11981.

3-11-26 III ✓

Govt. of {1890} Madras.

PUBLIC WORKS.

from Govt

Dated 9/1/90

Recd. Encl.

G.O., 2 Jany 1890 No. 2 R

East Coast Railway.

Letter from the Govt of I
Conveying the approval
of the Secy of State
for India for the survey
of the — & stating
that the question of gauge
for this Railway
should not now be
considered as definitely
settled. Cannd to the
Engr in Chief

70/4

76

27TH FEBRUARY 1890, No. 310 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper :—

From the Consulting Engineer for Railways, dated Madras, 24th February 1890, No. 138.

From the Agent, South Indian Railway, No. 256, dated 18th February 1890, with enclosures.

Submitted for the orders of Government.

2. The Agent, South Indian Railway, submits an estimate, amounting to Rs. 73,592, for constructing a bridge over the river Poiney on district 9 of the Villupuram-Guntakal State Railway.

With plan No. 1481-3073/2-90.

3. The report of the Chief Engineer on this work runs as follows :—

"The river Poiney on district 9 chainage 6,566 from Villupuram was proposed by Mr. Geoghegan to be bridged by 12 40-feet spans. Finding that the rock underlying the bed of the river is at a depth varying from 20 feet to 24 feet and that a good deal of water will be met with in the foundations, I considered it expedient to minimise the number of piers by adopting longer spans which were accordingly estimated for in the revised estimate for the Villupuram-Pákal section. Since then it was found that the Madras Railway had surplus girder[illegible] feet clear span to dispose of, and the design now forwarded is intended to utilize three p[illegible] these surplus girders, sanction to purchase which was conveyed in your letter No. 10[illegible] 18th January 1890.

"Prior to proposing these changes of design the south abutment and the pier next to it (No. 1) were built to receive girders of the 40-feet spans.

"The bridge in the design now forwarded consists of 6 64-feet girder spans in the clear with a 40-feet girder span at each end, making an aggregate waterway of 464 compared with 480 lineal feet provided in the original project.

"The area drained by this river is 220 square miles, which by Dickin's formula give a discharge of 47,132 cubic feet per second, and it is considered that the slightly reduced length of bridge 464 against 480 lineal feet will be sufficient.

"The flood level marked on the drawing (975·45) is simply that of a recorded flood, there is no reliable maximum flood level available.

	RS.
"The estimate for the 12 40-feet span bridge provided in the original project amounts to	95,000
"For the bridge provided in the revised estimate	1,14,000
"Bridge now proposed	73,600

"As the estimate for the design now submitted is considerably less than that previously sent forward, I have, in anticipation of sanction, ordered the work to be taken in hand and pushed."

4. The cost of the bridge as now proposed is considerably less than that provided in the revised estimate for the Villupuram-Pákal section, and the estimate is recommended for sanction.

for Cons. Engr.

Order—dated 27th February 1890, No. 310 R., Public Works.

The revised design for the Poiney bridge is approved.

(True Extract.)

(Signed) C. J. SMITH, Colonel, R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways with plan and estimate.
" Examiner, Guaranteed Railway Accounts.

Exd. J. Moses.
Spare Copies

RAILWAY.

Govt. of {1890} Madras.

PUBLIC WORKS.

Dated February, 27th.

Recd. *Encl.*

G.O., 27th Feb. 1890, No. 310 R.

FEBRUARY.

Poiney Bridge on the Villupuram-Guntakal State Railway

The revised design for the —, approved.

No. 256

South Indian Railway,

AGENT'S OFFICE,

TRICHINOPOLY, 18th February 1890

From

The Agent,
SOUTH INDIAN RAILWAY,

To

The CONSULTING ENGINEER FOR RAILWAYS,
MADRAS.

Sir,

I forward herewith for the Sanction of Government tracing No. 1481/3073 of 2/90 and a estimate of the cost (Rs 73592) of constructing a bridge over the river Poiney.

The Chief Engineer has reported to me as follows regarding this work.

"The river Poiney on District 9 –
"chainage 65-66 from Villapuram was propos
"by Mr. Geoghegan to be bridged by 12.40 ft
"Spans. Finding that the rock underlying th
"bed of the River is at a depth varying fro
"20' to 24' and that a good deal of water
"will be met with in the foundations, I consi
"dered it expedient to minimise the number
"of piers by adopting longer Spans which were
"accordingly estimated for in the revised Esti-
"mate for the Villapuram Pakal Section.
"Since then, it was found that the Madra
"Railway had surplus girders of 64' clear
Span.

"Span to dispose of and the design now forward-
"ed is intended to utilize 3 pairs of these Surplus
"girders Sanction to purchase which, was con-
"veyed in your letter No 1040/49 of 18th Jany 1890.

"Prior to proposing these changes of design,
"the South abutment and the Pier next to it
"(No 1) were built to receive girders of the 40-
"feet Spans.

"The bridge in the design now forward-
"ed Consists of 6-64' Girder Spans in the
"clear with a forty feet girder Span at each
"end making an aggregate waterway of 464
"Compared with 480 lineal feet provided in
"the original project.

"The area drained by this river is
"220 Sq miles which by Dickin's formula give
"a discharge of 47,132 Cubic feet per Second
"and it is considered that the slightly
"reduced length of bridge 464 against 480 —
"Lineal feet will be Sufficient.

"The flood level marked on the
"drawing (975.45) is Simply that of a record-
"ed flood there is no reliable maximum
"flood level available.

"The Estimate for the 12.40 ft —
"Span bridge provided in the original
project

"project amounts to ——— Rs 95,000
"For the bridge provided in
"the revised Estimate } —— Rs 1,14,000
"Bridge now proposed ——— Rs 73,600

"As the estimate for the design now
"Submitted is considerably less than that
"previously Sent forward, I have, in antici-
"pation of Sanction, ordered the work to
"be taken in hand and pushed.

"The revised design tracing No
"1481/3073 / 2/90 and Estimate for the Same
"amounting to Rs 73,592 Say Rs 73,600 is
"herewith forwarded."

I am,
Sir
Your most obedient Servant

EP

Walter J. Hooper
for Agent

REGISTER
2
FILE

PW Encl
1915/90

From
The Agent,
South Indian Railway,
Trichinopoly,

To
The Consulting Engineer for
Railways,
Madras.

Dated 18th Febry 1890
Received 20th
No. 256
Enclosure 2

Submit for C.E.'s
21-2

Form No. 1.

Public Works Department.

Office of Consulting Engineer for Railways,
Madras, 24th February 1890.

Letter from the Agent, South Indian Railway, No. 256, dated 18th February 1890, with enclosures.

No. 138

Submitted for the orders of Government,

With plan No: $\frac{1481}{3073}$ | $\frac{2}{90}$

2. The Agent, South Indian Railway, submits an estimate amounting to Rs 73,592 for constructing a bridge over the river Poiney on District 9 of the Villupuram Guntakal State Railway.

3. The report of the Chief Engineer

follows:–

"The river Poiney
"in District 9 chainage
"6566 from Villupuram
"was proposed by Mr
"Geoghegan to be bridg-
"ed by 12. 40 feet spans.
"Finding that the rock
"underlying the bed of
"the River is at a depth
"varying from 20' to 24'
"and that a good deal
"of water will be met
"with in the found-
"ations, I considered
"it expedient to mini-
"mise the number of
"piers by adopting longer
"spans which were or-
"dinarily e

"for in the revised Esti-
"mate for the Ville-
"puram Pâkâl Section,
"Since then, it was found
"that the Madras Rail-
"way had surplus girders
"of 64' clear span to
"dispose of and the
"design now forward-
"ed is intended to uti-
"lise 3 pairs of these
"surplus girders sanc-
"tion to purchase which
"was conveyed in your
"Letter No: $\frac{1040}{49}$ of 18th Ja-
"nuary 1890."

"Prior to proposing these
"changes of design the
"South abutment and
" Pier next to it

"No. 1) were built to receive girders of the 40 feet spans."

"The bridge in the design now forwarded consists of 6-64' girder spans in the clear with a forty feet girder span at each end making an aggregate waterway of 464 compared with 480 lineal feet provided in the original project."

