Govt. of 18 Madras.

PUBLIC WORKS.

27 Jan 90

Dated

Recd. Encl.

G.O., 24 Jany 1890 No. 133 R

Time table for the
Bangalore Branch of
the Madras Railway

Sanctioning the introduction of a revised — from the 7th January 1890.

160
7

Sec 27/1 27/1

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

From the Consulting Engineer for Railways, dated Madras, 18th January 1890, No. 45.

From the Acting Agent and Manager, Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 16th January 1890, No. 6504/39.

[Your No. 22, dated 10th January instant.]

I have the honor to ask that the sanction of Government may be obtained to the slight alteration in the Time-table of the Bangalore Branch set forth in the printed copies submitted with this office letter No. 6504/4, dated 6th January instant, and at the same time to express my regret that the change having been reported to this office during the holidays without the usual application for sanction, the time-tables were inadvertently submitted without the usual and necessary application for sanction of Government.

2. The following extracts from a letter of the Traffic Manager explain the necessity for the change, and also that Mr. Moss was not aware that, in making a comparatively slight change of this description without having first obtained sanction of Government, he was exceeding his powers.

3. I trust that you may not again have to complain of a similar omission.

"The enclosed statement shows the four advertised trains that are running on the Bangalore Branch.

"It is proposed to accelerate the speed of each of these trains with effect from the 1st April next, and we are now engaged in preparing time-tables which will be submitted to you for sanction in due course.

"My letter of 3rd January to your address should have stated that I had found it necessary to issue a fresh *working* time-table. With the exception of the slight alteration in the running of the 1-0 A.M. mail train between Kolar and Bangalore, there has been no change made in the advertised service.

"During my recent visit to the Bangalore Branch I found that in addition to the trains entered in the working time-table, dated the 1st July 1889, the officer in charge of the branch was daily arranging special goods trains, and as the telegraph wires were blocked and the safe working of the branch imperilled, it seemed to me to be my duty, as the officer referred to by the Board in clause 8 of their letter of the 3rd May 1855 as responsible for the safe working of the traffic, to take immediate steps to put an end to the danger that undoubtedly existed.

"Each special train notice I may explain necessitated the transmission by telegraph of over 300 words, and neither our telegraph wires nor our telegraph staff were strong enough to cope with these telegrams and to transmit at the same time public and other telegrams that were tendered to us.

"The pressure was brought about by an unexpected rush of grain traffic from stations on the branch consigned to stations east and west of Jalárpet.

"In adding to the number of goods and E trains, I found it necessary to slightly accelerate the running of the mail train from Kolar to Bangalore, and I took the earliest opportunity that offered of reporting to you the course I had been compelled to adopt.

* * * * *

"As explained above I had no idea that in slightly accelerating the mail train over a limited section of the branch I was departing from orders or in any way exceeding my authority."

Enclosure.

MADRAS RAILWAY.

Revised Train Service on the Bangalore Branch on and after Tuesday the 7th January 1890.

West Trains.				East Trains.			
Stations.		Mail.	Mixed.	Stations.		Mail.	Mixed.
		A.M.	P.M.			P.M.	A.M.
Jalárpet ..	Dep.	1- 0	2-40	Bangalore City ..	Dep.	7- 0	6-55
Bangalore Cantonment	Arr.	6-25	7-55	Bangalore Cantonment	Arr.	7-15	7- 5
Do.	Dep.	6-40	8-10	Do.	Dep.	7-55	7-25
Bangalore City ..	Arr.	6-50	8-20	Jalárpet	Arr.	12-22	12- 0
		A.M.	P.M.			A.M.	Noon.

Madras,
14th January 1890.

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

Submitted for the sanction of Government.

2. The Agent and Manager submits a revised time-table for the Bangalore Branch, which has been brought into operation from the 7th January 1890.

3. The alterations proposed are unimportant, and beyond a slight acceleration in the running of the 1-0 A.M. mail train between Kolar and Bangalore which now reaches the Cantonment station at 6-25 instead of 6-45 A.M. and the City station at 6-50 instead of 7-15 A.M., there has been no change in the advertised train service.

4. This alteration was necessitated by an unexpected rush of grain traffic, which entailed an increase in the number of the goods trains.

