M.R.O. 1—77,006—8-6-37.

(1) Number of pages 16

(2) Date of repair 1-3-64

(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Public works **DEPARTMENT.**

G.O. No. 1149 Press ~~Mis.~~

3-4

Dated 2 5 1870.

Not to be folded or roughly handled

No. 3. Read the following Endorsement of the Acting Consulting Engineer for Railways, dated Madras, 20th April 1870, No. 165.

Read the following papers:—

From the Agent of the Great Southern of India Railway, to the Consulting Engineer for Railways, dated Negapatam, 6th April 1870, No. 3,457.

I WISH to make a slight change in the running of the Nos. 2, 4, and 6 trains, for the convenience of working goods traffic at the road-side stations.

2. The proposed times are shown in attached bill; please let me know if Government has any objection to the alteration taking effect from the 1st proximo.

From the Agent of the Great Southern of India Railway, to the Deputy Consulting Engineer for Railways, dated Negapatam, 11th April 1870, No. 3,481.

IN reply to your letter, No. 183, of the 8th instant, I beg to state that the goods traffic from the smaller stations is worked by the Nos. 4 and 6 trains. I find the loading and shunting cannot be done within the time at present allowed; these trains are consequently included in the late train return nearly every day.

2. An extra allowance of time to these two trains necessitates a slight alteration in the time of No. 2 train.

SUBMITTED for the approval of Government.

2. In anticipation of the sanction of Government, the Agent has been authorized to carry out the proposed alteration from the 1st proximo.

(Signed) H. L. PRENDERGAST, Captain, R.E.,
Acting Consulting Engineer for Railways.

No. 4. ORDER THEREON, 2nd May 1870, No. 1,149.

RAILWAY, No. 1.

THE proceedings of the Consulting Engineer for Railways, as reported in these papers, are approved.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.

Exd. E. C. Shunker.

No. 3487 GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM, April 11 1870.

From

THE AGENT,

Great Southern of India Railway,

To The Deputy Consulting Engineer
for Railways
Madras

SIR,

In reply to your letter No 183, of the 8th Instant I beg to state that the Goods traffic from the smaller stations is worked by the Nos 4 and 6 trains. I find the loading and shunting cannot be done within the time at present allowed, these trains are consequently included in the late train returns nearly every day

An extra allowance of time to these two trains necessitates a slight alteration in the time of Nos 2 trains

I have the honor to be,
Sir,
Your most obedient Servant

William Watts
Agent

Endorsement partly illegible

No. 2457

GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM, April 6 1870

From

THE AGENT,

Great Southern of India Railway,

To The Consulting Engineer for Railways Madras

SIR,

Iwish to make a slight change change in the running of the Nos 2, 4 and 6 trains for the convenience of working Goods traffic at the roadside stations

The proposed times are shown in attached bill, please let me know if Government has any objection to the alteration taking effect from the 1st Proximo

I have the honor to be
Sir
Your most obt. Servt
William Bell
Agent

Visa
The Agent
G.I.P.Ry.
&
The Consulting Engineer
for Railways.
Dated 11th April 1870
Recvd 15th April 1870

Read. Noted.

No. 165.

Submitted for the
approval of Government.

2. In anticipation of the sanction of Government, the Agent has been authorized to carry out the proposed alteration from the 1st. proximo.

Madras
20th. April
1870

Thos Lyon Sandeyard Captain R.E.
Ag. Cons: Engr. for Rys.

To
The Secretary to Government
Public Works Deptt
Fort Saint George.

3

Read 4th April 1870
No. 8 Rains.

From
The Agent
S.I.R. Co.
Hyderabad

To
The Consulting Engineer
for Railways
Madras

Dated 6th April 1870
No. 8 Rains

Sir,

I have to make a slight change in the running of Exp. 4 & 6 Rains.

Vide letter to Agent dt. 18 Feb 1870



GREAT SOUTHERN OF INDIA RAILWAY

TIME TABLE.

On and after 1st September 1869.