"The area drained by this river is 221 square miles which by Dickin's formula give a discharge of 47,132 cubic feet per second, an

"It is considered that the slightly reduced length of bridge 464 against 480 lineal feet will be sufficient".

"The flood level marked on the drawing (975·45) is simply that of a recorded flood, there is no reliable maximum of flood level available"

"The Estimate for the 12·40 feet span bridge provided in the original project amounts to Rs 95,000

"For the bridge provided in the revised Estimate } Rs 1,14,000

"Bridge now pro

"As the estimate for the design now submitted is considerably less than that previously sent forward, I have in anticipation of sanction ordered the work to be taken in hand and rushed".

4. The cost of the bridge as now proposed is considerably less than that provided in the revised estimate for the Villupuram Pakala section, and the estimate is recommended for sanction.

Sidney Smith

[illegible] A E Stokes [illegible]

P.W. Cell. 1915

Form No. 3.

A

No. 310 Rdy 27.2.90.

C.L.S. 1.3.90

T.L.S. 28 Feby.

The revised design for the Poiney Bridge is approved.—

C.L.S.
26.2.90

R

To

The Cons. Engr. for Rys.
with plan [illegible]

From

THE CONSULTING ENGINEER
FOR RAILWAYS,
MADRAS,

No. 138

Dated 24th } February 1890.
Received 25 }

NO. OF ENCLOSURES. 3 (+ including one plan)

Subject.

Submitting letter from the Agent, South Indian Railway, regarding an estimate for constructing a bridge over the Poiney river on the V. G. S. Ry:.

A. No. 310 Rdy 27.2.90

1915.

Govt. of 18 Madras

PUBLIC WORKS.

Dated 6/3/90

Recd. Encl.

G.O. 27th March 1890 No. 310 R.

Poiney Bridge on the Villupuram and Guntakal State Ry.

The revised design for the — approved.

90/2

AYS,

MADRAS,

1890.

27TH FEBRUARY 1890, No. 308 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers :—

From G. H. D. WALKER, Esq., Under-Secretary to the Government of India, Public Works Department (General), to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Calcutta, 16th January 1890, No. 121 G.

I am directed to request that the Government of India may be furnished with a statement showing (1) the system of grading of the Guards employed on the Railways under your control during either half-year in 1889, (2) the scale of salaries of each grade, and (3) the scale under which allowances are drawn by Guards.

No. 546 C.

Referred to the Consulting Engineer for Railways for report.

(Signed) C. J. SMITH, Colonel, R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

CHEPÂK,
31st January 1890.

From the Consulting Engineer for Railways, dated Madras, 22nd February 1890, No. 135.

From the Agent and Manager, Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 6th February 1890, No. 6837/140.

[Your No. 94, dated 31st January ultimo.]

In compliance with your request I have the honor to forward, for your information, a statement prepared by the Traffic Manager to show the system of grading and scale of pay for the Guards employed on the Madras Railway.

ENCLOSURE.

From the Traffic Manager, to the Agent and Manager, Madras Railway Company, dated Madras, 5th February 1890, No. C.171 A. and M./14381.

[Your No. 6837/892 of the 4th instant enclosing copy of the Consulting Engineer's letter No. 94 of the 31st ultimo.]

The Guards employed on this Railway are graded as Mail, Passenger, Goods and Under Guards, and the maximum and minimum salaries paid to the men employed in the various grades are as follows :—

	Maximum.	Minimum.
	RS.	RS.
Mail Guards	100	80
Passenger Guards	70	65
Goods Guards	60	45
Under Guards	37½	25

2. In the case of the Chief Mail, Passenger and Goods Guards the men are appointed on the minimum pay of the grade they are attached to and they rise by yearly increases of Rs. 5 to the maximum pay of the grade.

3. In the case of the Under Guards, a man on passing the test laid down for Under Guards is granted Rs. 30 per mensem, and when declared competent by a Committee of Traffic Officers to work in charge of trains a man is allowed to draw Rs. 37-8-0 per mensem.

4. The number of Chief Guards attached to each grade is limited, and an Under Guard who has passed both the Under Guards' and Chief Guards' examinations successfully waits until a vacancy occurs in the Chief Guards' list before he can obtain promotion to Rs. 45.

5. Passenger Guards, who act for Mail Guards absent through sickness or any other cause, draw an allowance at the rate of Rs. 5 monthly, and a Chief Goods Guard acting for a Passenger Guard draws an allowance of Rs. 2-8 monthly.

6. The overtime allowances are regulated as follows :—

(1) For any time on duty during their "off-duty" day or "off-duty" time not exceeding 5 hours one-third day's pay.

(2) Exceeding 5 hours two-third day's pay.

From the Agent, South Indian Railway, to the Consulting Engineer for Railways, dated Trichinopoly, 19th February 1890, No. 265.

Your letter No. 124 of the 1st instant. On the South Indian Railway a man who is appointed as a Probationary Guard remains in that capacity until he is able to pass an examination as to his fitness for promotion to the post of Under Guard; the length of the probationary period varies from eight to twelve months. An Under Guard serves in that grade from three to five years when, if his conduct has been satisfactory, he is promoted on a vacancy occurring to the grade of Chief Guard, 2nd Class. After a service of five years he is promoted to the grade of Chief Guard, 1st Class.

2. The rates of pay per mensem are—

	RS.
Probationer Guards	20
Under Guards	30
Chief Guards, 2nd Class	50
Do. 1st Class	70

3. Allowances are made to Probationer Guards and to Under Guards at the rate of four annas, and to Chief Guards at the rate of eight annas, whenever they receive less than three hours' notice to work a train, and whenever they are prevented from returning to their head-quarters beyond their ordinary working roster.

Submitted to Government, with reference to Public Works Department endorsement No. 546 C., dated 31st January 1890, for transmission to the Government of India.

2. The papers herewith submitted contain information in regard to the system of grading, and scale of pay, for the Guards employed on the Madras and South Indian Railways.

ORDER—dated 27th February 1890, No. 308 R., Public Works.

Ordered to be forwarded to the Government of India with reference to its letter No. 121 G., dated 16th January 1890.

(Here enter No. 309 R., dated 27th February 1890.)

(True Extract.)

(Signed) C. J. SMITH, Colonel, R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways.
„ Examiner, Guaranteed Railway Accounts.

ENDORSEMENT—dated 27th February 1890, No. 309 R., Public Works.

Forwarded.

(By Order.)

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

Exd. J. Moses.
Spare Copies

RAILWAY.

Govt. of {1890} Madras.

PUBLIC WORKS.

Dated February, 27th.

Recd. *Encl.*

G.O., 27th Feb. 1890 Nos. 308 R., 309 R.

FEBRUARY.

Guards employed on the Madras and South Indian Railways

Forwarding correspondence relating to the system of grading and scale of pay of —

No. of G. O.	For what purpose.	When taken.	Name of the party by whom taken.

No. of G. O.	For what purpose.	When taken.	Name of the party by whom taken.

No. of G. O.	For what purpose.	When taken.	Name of the party by whom taken.

Re orgl. Dummy Sheets for

P. W. D. January 1

No.

Memorandum of Papers removed from the Records of the Madras Government reference.

~~10/4 R. for A 1930 20-2-~~

27th February 1890, No. 308 R., Public Works.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers :—

From G. H. D. WALKER, Esq., Under-Secretary to the Government of India, Public Works Department (General), to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Calcutta, 16th January 1890, No. 121 G.

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No. 546 C.

Referred to the Consulting Engineer for Railways for report.

Chepâk,
31st January 1890.

(Signed) C. J. SMITH, Colonel, R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

From the Consulting Engineer for Railways, dated Madras, 22nd February 1890, No. 135.

From the Agent and Manager, Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 6th February 1890, No. 6837/140.

[Your No. 94, dated 31st January ultimo.]

In compliance with your request I have the honor to forward, for your information, a statement prepared by the Traffic Manager to show the system of grading and scale of pay for the Guards employed on the Madras Railway.

Enclosure.

From the Traffic Manager, to the Agent and Manager, Madras Railway Company, dated Madras, 5th February 1890, No. C.171 A. and M./14381.