5. The change was introduced without the usual application for sanction being submitted, through an error on the part of the Traffic Manager, but is now recommended for formal sanction.

Order—dated 24th January 1890, No. 133 R., Public Works.

The introduction of a revised Time-table for the Bangalore Branch of the Madras Railway from the 7th January 1890 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.
" Revenue Department.
" Public "
" Military "
" Chairman, Chamber of Commerce.

Exd. J. Moses.
Spare Copies

RAILWAY.

Govt. of {1890} Madras.

PUBLIC WORKS.

Dated January, 24th.

Recd. *Encl.*

G O., 24th Jan. 1890, No. 133 R.

JANUARY.

Time-table for the Bangalore Branch of the Madras Railway

Sanctioning the introduction of a revised — from the 7th January 1890.

Note.—Train

or Special or Extra trains.

ays and Sundays.

ROM BANGALORE.

Distance from Madras.	Intermediate distance.	STATIONS.		†151 Light Engine.	87 Mail.	7 E		120 Goods.	152 E	20 E	50 E	42 Mail.	100 Goods.	68 E
		Madras ... *Dep.*		..	P. M. 5 45		M.	P. M. 2 50	P. M. 4 40	P. M. ...	P. M. ...	P. M. 7 0	P. M. 9 0	P. M.
								3 5	4 55	...	...	7 15	9 15	
				A. M.	A. M.	A. M.	10	...	...	...	3 25	7 55		
132		**Jalarpet** ... **Dep.**		...	1 0	**2 0**	32	...	...	...	**3 49**	8 10		
							37	...	...	...	**3 57**	8 13		
139½	7½	Patchur ...	*arr.*	...	1 26	**2 30**								
			dep.	...	1 29	**2 35**	59	...	...	...	**4 21**	8 27		
							9	...	...	...	**4 28**	8 30		
146½	7	Múlanúr ...	*arr.*	...	2 11	**3 27**								
			dep.	...	2 13	**3 32**	28	...	...	...	**4 49**	...		
							31	...	...	...	**4 52**	...		
154	7½	Kuppam ...	*arr.*	...	2 47	**4 8**								
			dep.	...	3 7	**4 38**	1	...	...	...	**5 25**	9 2		
							11	...	...	...	**6 38**	9 10		
168	14	Kámasamudram	*arr.*	...	3 57	**5 45**								
			dep.	...	4 0	**5 55**	45	...	...	...	**7 16**	...		
							50	...	...	...	**7 20**	(*b*)		
175½	7½	Kólár Road ...	*arr.*	...	4 24	**6 29**								
			dep.	...	4 30	**6 55**	17	...	...	...	**7 50**	9 55		
							32	...	...	**5 40**	**8 5**	10 3		
183	7½	Tyakal* ...	*arr.*	...		**7 29**								
			dep.	...	*b*	**7 34**	59	...	...	**6 20**	**8 35**	10 22		
							14	...	...	**6 30**	**8 47**	10 25		
192	9	Malur ...	*arr.*	...	5 15	**8 15**								
			dep.	...	5 21	**8 38**	10	...	...	**7 45**	**9 37**	11 0		
							40	...	...	**8 10**	**10 7**	11 10	...	**11 55**
199½	7½	Devankundi* ...	*arr.*	...	5 37	**9 8**								
			dep.	...	5 39	**9 12**	10	...	...	**8 42**	**10 33**	11 30	...	**12 30**
							20	...	...	**8 57**	**10 39**	11 32	...	**12 40**
204½	5	Kadgodi ...	*arr.*	...	5 51	**9 33**								
			dep.	...	5 54	**9 43**	57	...	...	**9 34**	**11 16**	12 1	...	**1 20**
							2	...	...	**9 39**	**11 19**	12 4	...	**1 27**
210½	6	Krishnárajapuram ...	*arr.*	...	6 7	**10 7**								
			dep.	...	6 10	**10 17**	35	...	...	**10 15**	**11 50**	12 22	...	**1 55**
							M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.	A. M.
216½	6	**Bangalore Cant.**	**Arr.**	...	6 25	**10 45**	..	...	...	...	...	7 0		
			Dep.	6 15	6 40							A. M.		
219	2½	**Bangalore City**	**Arr.**	6 30	6 55	...								
				A. M.	A. M.	A. M.								

g stations.

