Peninsula Company is not prepared to agree to an earlier departure from Bombay than 9-15 P.M.

RAILWAY.

Govt. of {1890} Madras.

PUBLIC WORKS.

Dated August, 25th.

Recd. *Encl:*

G.O., 25th Aug. 1890, No. 1256 R.

AUGUST.

Time-table, North-West Line, Madras Railway

The introduction on 1st October next of a revised — to accelerate the mail service, sanctioned.

(No. 1.) 5,000—14-11-85.

No. 6619/846 MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 8th August 1890

From

The Agent and Manager.
S.M.R.C

To

The Consulting Engineer for Railways.

SIR,

Revised train service

I have the honour to submit a proposed time table for this Railway in connection with the accelerated mail service which it is proposed to introduce on the 1st of october next and to request that if approved the sanction of Government may be conveyed to me at an early date.

I have the honour to be
Sir
Your most obedt Servt

[signature]
Agent & manager

REGISTER No. 1892 FILE No.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

return sharp with papers

Dated 8 August 1890

Recd. 9th

No. 6619
846.

Requesting the sanction of Government for the new time-table in connection with the revised Assaye Service from the 1st October 1890

End 22 Aug. 1870 No 670

(No. 1.)

No. 6445
879

5,000—14-11-85.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 21st August 1880

From

The Ag *Agent and Manager.*

To

The *Consulting Engineer for Railways.*

SIR,

Your No. 728 dated 16th Aug. 80

Proposal for improvement of the Mail Service between Bombay and Madras.

In reply to the several points raised in your letter and enclosed correspondence, I have the honour to enclose for your information a letter from this Company's Traffic Manager.

2. It will not now be possible to introduce the proposed Change in the Time table before the 1st of October and not even then unless Sanction be accorded very promptly. As pointed out by the Traffic Manager the present Scheme has been for a long time under Correspondence between the two Railways Concerned and has been well thought out, and the Changes desired by the Postal Department can only be introduced by a further Remodelling of the whole scheme in Concert with the G. I. P. Railway.

2. It will not now be possible to introduce the proposed change in the Time table before the 1st of October and not even then unless Sanction be accorded very promptly. As pointed out by the Traffic Manager the present Scheme has been for a long time under Correspondence between the two Railways Concerned and has been well thought out, and the Changes desired by the Postal Department can only be introduced by a further Remodelling of the whole scheme in Concert with the G. I. P. Railway.

(No. 12.) 3,000—1-1-78.

MADRAS RAILWAY.

From

The Agent and Manager

To

The Consulting Engineer.

for Railways.

Dated 187

Recd.

No.

REGISTER
No. 1105
FILE
No.

(No. 12.) 3,000—1-1-78.

MADRAS RAILWAY.

From

The Agent and Manager

To

The Consulting Engineer.

for Railways.

Dated 21 August 1890

Recd. 22.8.90

No. 6448/879

Proposal for improvement of the Mail Service between Madras & Bombay

Pr Jee 80 Aug 90

No C 2638 atm / 15795

Madras Railway Company
Traffic Manager's office
Madras 21st August 1890.

The Agent & Manager
Rayapuram.

Dear Sir,

Acceleration of the N.W. Line Mail Train Service

Your No. 6448/7104 of the 20th instant

It is too late now to take any steps to change the time table in the middle of September and I regret to say that unless immediate sanction is given to the change it is proposed to introduce on the 1st October the altered time table must stand over until the 1st January.

Under Government orders changes in passenger train times are

10 SR.

be tedious and annoying will be cut short by some 2 hours.

The 5.45 p.m. train from Madras can be arranged to arrive at Bangalore Cantonment at 6.30 a.m. or at 6.45 a.m. but if this is carried out, two Engines instead of one will have to be employed in the early morning between Bangalore City and Bangalore Cantonment.

I beg that sanction to the revised time table may now be sought by telegraph.

Yours faithfully
sd/ Louis S. Moss
Traffic Manager

/ True Copy /

Foss Chisholm
Ag: Agent & Manager

No 1105

Finals

Public 80 64/90

Form No. 1.

Public Works Department.

Office of Consulting Engineer for Railways,

Madras, 22nd August 1890.

Letter from the Agent and Manager, Madras Railway, No. 6619/846, dated 8th August 1890, with enclosures.

Do. No. 6448/889 dated 21st August 1890, with enclosure.

Public

No. 540.

Submitted _____ to _____ Government in continuation of this office Endorsement No. 529, dated July 21st 1890 and with reference to G. O. No. 1170R, dated 11th August 1890.

N.D.

Subject.—

2. The mail train for Bombay will, under the new arrangement, leave Madras at 18.30 instead of 17.0 as now, and will arrive at Raichur at

6.30

No 1105

Encls 1

Rly
80 64/90

FORM No. 1.

PUBLIC WORKS DEPARTMENT.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,

Madras. 22nd August 1890.