[Your No. 6837/892 of the 4th instant enclosing copy of the Consulting Engineer's letter No. 94 of the 31st ultimo.]

The Guards employed on this Railway are graded as Mail, Passenger, Goods and Under Guards, and the maximum and minimum salaries paid to the men employed in the various grades are as follows :—

	Maximum.	Minimum.
	RS.	RS.
Mail Guards	100	80
Passenger Guards	70	65
Goods Guards	60	45
Under Guards	37½	25

2. In the case of the Chief Mail, Passenger and Goods Guards the men are appointed on the minimum pay of the grade they are attached to and they rise by yearly increases of Rs. 5 to the maximum pay of the grade.

3. In the case of the Under Guards, a man on passing the test laid down for Under Guards is granted Rs. 30 per mensem, and when declared competent by a Committee of Traffic Officers to work in charge of trains a man is allowed to draw Rs. 37-8-0 per mensem.

4. The number of Chief Guards attached to each grade is limited, and an Under Guard who has passed both the Under Guards' and Chief Guards' examinations successfully waits until a vacancy occurs in the Chief Guards' list before he can obtain promotion to Rs. 45.

5. Passenger Guards, who act for Mail Guards absent through sickness or any other cause, draw an allowance at the rate of Rs. 5 monthly, and a Chief Goods Guard acting for a Passenger Guard draws an allowance of Rs. 2-8 monthly.

6. The overtime allowances are regulated as follows :—

(1) For any time on duty during their "off-duty" day or "off-duty" time not exceeding 5 hours one-third day's pay.

(2) Exceeding 5 hours two-third day's pay.

From the Agent, South Indian Railway, to the Consulting Engineer for Railways, dated Trichinopoly, 19th February 1890, No. 265.

Your letter No. 124 of the 1st instant. On the South Indian Railway a man who is appointed as a Probationary Guard remains in that capacity until he is able to pass an examination as to his fitness for promotion to the post of Under Guard ; the length of the probationary period varies from eight to twelve months. An Under Guard serves in that grade from three to five years when, if his conduct has been satisfactory, he is promoted on a vacancy occurring to the grade of Chief Guard, 2nd Class. After a service of five years he is promoted to the grade of Chief Guard, 1st Class.

2. The rates of pay per mensem are—

	RS.
Probationer Guards	20
Under Guards	30
Chief Guards, 2nd Class	50
Do. 1st Class	70

3. Allowances are made to Probationer Guards and to Under Guards at the rate of four annas, and to Chief Guards at the rate of eight annas, whenever they receive less than three hours' notice to work a train, and whenever they are prevented from returning to their head-quarters beyond their ordinary working roster.

Submitted to Government, with reference to Public Works Department endorsement No. 546 C., dated 31st January 1890, for transmission to the Government of India.

2. The papers herewith submitted contain information in regard to the system of grading, and scale of pay, for the Guards employed on the Madras and South Indian Railways.

Order—dated 27th February 1890, No. 308 R., Public Works.

Ordered to be forwarded to the Government of India with reference to its letter No. 121 G., dated 16th January 1890.

(Here enter No. 309 R., dated 27th February 1890.)

(True Extract.)

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

To the Consulting Engineer for Railways.
„ Examiner, Guaranteed Railway Accounts.

Exd. J. Moses.
Spare Copies

RAILWAY.

Govt. of {1890} Madras.

PUBLIC WORKS.

Dated February, 27th.

Recd. *Encl.*

G.O., 27th Feb. 1890 No. 308 R.

FEBRUARY.

Guards employed on the Madras and South Indian Railways

Ordered that the correspondence relating to the system of grading and scale of pay of — be forwarded to the Government of India.

1816.

Govt. of 18 Madras

PUBLIC WORKS.

Dated

Recd. *Encl.*

G.O., 27th Feby 1890 No. 308-9R

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Ordered to be

26 Feb

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s letter No. 121 G. dated

nuary 1890.

No. 309 R d ~~27~~ Feby: 1890.

Forwarded

C.L.S.
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R.

P.W. C No. 1810.

From

THE CONSULTING ENGINEER
FOR RAILWAYS,
MADRAS,

No. 135

Dated 22nd } February 1890.
Received 24

No. OF ENCLOSURES. 4

Subject.

Reports from the agents, Madras and South Indian Railways in regard to the system of grading, and sca of pay for the Guards em ployed on their respectiv lines

A No. 308-9 R. d 27. 2. 90

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From
THE AGENT,
South Indian Railway,
Tri

…royed on the Madras
South Indian Rail-
…ays.

Sidney Smith
Major R.E.
for Consg. Engr. for Rys

From

The Agent,
South Indian Railway,
Tri

To

The Consulting Engineer for
Rail

Inc

Form No. 1.

From My

PUBLIC WORKS DEPARTMENT.

OFFICE OF CONSULTING ENGINEER FOR RAILW

Madras, 22nd February 189

Letter from the Agent and Mana
Madras Railway, No: 6837/140 d/ 6th Febr
1890, with enclosures.

——— Do ——— Agent, South Indi
Railway, No: 265 d/ 19th Februa

No. 135

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SUBMITTED ——— to ——— Gov

with reference to
Department endors
No: 546 C dated 31st
1890, for transm
to the Governm
India.

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of four annas and to Chief guards at the rate of eight annas, whenever they receive less than three hours notice to work a train, and whenever they are prevented from returning to their head quarters beyond their ordinary working roster.

I am,
Sir,
Your most obedient Servant
Walter J. Hooper
for Agent.

REGISTER No.
FILE No.

P.W. Enc
1810/9

From
THE AGENT,
South Indian Railway,
Tri

To
THE CONSULTING ENGINEER FOR
RAIL

Received 21.2.90
No. 265
Enclosure.

88

to Secy

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No 265

South Indian Railway,
AGENT'S OFFICE,
TRICHINOPOLY, 19th February 1890

68

From
The AGENT,
SOUTH INDIAN RAILWAY,

To
The CONSULTING ENGINEER FOR RAILWAYS,
MADRAS.

Sir,

Your letter No 124 of the 1st instant. On the South Indian Railway a man who is appointed as a Probationary Guard remain in that Capacity until he is able to pass an examination as to his fitness for promotion to the post of under Guard, the length of the probationary period varies from eight to twelve months. An under Guard serves in that grade from three to five years when if his conduct has been satisfactory he is promoted on a vacancy occurring to the grade of Chief Guar 2nd class. After a Service of five years he is promoted to the grade of Chief Guard 1st clas

The rates of pay per mensem are.

Probationer Guards	Rs 20
Under Guards	" 30
Chief Guards 2nd class	" 50
Chief Guards 1st class	" 70

Allowances are made to Probat

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P W Lec 2
1810/90

who has passed both the Under Guards and Chief Guards examinations successfully, waits until a vacancy occurs in the Chief Guards' list before he can obtain promotion to Rs. 45/-

Passenger Guards who act for Mail Guards absent through sickness or any other cause, draw an allowance at the rate of Rs 5/- monthly and a Chief Goods Guard acting for a Passenger Guard draws an allowance of Rs 2/8 monthly.

The overtime allowances are regulated as follows:-

1. For any time on duty during their "off duty" day or "off duty" time not exceeding 5 hours – $\frac{1}{3}$ day's pay.
2. Exceeding 5 hours – $\frac{2}{3}$ day's pay.

Yours faithfully,
Sd, Louis S. Moss,
Traffic Manager.

(True Copy)

W. M. Read
for Ag. Agent & Manager.

Enclosure 4/60

MADRAS RAILWAY COMPANY

C 171/a T M
14381.

Madras Railway Company,
Traffic Manager's Office,
Madras 6th February 1890.

To

The Ag. Agent & Manager
Royapuram.

Dear Sir,

Your No. 6837/892 of the 4th instant enclosing copy of the Consulting Engineer's letter No. 94 of the 31st ultimo.