* Canno

† Will carry goods when r

Assisting Engines.—The Station Master of Jalarpet i

The night Mail from Jalarpet should travel through to B

The 1-0 A.M., 2-40 P.M., 6-55 A.M. and 7-0 P.M trains will

N.B.—Inspectors and Plate-layers will take notice that Assis
at least 5 minutes before any engine or train is due to depart fr

The Pilot Engine at Bangalore City will run to Bangalo
The Station Masters at Bangalore Cantonment and Bangalore

The system of working single line between Jalarpet an
ticket will be sufficient authorityfor a train to pass from st

un to Mulanur Station returning on Line clear ticket.

must be at a station where an ordinary or special train is to be passed

nutes before any Engine or train is due to depart from either end
ording to the Time Table; but when a train is late the Line clear

Appointed

NO. 151 LIGHT ENGINE
to wait arrival of No. 100 at BangaloreCant.

NO. 87 TRAIN
to wait arrival of No. 42 at Jalarpet
to cross ,, 68 ,, Patchur
,, ,, 150 ,, Malur

NO. 7 TRAIN
to wait arrival of Nos. 42 & 68 at Jalarpet
to cross No. 150 at Kolar Road
,, ,, 102 ,, Malur

NO. 145 TRAIN
to wait arrival of Nos. 42 & 68 at Jalarpet

NO. 97 TRAIN
o wait arrival of No. 144 at Bangalore Cant.

NO. 1
to cross
,,
to wait arriva

NO. 6
to cross
,,
,,

NO. 1
to wait arriv

NO. 1
to wait arriv

Stations.

Bangalore City

NO. 50 TRAIN
to wait arrival of No. 107 at Bangalore Cant
to cross No. 31 at Malur
,, ,, 149 ,, Kamasamudram
,, ,, 15 ,, Mulanur

Bangalore Cant
Kolar Road
Kamasamudram
Kuppam

NO. 42 TRAIN
to wait arrival of Nos. 127 & 153 at Bangalore City
to cross No. 31 at Bangalore Cant.
,, ,, 149 ,, Kolar Road
to wait arrival of No. 15 at Kuppam

Bangalore City

NO. 100 TRAIN
to wait arrival of No. 31 at Bangalore City

31 at Kolar Road
Kuppam
Patchur

NO. 68 TRAIN
to wait arrival of Nos. 149 & 15 at Kuppam
to cross No. 87 at Patchur

1337 P.W. Line 3 563/90

(No. 1.) 5,000—14-11-85.

No. 6504/39

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 16th January 1890

From

The Agent and Manager. M.R.C.

To

The *Consulting Engineer for Railways.*

SIR,

Your No 22 dated 10th Jany inst.

I have the honour to ask that the sanction of Government may be obtained to the slight alteration in the Time-table of the Bangalore Branch set forth in the printed copies submitted with this office letter No. 6504/4 dated 6th January instant and at the same time to express my regret that the change having been reported

to this office during the holidays without the usual application for sanction, the Time-tables were inadvertently submitted without the usual and necessary application for sanction of Government.

The following extracts from a letter of the Traffic Manager explain the necessity for the change and also that Mr. Moss was not aware that in making a comparatively slight change of this description without having first obtained sanction of Government, he was exceeding his powers.

I trust that you may not again have to complain of a similar omission.

"The enclosed statement

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer
for Railways.

Dated 188

Recd.

No.

3P

shows the four advertised trains that are running on the Bangalore Branch.

It is proposed to accelerate the speed of each of these trains with effect from the 1st April next and we are now engaged in preparing time tables which will be submitted to you for sanction in due course.

My letter of 3 January to your address should have stated that I had found it necessary to issue a fresh Working Time-table. With the exception of the slight alteration in the running of the 1.0 a.m. mail train between Kolar and Bangalore, there has been no change made in the advertised service.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 188

Read.

No.

"During my recent visit to the Bangalore Branch I found that in addition to the trains entered in the working time table dated the 1st July 1889, the officer in charge of the Branch was daily arranging special good trains and as the telegraph wires were blocked and the safe working of the Branch imperilled it seemed to me to be my duty as the officer referred to by the Board in clause 8 of their letter of the 3d May 1855 as responsible for the safe working of the traffic, to take immediate steps to put an end to the danger that undoubtedly existed.