The times shown in these tables are those at which the Trains are intended to depart from the various Stations, but the Company cannot guarantee these times being kept under all circumstances, nor do they hold themselves responsible for delay.

WESTWARD TRAINS.

EASTWARD TRAINS.

Miles from Negapatam	STATIONS.	Week Days. No. 1.	Week Days. No. 2.	Week Days. No. 3.	Week Days. No. 4.	Sundays. No. 2.
		A. M.	A. M.	A. M. Goods.	P. M.	A. M.
...	**Negapatam** ...Dept	.....	8.20	11.30	1.30	8.30
...	Sickle	.....	8.29	.....	1.40	8.39
7	Keevalore	.....	8.41	.....	1.55	8.51
14	Trivalore	.....	9.5	12.15	2.25	9.15
18	Kulikery	.....	9.17	.....	2.45	9.27
25	Kordachary	.....	9.40	.....	3.10	9.50
30	Needamungalum ...	.....	10.0	1.0	3.46	10.12
36	Ammapettah	.....	10.20	.....	4.7	10.30
39	Saliamungalum ...	.....	10.35	.....	4.19	10.38
49	**Tanjore**	.....	10.5	2.0	5.0	11.10
59	Boodalore	.....	11.38	.....	5.32	11.38
74	Teroovembore ...	.....	12.16	.....	6.19	12.16
		Arrive	12.45	.....	6.45	12.45
82	**Trichinopoly**	Dept 6.45	P. M. 1.0	.....	.....	P. M. 1.0
91	Ellamanore	7.16	1.30	.....	.....	1.30
103	Kulitalay	7.55	2.10	.....	.....	2.10
109	Lalapettah	8.16	2.30	.....	.....	2.30
116	Cuttalay	8.39	2.54	.....	.....	2.54
127	**Caroor**	9.20	3.30	.....	.....	3.30
136	Poogalore	9.49	4.0	.....	.....	4.0
144	Cudumudy	10.16	4.35	.....	.....	4.35
156	Passoor	11.0	5.15	.....	.....	5.15
168	**Erode** ... Arrive	11.45	6.0	.....	.....	6.0
		P. M.	P. M.	A. M.	P. M.	A. M.
...	**Erode** ... Dept.	11.50	1.30	6.45	7.5	6.45 7.5
...	**Coimbatore**	.....	5.0	.....	10.0	..... 10.0
...	**Salem**	2.0	.....	8.35	.....	8.35 .....
...	**Jolarpett**	8.0	.....	1.5	.....	1.5 .....
...	**Bangalore** ...	.....	.....	7.0	.....	7.0 .....
...	**Madras** ... Arrive	.....	.....	8.40	.....	8.40 .....
				A. M.	P. M.	A. M. P. M.