The Guards employed on this Railway are graded as Mail, Passenger, Goods and Under Guards, and the maximum and minimum salaries paid to the men employed in the various grades are as follows:-

	Max.	Min.
Mail Guards	Rs. 100	Rs. 80
Passenger "	" 70	65
Goods "	" 60	45
Under "	" 37/8	25

In the case of the Chief Mail, Passenger and Goods Guards the men are appointed on the minimum pay of the grade they are attached to and they rise by yearly increases of Rs. 5/- to the maximum pay of the grade.

In the case of the Under Guards, a man on passing the test laid down for Under Guards, is granted Rs 30/- per mensem, and when declared competent by a Committee of Traffic Officers to work in charge of trains a man is allowed to draw Rs. 37/8 per mensem.

The number of Chief Guards attached to each grade is limited, and an Under Guard

---

REGISTER
No. 144
FILE
No.

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Pro Inc 3
1810/90

MADRAS RAILWAY.

From
The Agent and Manager.

To
The Consulting Engineer
for Railways.

C.E. papers

Dated 6 Feby 1890
Recd. 8.2.90
Nos

No. 6837
140.

Re the system
of grading &
scale of pay of
Brakesm

(No. II.)
No. 6837
140

30

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,
Madras, 6th February 1890

From

The Ag. Agent and Manager.

To

The Consulting Engineer for Railways.
Madras

SIR,

Your No 94 dated 31st Jany ulto.

In compliance with your request I have the honour to forward for your information a Statement prepared by the Traffic Manager to shew the system of grading and scale of pay for the Guards employed on the Madras Railway.

I have the honour to be
Sir
Your most Obedt. Servt.
[illegible]
Ag Agent & Manager

[illegible] H. E. Stokes C.S.I.

Regd No 84

P. W. C. No. 7

No. 546 C of 31st Jany 1890

C.S.
29.1.90

Neo
29 Jan

26

Recd. 27-1-90.

Referred to the Consulting Engineer for Railways for report.

C. J. Smith Col. R.E.
Jt Secy: to Govt. P. W. D.
Ry: Branch.

SS
31.1.90

Letters to agents

[illegible] Copy forwarded

Madras Railway

Time Table of Revised Passenger Train Service
on
North-West Line

Stations		Mixed	Mixed	Mail	Mixed
		A M	A M	P M	P M
Madras	Dep.		7 15	5 0	6 15
[illegible]	[illegible]		9 42	6 58	9 40
Do	Dep.		10 13	7 37	10 15
Renigunta	Arr.		12 47	9 33	1 5
Do	Dep.		1 7	9 53	
Cuddapah	Arr.		6 20	1 47	
Do	Dep.	6 25		2 2	
Gooty	Arr	2 4		6 48	
Do	Dep.	2 24		6 56	
Guntakal	Arr	3 42		7 51	
Do	Dep.	4 35		8 11	
Raichur	Arr	10 12		11 30	
		P M	P M	A M	A M

Stations		Mixed	Mixed	Mail
		A M	A	
Raichur	Dep.	2 [illegible]		[illegible]
[illegible]	[illegible]	[illegible]		[illegible]
Do	Dep.	8 22		4 21
Gooty	Arr.	9 38		5 13
Do	Dep	9 58		5 23
Cuddapah	Arr.	5 30		10 18
Do	Dep.		6 40	10 33
Renigunta	Arr		11 47	2 15
Do	Dep.		12 7	2 27
Arkonam	Arr		2 46	4 17
Do	Dep.		3 6	4 30
Madras	Arr		5 45	6 15
		P M	P M	A M

Traffic Manager's Office
Madras, 1st February 1890

Dal

Lewis J. M

Traffic Manager

Ag Agent & Manager

(No. II.)

No. 6823

4 21

5 13

5 28

29th October 1889, No. 1182 R., Public Works.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers:—

From H. FARRER, Esq., Postmaster-General, Madras, to the Joint Secretary to Government, Public Works Department, Railway Branch, dated Bangalore, 13th August 1889, No. C 1460.

I have the honor to bring the following circumstance to the notice of Government in connection with the mail train service through Bangalore. The Southern Mahratta Railway Company's train from the north is timed to reach the Bangalore City railway station at 6-30 P.M., and the Madras Railway Company's train leaves that station for Bangalore Cantonment railway station at 7 P.M. No provision has yet been made for the detention of the latter train in the event of the former arriving late, and therefore, if the Southern Mahratta Railway Company's train is more than half an hour behind time, the mails brought by it and intended for despatch towards the direction of Madras are subjected to a very serious detention. Now that a through train service has been established between Bangalore and Harihar, this has become an important mail route, and the introduction of the Imperial Post Office in Mysore has also added to its importance.

2. As the Madras Railway Company's train does not leave the Cantonment railway station until 7-55 P.M., I beg to inquire whether Government will be pleased to direct that, in the event of the Southern Mahratta Railway Company's train from the north being late, the former will wait at the City railway station until 7-30 P.M.

No. 736/D.

Referred to the Consulting Engineer for Railways for report.

Ootacamund,
23rd August 1889.

(Signed) C. J. SMITH, Col., R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

From the Consulting Engineer for Railways, dated Madras, 18th October 1889, No. 404.

From the Agent and Manager, Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 3rd September 1889, No. 6423/981.

In reply to your letter No. 707, dated 27th ultimo, forwarding an extract from letter No. C. 1460 of 13th idem from the Postmaster-General, Madras, and asking if it could be arranged to detain the 7 P.M. train for half an hour in cases when the Southern Mahratta Railway train from Hubli was late, I have the honor to give you some further information on this subject.

2. On 1st July the Traffic Manager, Southern Mahratta Railway, wrote:—"I shall be glad if you will issue orders for your mail train from Bangalore City to be detained the usual time for trains from this system." I instructed the Traffic Manager of this line to reply that "applications for the delay of mail trains, of one railway, to await the arrival of trains of another, in order that the mails may not be left behind, have hitherto been made by Government at the instance of the Post Office authorities. Until the Post Office officials make some such application we should not be justified in

considering a proposal which would be likely to cause very grave inconvenience to the passengers and delay to the mails on the Madras Railway." On 9th July the Traffic Manager, Southern Mahratta Railway, wrote:—"Apart altogether from the mails, there are through passengers to be considered, and on their behalf I repeat the request made in my previous letter.

"There is hardly a junction in India at which one company's trains do not wait a specified time for those of the other, and I see no ground for believing that a similar arrangement at Bangalore would be likely to cause any greater inconvenience than is occasionally sustained elsewhere for the sake of the through connection." This having been referred to me, I wrote:—"I beg to state that experience of the working of lengths of railways newly opened has shown that the irregular running of trains is more frequently the rule than the exception, and it is therefore undesirable that the Madras Railway trains should wait at Bangalore even if the Southern Mahratta Railway decide to adopt a similar course with their trains from Bangalore."

3. On receipt of your letter under reply I requested the Officiating Traffic Manager to ascertain from Bangalore City station how often the Southern Mahratta Railway train from Hubli had been late since the line had been opened for traffic.

4. I enclose a copy of the list showing time of arrival from 12th to 29th August inclusive. From this list it will be seen that out of 18 days—

On 4 days it arrived at right time.
On 3 „ under 30 minutes late.
On 2 „ above 30 and under 60 minutes late.
On 3 „ „ 60 and under 90 „ „
On 6 „ „ 90 minutes late.

5. Of course it is to be expected that the running of the train will improve, but until a result very different from the above can be shown I think it would be unfair to the public to delay the Madras trains as proposed, as such delay would not only inconvenience our Bangalore passengers but would throw out our whole main line service owing to the late arrival of the branch train at Jálarpet.

Statement showing the arrival time of the Southern Mahratta Railway Company's Mixed Train at Bangalore City from 12th to 29th August 1889.

Date.	Proper time of arrival.	Actual time of arrival.	Late minutes.
August 1889.			
12th	6-30	8- 5	95
13th	6-30	8-30	120
14th	6-30	7-45	75
15th	6-30	8-15	105
16th	6-30	8-43	133
17th	6-30	9-46	196
18th	6-30	9-25	175
19th	6-30	6-55	25
20th	6-30	7-35	65
21st	6-30	6-30	...
22nd	6-30	6-30	...
23rd	6-30	6-30	...
24th	6-30	7-15	45
25th	6-30	6-40	10
26th	6-30	7-39	69
27th	6-30	6-40	10
28th	6-30	7- 5	35
29th	6-30	6-30	...

