

Public Works (1893) Department.

RAILWAY BRANCH.

G.O., No. 154 R

DATED 23rd January

[Despatch Abstract.]

South Indian Railway.

Certain alterations proposed in the time table of the —, approved, and the introduction of ~~the~~ revised one for the whole undertaking on the 1st April/93, sanctioned.

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FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

APPENDICES.

Abstract of the present South Indian Railway train service and what is proposed from April 1st, 1883.

Main Line Through Trains.

Stations.	No. 6 TRAIN PAMNORE.		No. 13 TRAIN MAIL.		Stations.	No. 40 TRAIN MAIL.		No. 44 TRAIN PAMNORE.	
	Present.	Proposed.	Present.	Proposed.		Present.	Proposed.	Present.	Proposed.
Madras, Egmore	7-6	9-45	17-0	17-15	Tuticoria	6-0	6-20	14-16	14-0
Chingleput J.	9-5	9-45	18-35	18-52	Maniyatchi J.	6-55	7-15	16-7	16-56
Villupuram J.	9-25	9-10	18-55	19-20	Madura	7-10	7-30	16-10	16-10
Tanjore J.	12-57	12-39	21-53	22-16	Trichinopoly J.	11-37	11-66	19-53	19-38
Trichinopoly J.	13-16	12-56	22-10	22-26	Tanjore J.	11-60	12-27	20-25	20-5
Madura	21-18	20-45	4-35	4-36	Trichinopoly J.	17-40	18-20	2-35	2-0
Chingleput J.	21-33	20-46	4-50	4-50	Madura	18-20	18-40	2-35	2-30
Tanjore J.	23-6	22-20	6-10	6-10	Trichinopoly J.	19-40	20-0	4-31	4-6
Trichinopoly J.	23-20	22-36	6-35	6-25	Madura	20-6	20-30	4-60	4-37
Madura	8-11	4-36	12-35	12-20	Villupuram J.	2-63	3-0	12-45	12-30
Chingleput J.	8-25	4-60	12-45	12-45	Tanjore J.	2-10	2-15	13-0	12-41
Trichinopoly J.	9-43	9-24	17-1	17-7	Chingleput J.	6-12	6-13	16-33	16-15
Madura	9-55	9-27	17-11	17-17	Trichinopoly J.	6-23	6-30	16-30	16-10
Tanjore J.	11-50	10-30	18-5	18-10	Madura, Egmore	9-0	9-10	18-55	18-56

Main Line other trains.

Stations.	No. 17 train.		—		No. 1 train.		No. 3 train.		No. 6 train.		No. 24 train.		No. 9 train.		No. 27 train.		No. 18 train.	
	Present.	Proposed.	Present.	Proposed.	Present.	Proposed.	Present.	Proposed.	Present.	Proposed.	Present.	Proposed.	Present.	Proposed.	Present.	Proposed.	Present.	
Bach ..	Dep.	..	..	..	..	..	..	..	6-25	6-0	12-45	12-45	..	17-26	17-26	..	..	
Madras, Egmore	{ Arr. Dop.	..	..	..	..	..	..	..	7-20	6-48	13-21	13-21	..	17-49	17-49	..	..	
Pallavaram ..	{ Dep. Arr.	..	..	..	..	..	..	..	7-28	6-51	14-33	14-33	..	18-38	18-38	..	..	
Chingleput J. ..	{ Dop. Arr.	..	..	..	..	..	..	..	8-16	8-16	14-38	14-38	..	..	..	..	..	
Villupuram J. ..	{ Dop. Arr.	..	..	..	..	..	..	6-15 { Can- celled.	8-16	8-16	16-20	16-20	..	..	..	..	..	
Mylavarum ..	{ Dop. Arr.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Tanjore J. ..	{ Arr. Dep.	8-25 8-40 To Negra- patam.	..	From Negra- patam. 8-40	8-0 10-39 10-55	3-40 10-10 10-25	..	..	..	..	..	..	..	..	..	..	..	
Trichinopoly J. ..	{ Arr. Dep.	11-50 12-10	..	11-36 12-10 12-5	17-26	16-35	..	..	..	..	..	..	..	..	..	..	..	
Madam ..	{ Arr. Dop.	13-10 13-30	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Maniyachi J. ..	{ Dep. Arr.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Tatconia ..	{ Arr. Dop.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Can- celled.	..	

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Branch Lines.