Miles from Erode	STATIONS.	Week Days. No. 5.	Week Days. No. 6.	Week Days. No. 7.	Week Days. No. 8.	Sundays. No. 7.
		A. M.	A. M.	A. M. / A. M. / P. M.	A. M. / A. M.	A. M. / A. M. / P. M.
...	**Madras** ... Dept.	.....	.....	7.0 / ... / 5.0	... ...	7.0 ... 5.0
...	**Bangalore**	.....	.....	9.0 / ... / 8.30	... ...	9.0 ... 8.30
...	**Jolarpett**	.....	.....	1.25 / ... / 2.0	... 4.50	1.25 ... 2.0
...	**Salem**	.....	.....	5.0 / ... / 6.30	... 11.0	5.0 ... 6.30
...	**Coimbatore**	.....	.....	... / 4.15 / ...	8.0 ...	... 4.15 ...
...	**Erode** ... Arrive	.....	.....	6.45 / 6.50 / 8.28	11.5 1.10	6.45 6.50 8.28
				P. M. / A. M. / A. M.		P. M. / A. M. / A. M.
				A. M.	P. M.	A. M.
...	**Erode** ... Dept.	.....	.....	9.0	2.0	9.0
12	Passoor	.....	.....	9.35	2.45	9.35
24	Cudumudy	.....	.....	10.20	3.30	10.20
32	Poogalore	.....	.....	11.0	4.0	11.0
41	**Caroor**	.....	.....	11.30	4.30	11.30
52	Cuttalay	.....	.....	12.10	5.10	12.10
59	Lalapettah	.....	.....	12.35	5.30	12.35
65	Kulitalay	.....	.....	12.52	5.50	12.52
77	Ellamanore	.....	.....	1.30	6.30	1.30
		Arrive	.....	1.53	7.0	1.53
86	**Trichinopoly**	Dept.	6.30	P. M. 2.15	... ...	P. M. 2.15
94	Teroovembore	.....	6.50	2.30	.....	2.30
109	Boodalore	.....	7.35	3.17	.....	3.17
		Goods.				
119	**Tanjore**	6.0	8.25	3.52	... ...	3.52
129	Saliamungalum ...	.....	8.55	4.19	.....	4.19
132	Ammapettah	.....	9.10	4.28	.....	4.28
138	Needamungalum ...	7.0	10.0	4.47	.....	4.47
143	Kordachary	.....	10.25	5.0	.....	5.0
150	Kulikery	.....	10.55	5.20	.....	5.20
154	Trivalore	7.50	11.20	5.35	.....	5.35
161	Keevalore	.....	11.43	5.53	.....	5.53
165	Sickle	.....	11.55	6.5	.....	6.5
168	**Negapatam** ... Arrive	8.30	12.10	6.15	.....	6.15

1 **Passengers** can be booked at intermediate Stations only on condition that there shall be room in the train and Class of Carriages for which their tickets shall have been issued. To ensure being booked, Passengers should be at the Station at least 15 minutes before the time mentioned in the tables. The door of the booking office will be closed punctually at the hours mentioned. Passengers cannot be re-booked at Road side Stations, to proceed by the train in which they have arrived.

2 **Tickets.**—The tickets given to Passengers on payment of their fares, will be required to be produced to the Company's servants, or given up to them whenever demanded. Passengers unable or refusing to produce their tickets are liable to be charged the fare from the most distant Station from whence the train started. The tickets are not transferable, are only available for the Stations named thereon, and can only be used on the day of issue.

Tickets which have been torn or mutilated, particularly when the date or progressive number is off, will not be recognized, and the holder will be charged full fare.

"*Any person who shall attempt to defraud the Company by travelling or attempting to travel upon the Railway without having previously paid his fare, or who shall in any other manner attempt to evade the payment thereof, is subject to a penalty not exceeding Rupees Fifty.*

Passengers are requested to examine their tickets before leaving the booking office counter, as mistakes in tickets or money cannot be afterwards recognised.

3 **Children** under 3 years of age travel free and above that age are charged full fares.

4 **Passengers travelling in their own private Carriages** will be charged First Class fare in addition to the charge made for the Vehicle.

5 **Passengers Luggage.**—First Class Passengers, will be allowed free of charge, 32 lbs. Second Class Passengers 25 lbs., and Third Class 15 lbs. All baggage in excess of this (whether in the owners charge or not) will be charged at 2 pies per maund per mile.

All Luggage must be prepaid at the Booking Station, and to insure being booked it must be delivered at the Station 20 minutes before the time stated for the departure of the train.

N. B. Act No. 18 of 1854 Clause 9. "*No such Railway Company shall in any case be answerable for loss or injury to any Passenger's Luggage unless it shall have been booked and separately paid for.*"

No Luggage is allowed in the Carriages except small Packages which can be placed under the Seat occupied by the owner. Guards are required to remove all Packages which cannot be deposited under the Seat.

6 **Lost Luggage.**—Articles found in the Carriages or on the Railway are placed in a Lost Luggage office at the Negapatam Station where application should be made for lost Articles.

A fee of two annas will be charged for each Article of Luggage when claimed at the Lost Luggage office, but if not claimed within one month, an additional storage charge of annas 4 per month, after the first month, will be made. All Lost Luggage if not claimed within six months, will be sold by the Company to pay expenses.