Each special train

notice I may explain neces-
sitated the transmission
by telegraph of over 300 words
and neither our Telegraph
wires nor our Telegraph staff
were strong enough to cope
with these telegrams, and to
transmit at the same time
public and other telegrams
that were tendered to us.

"The pressure was brought
about by an unexpected rush
of grain traffic frm stations
on the Branch consigned to
stations east and west of Jalarpet.

"In addng to the number
of goods and E trains I found
it necessary to slightly acce-
lerate the running of the
Mail Train frm Kolar to
Bangalore and I took the
earliest opportunity that

(No. 1.)

No.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, _____ 188

From

Agent and Manager.

To

Consulting Engineer for Railways.

SIR,

5,000—14-11-85.

offered of reporting to you the course I had been compelled to adopt.

× × ×

"As explained above I had no idea that in slightly accelerating the mail train over a limited section of the Branch I was departing from orders or in any way exceeding my authority."

I have the honour to be
Sir,
Your most Obedt Servt

W. Pennethick

Agt Agent & Manager

(No. 1.)

No.

MADRAS RAILWAY.

5,000—14-11-85.

AGENT AND MANAGER'S OFFICE,

MADRAS, _____ 188

From

Agent and Manager.

To

Consulting Engineer for Railways.

SIR,

MADRAS RAILWAY.

From The Agent and Manager.

To

The Consulting Engineer
for Railways.

Dated 16th June 1890

Rect. (illegible)

No. Estt 39.

Requesting correction of the public notice published in the Bangalore Chronicle of the 13th inst. for the 17th inst.

Madras Railway

Revised Train Service on the Bangalore Branch on and after Tuesday the 7th January 1890.

West Trains				East Trains			
Stations	Mail		Mixed	Stations	Mail		Mixed
	A. M.	P. M.			P. M.	A. M.	
Jalarpet Dep	1 0	2 40		Bangalore City Dep	7 0	6 55	
Bangalore Cantt. Arr	6 25	7 55		Bangalore Cantt. Arr	7 15	7 5	
do Dep	6 40	8 10		do Dep	7 55	7 25	
Bangalore City Arr	6 50	8 20		Jalarpet Arr	12 22	12 0	
	A M	P M			A M	Noon	

Traffic Manager's Office
Madras 14th January 1890

/True Copy/

/sd/ Louis S. Moss
Traffic Manager

/sd/ [illegible]
Agt Agent & Manager

FORM No. 1.

PUBLIC WORKS DEPARTMENT.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,

Madras, 18th January — 1890.

Letter from the Agent and Manager.
Madras Railway. No. 1504/39 dated 16th
January 1890 with Enclosure
No. 45

SUBMITTED ——— for the Sanction of ——— Government.

2. The Agent and Manager submits a revised Time Table for the Bangalore Branch, which has been brought into operation from the 7th January 1890.

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Cantonment station at 6.25 instead of 6.45 A.M and the City station at 6.50 instead of 7.15 A.M. There has been no change in the advertised train service.

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5. The change was introduced without the usual application for sanction being submitted, through an error on the part of the Traffic Manager. but it was recommended for formal sanction.

Sidney Watts
Major R.E.

Asst. for Comy: Engr. for Rys

A No. 133 R dtd 24-Jany/90.

Form No. 3.

No 22 Jan 90

The introduction of a revised Time-table for the Bangalore Branch of the Madras Railway from the 7th January 1890, is sanctioned.

C.I.S.
20.1.90
R.

From

THE CONSULTING ENGINEER
FOR RAILWAYS,
MADRAS,

No. 46

Dated 18th January 1890.
Received 20

No. of Enclosures. 3

Subject.

Submits for sanction, a revised Time-table for the Bangalore Branch, Madras Railway, which has been brought into operation from the 7th January 1890.

A
No. 133 R dtd 24th Jany/90.

Copy taken 24/1/90

To
The Comptroller for Rys:
" Exr. Cutts Rys: Accts.
" Postmaster General
" Revenue Departt
" Public - Do
" Military - Do
" Chairman Chamber of Commerce.

24/1/90