Stations		No. 110 TRAIN.		No. 111 TRAIN.		No. 116 TRAIN.		No. 117 TRAIN.		No. 123 TRAIN.		No. 125 TRAIN.		No. 126 TRAIN.		No. 128 TRAIN.	
		Present.	Proposed.	Present.	Proposed.	Present.	Proposed.	Present.	Proposed.	Present.	Proposed.	Present.	Proposed.	Present.	Proposed.	Present.	Proposed.
<i>Arbore Branch.</i>																	
Arbore ..	Dep.	8-45	6-40	13-50	13-15												
Chingleput ..	Arr.	8-50	8-45	16-30	16-05												
<i>Pondicherry Branch.</i>																	
Pondicherry ..	Dep.					0-50	1-0	10-30	10-15								
Villupuram ..	Arr.					2-50	2-45	12-30	12-15								
<i>Eggsalem Branch.</i>																	
Eggsalem ..	Dep.									1-30	2-0	8-10	8-0	10-40	10-15	16-30	17-0
Tanjore ..	Arr.									4-30	4-0	9-10	9-25	14-40	14-15	19-30	20-0

Stations.		No. 104 TRAIN.		No. 105 TRAIN.		No. 120 TRAIN.		No. 122 TRAIN.		No. 131 TRAIN.		No. 133 TRAIN.		No. 136 TRAIN.		No. 137 TRAIN.	
		Present.	Proposed.	Present.	Proposed.	Present.	Proposed.	Present.	Proposed.	Present.	Proposed.	Present.	Proposed.	Present.	Proposed.	Present.	Proposed.
<i>Arkonam Branch.</i>																	
Chingleput	..	9-35	9-15	10-45	10-45	..	..	..	..	..	..	..	..	..	..	..	..
Arkonam	..	12-30	12-4	10-50	10-50	..	..	..	..	..	..	..	..	..	..	..	..
<i>Pondicherry Branch.</i>																	
Villupuram	..	..	..	..	..	12-15	13-0	22-15	22-35	..	..	..	..	..	..	..	..
Pondicherry	..	..	..	..	..	10-5	14-50	0-5	0-25	..	..	..	..	..	..	..	..
<i>Negapatam Branch.</i>																	
Tanjore	..	..	..	..	..	..	..	..	..	5-0	5-0	10-0	9-30	10-15	14-30	21-40	20-45
Negapatam	..	..	..	..	..	..	..	..	..	7-55	7-55	12-55	13-30	10-10	17-55	0-35	22-40

Branch Lines—cont.

Stations.	No. 140 TRAIN.		No. 143 TRAIN.		No. 146 TRAIN.		No. 149 TRAIN.		No. 150 TRAIN.		No. 152 TRAIN.		No. 171 TRAIN.		No. 174 TRAIN.			
	Present.	Proposed.	Present.	Proposed.	Present.	Proposed.	Present.	Proposed.	Present.	Proposed.	Present.	Proposed.	Present.	Proposed.	Present.	Proposed.	Present.	Proposed.
<i>Erode Branch.</i>																		
Trichinopoly J.	3-0	2-10	6-30	6-30	12-25	12-25	17-35	16-50	18-15	18-35	23-25	21-30						
Trichinopoly Fort	3-15	2-25	6-40	6-40	12-35	12-35	17-40	17-5	18-30	18-50	23-40	22-45						
Karur	..	..	6-40	6-47	12-45	12-45	..	..	..	..	..	..						
Erode	..	..	9-30	9-30	15-35	15-35	..	..	..	..	..	..						
	..	..	11-40	11-40	17-35	17-35	..	..	..	..	..	..						
<i>Timoreilly Branch.</i>																		
Timoreilly	..	..	..	..	..	..	..	..	..	..	..	..	6-40	6-45	..	13-45	13-35	16-10
Masiyachi	..	..	..	..	..	..	..	..	..	..	..	..	6-40	7-5	..	14-55	16-45	17-3

Stations.	No. 153 TRAIN.		No. 155 TRAIN.		No. 157 TRAIN.		No. 160 TRAIN.		No. 165 TRAIN.		No. 168 TRAIN.		No. 170 TRAIN.			
	Present.	Proposed.	Present.	Proposed.	Present.	Proposed.	Present.	Proposed.	Present.	Proposed.	Present.	Proposed.	Present.	Proposed.	Present.	Proposed.
<i>Erode Branch.</i>																
Erode	..	..	..	..	6-35	6-35	12-0	12-15	..	..	..	..	..	..	..	..
Karur	..	..	..	..	8-50	8-50	16-17	15-30	..	..	..	..	..	..	..	..
Trichinopoly Fort	..	..	..	..	11-18	11-18	17-45	17-58	..	..	..	..	..	..	..	..
Trichinopoly J.	3-10	1-35	6-10	6-0	11-28	11-28	17-55	18-5	21-45	21-55	..	..	..	..	..	..
	2-25	1-50	6-25	6-15	11-40	11-40	18-5	18-15	23-0	22-10	..	..	..	..	..	..
<i>Timoreilly Branch.</i>																
Masiyachi	..	..	..	..	..	..	..	..	..	..	7-23	10-10	16-3	18-20	17-25	..
Timoreilly	..	..	..	..	..	..	..	..	..	..	8-13	11-20	16-55	19-30	18-35	..

Branch Lines—cont.