Letter from the Agent and Manager, Madras Railway, No 6619/846, dated 8th August 1890, with enclosures.

Do No 6448/889 dated 21st August 1890, with enclosure.

No. 540.

SUBMITTED _____ to _____ Government.

Subject.—

Continuation of this office Endorsement No 529, dated July 21st 1890 and with reference to G. O. No 1170R, dated 11th August 1890.

2. The mail train for Bombay will, under the new arrangement, leave Madras at 18.30 instead of 17.0 as now, and will arrive at Raichur at

11.35 or 5 minutes later than it does at present, thus reducing the duration of the Journey by 1 hour 25 minutes. The mail train from Bombay is timed to leave Raichur at 17.5 instead of at 12.45 and to reach Madras at 8.0, instead of at 6.15, shortening the time of the Journey by 2 hours 35 minutes.

3. As regards the remainder of the North west Line trains, the following are the principal changes. The present mixed service between Madras and Cuddapah will be extended to Raichur, the timing of

the existing trains being but slightly altered. The additional through service has, as explained in the previous endorsement, been necessitated by more third class passengers presenting themselves for carriage by mail trains than can be accommodated, and now that it is proposed to reduce the loads and raise the 3rd class fares of mail trains, this extra through service becomes still more essential. The local train from Cuddapah to Raichur will leave at 9.15 instead

at

of 6.25, the train in the reverse direction running as at present.

4. The existing 2.42 train from Renigunta to Madras will be discontinued, but a new train will be run at 7.0 from Renigunta to Arkonam. This train will take the place of the present 5.14 goods train and will connect with the metre gauge train from Tirupati, the local South Indian train from Arkonam, and the goods train carrying third class passengers to Madras.

5. On the South West Line the mail service

except over the Bangalore Branch remains unaltered. The new arrival time at Bangalore cantonment will be 6.12 or 14 minutes later than at present. It would have been preferable if the mail could have reached the Cantonment station at 6.30, but a later arrival than 6.12 could only be secured at the expense of an extra Engine to work the day passenger train from Bangalore City.

6. An additional train in each direction has

been introduced between
A. Konam and Jalarpet
as the present service
is not capable of dealing
with the traffic which
now offers. These new
trains leave A. Konam
and Jalarpet at 5.35
and 14.10 respectively.

An additional train has
also been introduced
on the Palghat Branch
for purely local require-
ments and to utilize
an engine required for
shunting purposes at
Olavacode.

The present 10.25 train
from Salem to Coim-
batore, Olavakode,

and Palghat, the 13.30
from Madras to Katpadi,
and the 6.44 from i/e
Coimbatore to Salem will
in future leave at 9.0,
14.25 and 5.50 respect-
ively.

Minor alterations
have been made on the
branches to connect
with the main line
services.

7. The Great Indian
Peninsula Railway are
not willing to start
the mail train from
Bombay at an earlier
hour than ~~9.15 p.m.~~ 21.15 —
21.15 and

and as the speed over the Madras Railway cannot be increased without further reducing the train load, it is not possible to meet the wishes of the postal authorities regarding an earlier arrival at Madras. The Traffic Manager points out that the later arrival at Arkonam will, by shortening the wait there, be an advantage for through passengers from the North to Bangalore and Mettupalaiyam.

158

8. It will not under any circumstances be possible to introduce the new time table before October the 1st and in order that it may be brought into force by that date it is requested that sanction to the time table now submitted may be communicated by telegraph.

A.D.G. Shelley Capt. R.E.
for offg. Consg. Engr. for Rys.

Form No. 3.

To the Hon'ble J. Houston C.S.I.

Urgent

Submitted

The new time table to the Madras Railway is submitted for sanction. The alterations &c are described by the D.E.R. in his letter. The letter is urgent as the notifications must be out by the 1st September to comply with Govt. regulations

H
23/8/90

Sanctioned

J.H.S.
25/8/90

P.W. Cs. 864

From

THE CONSULTING ENGINEER

FOR RAILWAYS,

MADRAS,

No. 570

Dated 22d
Received 17th } August 1890.

No. OF ENCLOSURES. 5.

Subject.

Submitting for sanction a time-table for the Madras Railway in connection with the accelerated mail service which it is proposed to introduce on 1st October next.

Copy 22/8.

A

From Govt

No. 1256R.

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 25th August 90.

READ the following

Endorsement from the Consg: Engr for Rys — } R.E. No. 570 dated 22d August 1890

The proposed alterations are approved and the introduction, on 1st October next, of a revised time-table in view to accelerate the Mail service on the North West Line of the Madras Railway is sanctioned.

H
Offg: R

24/8

To
The Consg: Engr for Rys
— Govt Gen. Records
— Inspector General Railways
— Postmaster General Madras
— Chairman Chamber of Commerce Madras
— Public Dept.
— Revenue —do—
— Military —do—

Mail Service in India

—do— for information