2nd September 1889. (Signed) L. GAVAGHAN.

From the Agent and Manager, Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 5th October 1889, No. 6423/1102.

In continuation of my letter No. 6423/981 of 3rd September 1889, I have the honor to enclose a list showing the time of arrival of the Southern Mahratta Railway train at Bangalore City station on each day during the month of September.

2. The Agent of the Southern Mahratta Railway has since written to me three times regarding the detention of our trains, but in view of the want of punctuality shown throughout September, during which month their train was over an hour late on 21 days out of 30, I cannot consider it would be in the interests of the Post Office or the public that we should detain our trains as proposed. I may remind you that *any* detention of the train leaving Bangalore Cantonment at 7-55 would detain the passenger train from Jálarpet which is timed to arrive at 7-55 as soon as the other train leaves the platform.

3. Should the Government, however, take a different view of the case and desire that our trains should wait an hour for the Southern Mahratta Railway trains when late, I shall at once give the necessary orders on receipt of an expression of the wishes of the Government.

Enclosure.

Statement showing the arrival time of Southern Mahratta Railway Mail Train at Bangalore City during September 1889.

Date.	Proper time of arrival.	Actual time of arrival.	Late minutes.	
September 1889.	P.M.			
1st	6-30	8-22	112	
2nd	6-30	6-43	13	
3rd	6-30	6-33	3	
4th	6-30	7-55	85	
5th	6-30	6-42	12	
6th	6-30	7-10	40	
7th	6-30	8- 0	90	
8th	6-30	6-44	14	
9th	6-30	8-32	122	
10th	6-30	8-46	136	
11th	6-30	6-47	17	
12th	6-30	7-26	56	
13th	6-30	8-25	115	
14th	6-30	8-30	120	
15th	6-30	8-43	133	
16th	6-30	* 8- 0	810	* On 17th.
17th	6-30	9-54	204	
18th	6-30	8-32	122	
19th	6-30	8-40	130	
20th	6-30	8-54	144	
21st	6-30	7-23	53	
22nd	6-30	9-10	160	
23rd	6-30	9-45	195	
24th	6-30	9-21	171	
25th	6-30	10-20	230	
26th	6-30	8- 0	90	
27th	6-30	6-30	...	
28th	6-30	7-50	80	
29th	6-30	8-40	130	
30th	6-30	7-56	86	

ABSTRACT.

Right time.	Under 30 minutes late.	30 minutes late.	Above 30 and not exceeding 60 minutes late.	Above 60 and not exceeding 90 minutes late.	Above 90 minutes.	Total number of trains.
1	5	...	3	5	16	30

From the Inspector-General, Railway Mail Service of India, to the Consulting Engineer for Railways, Madras, dated Calcutta, 21st August 1889, No. 6637/B-37.

[Connection of trains at Bangalore City Railway Station.]

Since the extension of the Southern Mahratta Railway to Bangalore City from Gubbi instances have occurred of the late arrival of the train at the City station and its consequent misconnection with the down Madras Railway mail train which left to time. Now that the long through service from Poona has been established, important mails will lie at Bangalore when the through train is running late unless some means are adopted to ensure connection of the two trains.

2. In this view I seek your good offices to effect a settlement with the Agent, Madras Railway, under which the Railway Mail Service would be empowered, on the occasions referred to, to detain at Bangalore City railway station, up to a limit of one hour, the down mail train of the Madras Railway when doing so will attain the desired end.

3. Detention to the mails and disorganization of the mail service, as well as inconvenience to the public, would, by this measure, be prevented.

4. The Traffic Manager, Madras Railway, in reply to a reference on the subject informed the Superintendent, Railway Mail Service, Madras, that it was not intended at present to detain his trains for the Southern Mahratta Railway trains, but I trust that the detention which I ask for, and which will probably occur at rare intervals, will be allowed.

Submitted to Government with reference to G.O., No. 736 D., dated 23rd August 1889 (herewith returned).

2. The Postmaster-General in his No. 1460, dated 13th August, requested a detention at Bangalore of the Madras Railway mail train for half an hour to meet possible delays of the corresponding Southern Mahratta Railway train.

3. The Inspector-General, Railway Mail Service, proposes a detention of this train up to a limit of one hour.

4. The Southern Mahratta Railway train is timed to reach Bangalore City at 6-30 P.M.; the Madras mail is timed to leave that station at 7 P.M., a detention of 30 minutes would provide for an hour's late arrival of the Southern Mahratta Railway train.

5. Under present working arrangements Madras Railway mail trains wait at Erode and Arkónam for the South Indian trains, at Guntakal junction for the Southern Mahratta Railway trains, and at Raichur for the Great Indian Peninsula Railway trains as follows:—

One hour on ordinary mail days.
Two hours on overland mail days, export and import,

and in the same way the South Indian, the Southern Mahratta and the Great Indian Peninsula trains wait for the Madras Railway trains.

6. The Agent and Manager, Madras Railway, shows by figures that in the month of September the Southern Mahratta Railway train was over an hour late at Bangalore on 21 days out of 30, and he points out the very serious inconvenience that any detention of the Bangalore mail train will cause to Madras Railway coaching and postal arrangements. He is ready, however, at once to carry out the wishes of the Government.

7. So long as the delays to trains on the Southern Mahratta Railway owing to the newness of the line or other temporary causes are as frequent as they have been lately, I consider that the introduction of the usual rules as to detention would unduly sacrifice the postal interests of the Madras Railway south-west line and should not at present be pressed upon the Agent.

8. The time has however, in my opinion, arrived when the Agent should be called upon to state what arrangements he proposes to make when the Southern Mahratta Railway is able to keep time, in order that the Madras Railway may be in a position to make the concession, as to detention for mails, which is usual at all other junctions. The present time-table which allows 40 minutes for work at the Bangalore Cantonment station, thus practically expending 55 minutes on 3 miles distance, will, it is presumed, be eventually modified, and the transfer of the refreshment-room from the Cantonment to the City station also suggests itself as worthy of consideration. I recommend that the Agent be asked to submit for the consideration of Government his proposal for a revised time-table for this part of the line. The question of the date for its introduction can then stand over for future consideration.

ORDER—dated 29th October 1889, No. 1182 R., Public Works.

In the present state of the running of the Southern Mahratta Railway trains, it would be unreasonable at present to press the rule as to detention for mails on the Madras Railway.

2. The Agent's attention will be drawn to paragraph 8 of the Consulting Engineer's endorsement, and he will be requested to submit a proposal for the time-table he would suggest for Bangalore branch when the Southern Mahratta train service is worked with punctuality.

(True Extract.)

(Signed) C. J. SMITH, Colonel, R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways.
„ Postmaster-General, Madras.

Exd. J. Moses.
Spare Copies

RAILWAY.

Govt. of {1889} Madras.

PUBLIC WORKS.

Dated October, 29th.

Recd. *Encl.*

G O., 29th Oct. 1889, No. 1182 R.

OCTOBER.

Mail Service

Orders on correspondence relating to the detention of the Madras Railway mail train at the Bangalore City station to take over the mails from the Southern Mahratta Railway Company's train.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers :—

From the Consulting Engineer for Railways, dated Madras, 11th February 1890, No. 106.

From the Agent and Manager, Madras Railway Company, dated Madras, 5th February 1890, No. 6619/134.

Enclosure.

From the Traffic Manager, to the Agent and Manager, Madras Railway Company, dated Madras, 1st February 1890, T. No. 14368.

Revision of Working Time-table No. 34.

I beg to submit for sanction revised abstract time-tables for the train services it is proposed to run over the north and south lines with effect from the 1st April next.

The changes to be noticed are :—

(1) An alteration in the departure time of the morning passenger train from Madras from 7 A.M. to 6-45 A.M., and an acceleration in the speed of this train resulting in an earlier arrival at Jalárpet, Salem, Erode, Pódanúr and Mettupálaiyam.