7 **The Company will not be responsible** *for loss of, or injury to, any Gold, Silver, Jewellery, Writings, Securities and Valuable Papers, Plated Goods, Pictures, Glass, China, Articles of Ivory, Ebony, Sandal Wood, and such like valuables; Silks, Manufactured or unmanufactured, Wrought or not Wrought up with other Materials; Shawls, Laces, Cloths, Tissues embroidered with the precious metals, or of which such metals form part, unless the same shall have been accepted by an authorized Servant of the Company, and an increased charge or charges paid.*

8 **Special or Reserved Accommodation** in the Ordinary train may be had on application to the Assistant Traffic Manager, Trichinopoly, on 24 hour's notice being given.

9 **To Prevent Accidents** it is requested that no Passenger will lean upon, or open the Carriage door, or step from or into any Carriage when the train is in motion; any person doing so is liable to be prosecuted for a breach of the Company's Bye-Law No. 6 viz:

Any person attempting to get into, or upon, or to quit any Carriage after the train has been put in motion, is liable to a penalty of Twenty Rupees.

10 **Parcels** are received and booked at all Stations on the line. Parcels and packages under 56 lbs weight each, are conveyed by Passenger Trains *exclusively* at Parcel rates, and all parcels weighing above 56 lbs. each, are likewise forwarded by Passenger Trains and charged at Parcel rates, if "*Per Goods Train,*" be not distinctly marked thereon.

N. B.—*Parcels must be delivered at the Station 30 minutes before the Departure of Train.*

11 **Horses and Carriages.**—As Horse boxes and Carriage trucks are kept at the principal Stations, only notice should be given the day previous, of such being required; and Carriages and Horses must be at the station 30 Minutes before the time mentioned in these tables. Each horse must be in charge of a Horsekeeper who will be conveyed free.

12 **Dogs** must each be provided with *Muzzle, Collar, and Chain* without which the Company will not be answerable for their safety. Dogs will be conveyed, in a compartment of a Carriage provided for that purpose and under no consideration will they be allowed to accompany Passengers inside the Carriages.

13 **Electric Telegraph.**—The Company's Telegraph Offices, are open from 6 A. M. to 6 P. M. and Messages are received from the public between those hours for transmission to any place at which a Government, or Railway signal station has been established.

14 **Smoking** in Carriages, or at Stations is prohibited under a penalty.

15 **Fees.**—The Company's servants are prohibited from receiving any gratuity under pain of dismissal.

16 **Complaints.**—It is requested that any incivility, want of attention or any other irregularity may be immediately notified to Mr. ALFRED STANTON, Assistant Traffic Manager, Trichinopoly, or to the undersigned.

NEGAPATAM,
31*st August* 1869.

DAVID LOGAN,
Acting Agent and Traffic Manager.

(10)

P. 1870 Dept of Pro. of Govt for Pray 22-5-70

From

The Consulting Engineer for Railways,

To

The Secretary to Govt
P. W. Dept

Dated 20th April 1870.
Received 21st April 1870.

Ew: 3 No. 165.

Submitting for the approval of Govt a letter from the Agent of the G. I. & I. Ry, regarding the change in the running of trains.

No 3

P. 1149-2 May 70

c. 25 of April 1870 p. 26.

Rkd
1149
8

Proceedings of the Mysore Govt.
under date the 2 May
Read the following

from the Consg Engr for Railways H.L. No 165 dy 20 April 70

The proceedings
the Consulting Engr
for Railways as regards
in these papers are ap
proved.

N

30/N

To
The Cons Engr
for Railways.

Mysre 2/5/70.

(10)

25 ottobre 1870 Dr 26.

C. No. 512

Govt. of {1870} Madras.

PUBLIC WORKS.

To The Consulting Engineer for Railways

Dated

Rec'd. 31

G. O. 26 May 1870. No. 149.

Nos. 384

Trains (Railways)
Of the Cons. Eng. report on
the Breaks in the
running of Trains
proposed by the
Agent of the G.I.P.
Railways. approved

5