The train will not stop at Munnal and Virinjipuram, but, to serve these stations, a third-class carriage will be attached to an express goods train timed to run from Arkónam to Jalárpet in advance of the 6-45 A.M. passenger train.

(2) An earlier departure of the present 5-15 A.M. mixed train from Pódanúr to Calicut shortening the halt of through passengers by the morning passenger train from Madras at Pódanúr by 46 minutes and resulting in the mixed train arriving at Calicut at 1 P.M. instead of 2 P.M.

(3) An alteration in the departure time of the mixed train from Calicut from 12 noon to 11-50 A.M., and an alteration in the time of arrival at Pódanúr from 8-55 P.M. to 9-20 P.M. The mixed train must continue to receive road goods and other intermediate station traffic, and experience has shown that more time is required in running and at stations.

(4) The departure and arrival times at Mettupálaiyam and Madras of the 8-45 P.M. mixed train from Mettupálaiyam remain the same, but the intermediate times have been slightly changed to allow of the train running at a uniform speed throughout.

(5) An acceleration of the speed of the 5-45 P.M. mail train from Madras resulting in an earlier arrival of the train at Mettupálaiyam and Calicut.

(6) An earlier departure of the mail train from Calicut and a slight alteration in the times at intermediate stations to secure uniform running.

(7) The 1-30 P.M. mixed train from Madras is timed to arrive at Kátpádi at 8-55 P.M. instead of at 8-30 P.M.

(8) The 3-50 A.M. mixed train from Kátpádi to start at 3-45 A.M. arriving at Madras as at present.

(9) The 7 A.M. mixed train from Tirúr has been altered to arrive at Calicut at 9-25 A.M. instead of 9-27 A.M.

(10) The local goods trains running between Pódanúr and Olavakód it is proposed to convert into mixed trains and to extend the service to Coimbatore and Pálghat.

The evening train will leave Coimbatore at 6-30 P.M. and Pódanúr for Pálghat at 7-10 P.M. in connection with the local day train from Salem.

The morning train from Pálghat will leave at 5-43 A.M. and will arrive at Pódanúr at 8-40 A.M.

Passengers for Coimbatore will travel from Pódanúr by the mail train.

(11) The present 9-38 A.M. train from Salem it is proposed to start at 10-25 A.M. to arrive at Pódanúr at 6-50 P.M. instead of at 5-40 P.M.

The present 7-15 A.M. local mixed train will leave Pódanúr at 7-25 A.M. and will arrive at Salem at 3-47 P.M.

Goods trains will be arranged between Salem and Jalárpet to connect with the Salem and Pódanúr mixed trains.

Bangalore Branch.

(12) The present 6-55 A.M. passenger train from Bangalore City will leave at 7-10 A.M. and will arrive at Jalárpet as at present.

The present 2-40 P.M. passenger-train from Jalárpet will leave at 1-43 P.M. and will arrive at Bangalore City at 6-57 P.M. instead of at 8-20 P.M.

(13) The present 7 P.M. mail train from Bangalore City will leave at 8 P.M. and will arrive at Jalárpet at 12-17 A.M. instead of 12-22 A.M.

The present 1 A.M. mail train from Jalárpet will arrive at Bangalore City at 6-30 A.M. instead of at 6-50 A.M.

(14) The north and south goods trains it is proposed to convert into mixed trains, and these trains will leave Jalárpet and Bangalore Cantonment respectively at 5-10 A.M. and 2 P.M.

North-West Line.

(15) The intermediate times of the 7-15 A.M. passenger, 5 P.M. mail and 6-15 P.M. mixed trains have been re-arranged, but no alteration has been made in the departure or arrival times at terminal stations.

(16) The present 6-25 A.M. mixed train from Cuddapah is altered to arrive at Raichur at 10-12 P.M. instead of at 10-5 P.M.

(17) The intermediate station times have been altered for the 12-45 P.M. mail and the 6-40 A.M. mixed trains, but the arrival and departure times at and from terminal stations remain unchanged

(18) The 2-30 A.M. mixed train from Raichur is timed to arrive at Cuddapah at 5-30 P.M. instead of at 5-40 P.M.

The intermediate times of the mail and passenger trains have been changed on the north-west line to secure uniform running.

From the Agent and Manager, Madras Railway Company, dated Madras, 8th February 1890, No. 6619/153.

From the Agent and Manager, Madras Railway Company, dated Madras, 20th February 1890, No. 6619 A/200.

ENCLOSURE.

From the Traffic Manager, to the Agent and Manager, Madras Railway Company, dated Madras, 18th February 1890, T. No. 2416/14423.

Revision of Working Time-table No. 34.

With reference to my letter of the 1st instant, I beg to advise you that I met the Traffic Manager of the Southern Mahratta Railway by appointment at Bangalore City on Sunday last.

2. Mr. Craik advised me that a revised service of trains for the Southern Mahratta and Mysore State Railways had been sanctioned by the Government of Bombay with effect from the 1st March, and he wished to know if we could arrange for our mixed trains over the Bangalore Branch to run in connection with their trains arriving at and leaving Bangalore City at noon.

3. I have therefore to ask you to kindly obtain the sanction of Government to a modification of the time-tables submitted for sanction on the 1st February so far as the mixed trains from and to Jalárpet and Bangalore are concerned.

4. The mixed train from Jalárpet will from the 1st April leave at 4-50 A.M. instead of 5-10 A.M. and will arrive at Bangalore City at 1-30 P.M. instead of 2-15 P.M.

5. The mixed train to Jalárpet will leave Bangalore City at 2-25 P.M. instead of at 2 P.M. from the Cantonment, and will arrive at Jalárpet at 11 P.M. instead of at 9-40 P.M.

6. This change will allow of local passengers travelling between Mysore and Jalárpet on the same day by mixed trains.

Submitted for the sanction of Government.

2. The Agent and Manager, Madras Railway, submits for the sanction of Government an abstract time-table of the revised train services, which it is proposed to introduce on the north-west and the south-west lines with effect from 1st April 1890.

3. The principal alterations are as follows :—

The present 7 A.M. train from Madras to start at 6-45; to arrive at Jalárpet at 1-23 P.M. instead of 2-20, Pódanúr at 2-52 A.M. instead of 3-11, and Mettupálaiyam at 5-5 A.M. instead of 5-15. This will admit of an earlier departure by 65 minutes of the mixed train from Pódanúr westward, viz., at 4-10 A.M. instead of 5-15, thus reducing the stoppage at this station from 2 hours 4 minutes to 1 hour 18 minutes, and securing an earlier arrival at Calicut by one hour. The train in connection with the 6-45 A.M. will leave Jalárpet at 1-43 P.M. arriving at Bangalore Cantonment at 6-32 instead of 7-55 P.M. and Bangalore City at 6-57 instead of at 8-20 P.M.

The 12 noon through train from Calicut to start at 11-50 and arrive at Pódanúr at 9-20 P.M. or 25 minutes later than at present, as it is found that more time is required to work it, this will give 1 hour 28 minutes at Pódanúr instead of 1 hour 53 minutes as at present.

The speed of the 5-45 P.M. mail from Madras is to be slightly accelerated, and it is timed to arrive at Mettupálaiyam 25 minutes and Calicut 15 minutes earlier than at present. It will arrive at Cantonment station, Bangalore, at 5-58 A.M. and the City at 6-20 A.M. instead of at 6-25 and 6-50 A.M.

The mail train from Bangalore will leave the City station at 8 and the Cantonment at 8-40 P.M. instead of at 7 and 7-55 P.M. as at present, but will arrive at Madras at the same time as now.

The morning train from Bangalore will leave at 7-10 instead of 6-35 arriving at Jalárpet as at present.

These alterations will go far to meet the requirements of the Southern Mahratta Railway system (see G.O., No. 1182 R., dated 29th October 1889), and will, it is hoped, tend to lessen the crowding of the Cantonment platform.

The local train from Salem to Pódanúr to start at 10-25 A.M. instead of 9-38, and the corresponding one in the opposite direction to leave Pódanúr at 7-25 A.M. instead of 7-15.

The times of arrival at intermediate stations of the mails and passenger trains have in some cases been slightly altered to secure uniformity in running, and there are also a few unimportant alterations in some of the mixed trains.

It is proposed to convert one of the goods trains each way on the Bangalore Branch into mixed trains, and to slightly alter the time of running, in order that they may connect with the Southern Mahratta Railway revised train service authorised from 1st March 1890. This will permit local passengers travelling between Mysore and Jalárpet to continue their journey in either direction. The mixed train from Jalárpet will start at 4-50 instead of 5-10 A.M. and arrive at Bangalore City at 1-30 instead of 2-15 P.M. The mixed train to Jalárpet will leave Bangalore City at 2-25 instead of the Cantonment station at 2 P.M. as at present and will arrive at Jalárpet at 11 instead of 9-40 P.M.

The goods train between Pódanúr and Olavakód will also be converted into a mixed train, and the service extended to Coimbatore and Pálghat.

4. The alterations proposed in so far as they affect the connection with the South Indian Railway have received the approval of that Company.

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

ORDER—dated 25th February 1890, No. 294 R., Public Works.

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

(True Extract.)

(Signed) C. J. SMITH, Colonel, R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways.
" Examiner, Guaranteed Railway Accounts.
" Postmaster-General.
" Chairman, Chamber of Commerce.
" Public Department.
" Revenue "
" Military "
" Post master General Bombay.
" Inspector general of Ry mail Service Calcutta

Exd. J. Moses.
Spare Copies

RAILWAY.

Govt. of {1890} Madras.

PUBLIC WORKS.

Dated February, 25th.

Recd. *Encl.*

G.O., 25th Feb. 1890, No. 294 R.

FEBRUARY.

Madras Railway

The introduction of the revised time-table for the — on the 1st April 1890, sanctioned.

(No. II.)
No. 134

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 5th February 1890

1/26

From

The Ag. *Agent and Manager.*

To

The *Consulting Engineer for Railways.*

Madras

SIR,

Revision of Working Timetable

I submit herewith a revised Time-table together with a list prepared by the Traffic Manager shewing the proposed Changes as compared with the Time-tables now in force. It is proposed to introduce the new Time-table from the 1st of April next, and I have the honour to request that if approved the Sanction of Government for the alteration may be conveyed to me at an early date.

I have the honour to be
Sir,
Your Most Obedt. Servt.

Trevithick

REGISTER
No. 134
FILE
No.

En III

P.W. Encl
14/2/90

MADRAS RAILWAY.

From
The Agent and Manager.

To
The Consulting Engineer
for Railways.

To Govt with
G. R. [illegible]

Dated 5th February 1890
Recd. 6th Feby
No. 134

Submitting a revised time table with the M. Ry Co's approval
Hankin

Vide Letter to A. M. No.
115 of 7/2/90

Enclosures 2 1/6

S 14368

Madras Railway Company
Traffic Manager's Office
Madras 1st February 1890.

The Ag. Agent & Manager
Rayapuram.

Dear Sir,

Revision of Working Time Table No. 34.

I beg to submit for sanction revised abstract Time Tables for the train services, it is proposed to run over the North and South Lines with effect from the 1st April next.

The changes to be noticed are:-

1. An alteration in the departure time of the morning Passenger train from Madras from 7.0 a.m. to 6.45 a.m. and an acceleration in the speed of this train resulting in an earlier arrival at Jalarpet, Salem, Erode, Podanur and Mettupalaiyam.

The train will not stop at Minnal and Virinjipuram but to serve these stations a 3rd Class carriage will be attached to an express Goods train timed to run from Arkonam to Jalarpet in advance of the 6.45 a.m. Passenger train.

2. An earlier departure of the present 6.15 a.m. mixed train from Podanur to Calicut shortening the halt of through passengers by the morning passenger train from Madras at Podanur by 46 minutes and resulting in the mixed train arriving at Calicut at 1.0 p.m. instead of 2.0 p.m.

3. An alteration in the departure time of the mixed train from Calicut from 12.0 noon to 11.50 a.m. and an alteration in the time of arrival at Podanur from 8.55 p.m. to 9.20 p.m. The mixed train must continue to receive Road Goods and other intermediate

station traffic and experience has shown that more time is required in running, and at stations.

4. The departure and arrival times at Mettupalaiyam and Madras of the 8.45 p.m. mixed train from Mettupalaiyam remain the same, but the intermediate times have been slightly changed to allow of the train running at a uniform speed throughout.

5. An acceleration of the speed of the 5.45 p.m. mail train from Madras resulting in an earlier arrival of the train at Mettupalaiyam and Calicut.

6. An earlier departure of the mail train from Calicut and a slight alteration in the times at intermediate stations to secure uniform running.

7. The 1.30 p.m. mixed train from Madras is timed to arrive at Katpadi at 8.55 p.m. instead of at 8.30 p.m.

8. The 3.50 a.m. mixed train from Katpadi to start at 3.45 a.m. arriving at Madras as at present.

9. The 7.0 a.m. mixed train from Tirur has been altered to arrive at Calicut at 9.25 a.m. instead of 9.27 a.m.

10. The local goods trains running between Podanur and Olavakode, it is proposed to convert into mixed trains and to extend the service to Coimbatore and Palghat.

The evening train will leave Coimbatore at 6.30 p.m. and Podanur for Palghat at 7.10 p.m. in connection with the local day train from Salem.

The morning train from Palghat will leave at 5.43 a.m. and will arrive at Podanur at 8.40 a.m.

Passengers for Coimbatore will travel from Podanur by the mail train.

11. The present 9.38 a.m. train from Salem, it is proposed to start at 10.25 a.m., to arrive at Podanur at

MADRAS RAILWAY COMPANY

6.50 p.m. instead of at 5.40 p.m.

The present 7.15 a.m. local mixed train will leave Podanur at 7.25 a.m. and will arrive at Salem at 6.47 p.m.

Goods trains will be arranged between Salem and Jalarpet to connect with the Salem and Podanur mixed trains.

Bangalore Branch.

12. The present 6.55 a.m. Passenger train from Bangalore City will leave at 7.10 a.m. and will arrive at Jalarpet as at present.

The present 2.40 p.m. Passenger train from Jalarpet will leave at 1.43 p.m. and will arrive at Bangalore City at 6.57 p.m. instead of at 8.20 p.m.

13. The present 7.0 p.m. Mail train from Bangalore City will leave at 8.0 p.m. and will arrive at Jalarpet at 12.17 a.m. instead of 12.22 a.m.

The present 1.0 a.m. Mail train from Jalarpet will arrive at Bangalore City at 6.30 a.m. instead of at 6.50 a.m.

14. The North and South goods trains, it is proposed to convert into mixed trains and these trains will leave Jalarpet and Bangalore Cantonment respectively at 5.10 a.m. and 2.0 p.m.

North West Line.

15. The intermediate times of the 7.15 a.m. Passenger, 5.0 p.m. Mail and 6.15 p.m. mixed trains have been re-arranged, but no alteration has been made in the departure or arrival times at terminal stations.

16. The present 6.25 a.m. mixed train from Cuddapah is altered to arrive at Raichur at 10.12 p.m. instead of at 10.5 p.m.

17. The intermediate station times have been

altered for the 12.45 p.m. Mail and the 6.40 a.m. mixed trains, but the arrival and departure times at and from terminal stations remain unchanged.

18. The 2.30 a.m. mixed train from Raichur is timed to arrive at Cuddapah at 5.30 p.m. instead of at 5.40 p.m.

The intermediate times of the Mail and Passenger trains have been changed on the North West line to secure uniform running.

Yours faithfully,
/Sd/ Louis S. Moss,
Traffic Manager.

/True Copy/

Actg. Agent & Manager.

Sn 134
/1

P.W. Svs 3
14/2/90

5,000—14-11-85.

(No. I.)
No. 6619
153

Duke

MADRAS RAILWAY.

6 P

AGENT AND MANAGER'S OFFICE,
MADRAS, 8th February 1890

From

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

To

The Consulting Engineer for Railways.

SIR,

Your No. 115 dated 7th Feby inst

Revision of Working Timetable

I have the honour to state that the modifications of the local train service between Salem and Podanur to which it is presumed attention is drawn, have been agreed to by the South Indian Railway Company, in so far as that Company will be affected, if the proposed alterations take effect.

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

for Ag Agent & Manager

MADRAS RAILWAY.

From The Agent and Manager.

To The Consulting Engineer for Railways.

Dated 8th Feby 1890

Recd. 10th " No. 153

Re: revision of working time table.

REGISTER
№ 151
FILE
№

(No. I.)
No. 6619a/200

5,000—14-11-85.

78

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,
MADRAS, 20th February 1890

From
The Ag: Agent and Manager.
M.R.C.

To
The Consulting Engineer for Railways.

SIR,

Revision of Working Timetable.
Your No 115 d/ 7th Feb. Inst.

I have now the honour to submit copy of an application from the Traffic Manager. No T2416/14423 dated 18th February instant for a slight modification of the revised timetable submitted with this office letter No 6619/134 dated 5th inst.

It will be seen from the enclosure that the Bombay Government have sanctioned a revised service of trains, which was submitted for approval by the Southern Mahratta Railway, for the Mysore line, with effect from the 1st March proximo, and in

REGISTER
No. 194
FILE
No.

MADRAS RAILWAY.

From
The Agent and Manager.

To
The Consulting Engineer
for Railways.

Dated 188
Recd. 21.2.90
No. 200.

return with previous papers

Return the time table first received to the Agent and to send simply to be submitted with the [illegible] modifications for sanction. [illegible]

Vide Letter to am No 171
d. 21/2/90

Enclosure

8 J8

J 2416 / 14423

Madras Railway,
Traffic Manager's Office,
Madras 18th February 1890

The Agent & Manager,
Royapuram.

Dear Sir,

Revision of N. T. Table No. 34.

With reference to my letter of the 1st Instant, I beg to advise you that I met the Traffic Manager of the Southern Mahratta Railway by appointment at Bangalore City on Sunday last.

Mr Craik advised me that a revised service of trains for the Southern Mahratta and Mysore State Railways had been sanctioned by the Government of Bombay with effect from the 1st March and he wished to know if we could arrange for our mixed trains over the Bangalore Branch to run in connection with their trains arriving at, and leaving Bangalore City at noon.

I have therefore to ask you to kindly obtain the sanction of Government to a modification of the time tables submitted for sanction on the 1st February so far as the mixed trains from and to Jalarpet and Bangalore are concerned.

The mixed train from Jalarpet will from the 1st April leave at 4.50 A.m. instead of 5.10 A.m. and will arrive at Bangalore City at 1.30 P.m. instead of 2.15 P.m.

The mixed train to Jalarpet will leave Bangalore City at 2.25 P.m. instead of at 2.0 P.m from the Cantonment, and will arrive at Jalarpet at 11.0 P.m instead of at 9.40 P.m.

This change will allow of local passengers

The

976

travelling between Mysore and Jalarpet in the same day by mixed trains.

Yours faithfully,
for Louis S. Moss
Traffic Manager.

(True Copy)

W. Mead
for Ag. Agent & Manager.

S.V.

FORM No. 1.

PUBLIC WORKS DEPARTMENT.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,

Madras, 11th February 1890.

Letter from the Agent and Manager, Madras Railway, No. $\frac{6619}{134}$, dated 5th February 1890, with enclosures.

—— Do. —— No. $\frac{6619}{153}$, dated 8th February 1890.

—— Do. —— No. $\frac{6619a}{200}$, dated 20th February 1890, with enclosure.

No. 106

SUBMITTED for the sanction of Government.

10 P

2. The Agent and Manager, Madras Railway, submits for the sanction of Government an abstract time table of the revised train services, which it is proposed to introduce on the North west and the South west Lines with effect from 1st April 1890.

3. The principal alterations are as follows:–

The

The present 7 a.m. train from Madras to start at 6.45; to arrive at Jalarpet at 1.23 p.m. instead of 2.20, Rodanur at 2.52 a.m. instead of 3.11 and Meettapalaiyam at 5.5 a.m. instead of 5.15. This will admit of an earlier departure by 65 minutes of the mixed train from Rodanur westward viz at 4.10 a.m. instead of 5.15, thus reducing the stoppage at this station from 2 hours 4 minutes to 1 hour 18 minutes, and securing an earlier arrival at Calicut by one hour. The train in connection with ~~this~~ 6.45 a.m. will leave Jalarpet at 1.43 p.m. arriving at Bangalore Cantonment at 6.32 instead of 7.55 p.m. and ~~at~~ Bangalore city at 6.57 instead of

7.55

at 8.20 p.m.

The 12 noon through train from Calicut to start at 11.50 and arrive at Rodanur at 9.20 p.m. or 25 minutes later than at present, as it is found that more time is required to work it, this will give 1 hour 28 minutes at Rodanur instead of 1 hour 53 minutes as at present.

The speed of the 5.45 p.m. mail from Madras is to be slightly accelerated and it is timed to arrive at Mettapalaiyam 25 minutes, and Calicut 15 minutes earlier than at present. It will arrive at Cantonment station Bangalore at 5.58 a.m. and the City at 6.20 a.m. instead

instead of at 6.25 and 6.50 a.m.

The mail train from Bangalore will leave the City station at 8 and the Cantonment at 8.40 p.m. instead of at 7 and 7.55 p.m. as at present, but will arrive at Madras at the same time as now.

The morning train from Bangalore will leave at 7.10 instead of 6.35 arriving at Jalarpet as at present.

These alterations will go far to meet the requirements of the Southern Mahratta Railway system (See G.O. No. 1182 C. dated 29th October, 1889.) and will it is hoped tend to lessen the crowding of the Cantonment platform.

The local train from Salem to Podanur to start at 10.25 a.m. instead of 9.38 and the corresponding one in the opposite direction to leave Podanur at 7.25 a.m. instead of 7.15.

The times of arrival at intermediate stations of the mails and passenger trains have in some cases been slightly altered to secure uniformity in running, and there are also a few unimportant

unimportant alterations in some of the mixed trains.

It is proposed to convert one of the goods trains each way on the Bangalore Branch, into mixed trains, and to slightly alter the times of running, in order that they may connect with the South Mahratta Railway revised train service authorized from 1st March 1890. This will permit local passengers travelling between Mysore and

Jalarpet to continue their journey in either direction. The mixed train from Jalarpet will start at 4.50 instead of 5.10 a.m. and arrive at Bangalore city at 1-30 instead of 2.15 p.m. The mixed train to Jalarpet will leave Bangalore city at 2.25 instead of the Cantonment station at 2 p.m. as at present and will arrive at Jalarpet at 11 instead of 9.40 p.m.

The goods train between Podanur and Olavakode will also be be converted into a revised car train, and the service extended to Coimbatore and Palghat.

4. The alterations proposed in so far as they affect the connection with the South Indian Railway have received the approval of that Company.

5. The revised time table is recommended for sanction.

Sidney Smith
Major R.E.
for Consg. Engr. for Rys

14

A
Form No. 3.
No. 294 R dated 25th Febry: 1890

15 P

Ileo
13 Feb

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

C.L.1
12. 2. 90

R.

To.

The Cons: Engr: for Rys:
" Examr: Gl: Ry: accts 13/3
" Postmaster General 13/3
" Chairman Chamber of Commerce 13/3
" Public Departt: 13/3
" Revenue Departt. 13/3
" Military — do — √13/3
" Inspr. Genl: Ry. Mail Service Calcutta
— Postmaster General Bombay. √13/3

12-2-90 R 14 ... 90

P.W.C. No 1412

From
THE CONSULTING ENGINEER
FOR RAILWAYS,
MADRAS,

No. 106

Dated 11th
Received 12.
February 1890.

No. of Enclosures. 4

Subject.

Submits for sanction, a revised time-table, to be introduced on the Madras Railway, with effect from 1st April 1890.

A No. 294 R d/ 25. 2. 90.

16

Govt. of (18) Madras.

PUBLIC WORKS.

LS
8/3/90

Dated

Recd. Encl.

G.O. 25 Feby 1890 No. 294 R

Madras Railway

The introduction of the revised time table for the — on the 1st April 1890, sanctioned –

130
8

28/2.