Stations.	No. 71 TRAIN.		No. 99 TRAIN.		Nos. 77 and 101 TRAINS.		No. 102 TRAIN.		Nos. 80 and 97 TRAINS.		No. 75 TRAIN.		No. 78 TRAIN.			
	Present.	Proposed.	Present.	Proposed.	Present.	Proposed.	Present.	Proposed.	Present.	Proposed.	Present.	Proposed.	Present.	Proposed.	Present.	Proposed.
Villupuram	..	..	..	..	3-30	3-30	..	..	12-25	12-10	..	..	..	..	..	..
Tiruvannamalai	..	..	..	..	6-15	6-15	..	..	16-12	16-59	..	..	..	..	..	..
Vellore	..	..	..	..	8-27	8-25	..	..	18-32	18-14	..	..	..	..	..	..
Katpadi	..	..	..	..	9-53	9-53	..	..	20-0	20-6	..	..	..	..	..	..
Chittoor	..	..	..	..	10-3	10-3	..	..	21-45	21-30	..	..	..	..	..	..
Pikala	..	..	..	..	10-25	10-25	..	..	22-7	21-52	..	..	..	..	..	..
Tirupati West	..	..	..	..	10-55	11-0	..	..	23-30	22-35	..	..	..	..	..	..
Renigunta	..	..	..	..	12-5	12-15	..	..	23-40	23-51	..	..	..	..	..	..
Nellore	..	..	..	..	12-20	12-25	..	..	0-5	0-5	..	..	..	..	..	..
	..	..	..	..	13-30	13-30	..	..	1-35	1-14	..	..	..	..	..	..
	..	..	..	..	13-45	13-45	..	..	2-40	1-50	..	..	..	..	..	..
	..	..	..	..	15-24	15-25	..	..	3-18	3-28	..	..	..	..	..	..
	..	..	..	..	15-40	15-40	..	..	6-30	6-38	..	..	..	..	..	..
	..	..	..	..	16-15	16-15	..	..	6-5	4-15	..	..	..	..	..	..
	..	..	..	..	16-30	16-30	..	..	6-20	6-0	..	..	..	..	..	..
	..	..	..	..	21-35	21-55	..	..	11-50	10-35	..	..	..	..	..	..
Pikala	..	..	..	..	..	..	..	..	..	..	6-0	16-0	14-0	Can- celled.	..	..
Chinna Tippaswudram	..	..	..	..	..	..	..	..	..	..	9-39	17-50	18-40	..	..	..
Kalini	..	..	..	..	..	..	..	..	..	..	10-4	18-15	..	..	..	..
Ilumbavaram	..	..	..	..	..	..	..	..	..	..	14-12	21-35	..	..	..	..
	..	..	..	..	..	..	..	..	..	..	14-20	21-45	..	..	..	..
	..	..	..	..	..	..	..	..	..	..	18-0	0-45	..	..	..	..

Branch Lines—cont.

Stations.	No. 91 TRAIN.		Nos. 92 AND 93 TRAINS.		No. 93 TRAIN.		No. 99 TRAIN.		Nos. 96 AND 81 TRAINS.		No. 83 TRAIN.		No. 85 TRAIN.			
	Proposed.	Present.	Proposed.	Present.	Proposed.	Present.	Proposed.	Present.	Proposed.	Present.	Proposed.	Present.	Proposed.	Present.	Proposed.	Present.
Nellore	6-40	6-15	6-0	9-17	13-30	14-5	13-30	14-5	13-10	18-43	11-15	6-30	1-10	7-0	10-0	
Réniganta	6-40	6-15	6-0	9-17	13-30	14-5	13-30	14-5	13-10	18-43	11-15	6-30	1-10	7-0	10-0	
Tirupati West	6-40	6-15	6-0	9-17	13-30	14-5	13-30	14-5	13-10	18-43	11-15	6-30	1-10	7-0	10-0	
Patala	6-40	6-15	6-0	9-17	13-30	14-5	13-30	14-5	13-10	18-43	11-15	6-30	1-10	7-0	10-0	
Chittoor	6-40	6-15	6-0	9-17	13-30	14-5	13-30	14-5	13-10	18-43	11-15	6-30	1-10	7-0	10-0	
Kārdi	6-40	6-15	6-0	9-17	13-30	14-5	13-30	14-5	13-10	18-43	11-15	6-30	1-10	7-0	10-0	
Vellore	6-40	6-15	6-0	9-17	13-30	14-5	13-30	14-5	13-10	18-43	11-15	6-30	1-10	7-0	10-0	
Tiruvāmalai	6-40	6-15	6-0	9-17	13-30	14-5	13-30	14-5	13-10	18-43	11-15	6-30	1-10	7-0	10-0	
Villupuram	6-40	6-15	6-0	9-17	13-30	14-5	13-30	14-5	13-10	18-43	11-15	6-30	1-10	7-0	10-0	
Dharmavaram	6-40	6-15	6-0	9-17	13-30	14-5	13-30	14-5	13-10	18-43	11-15	6-30	1-10	7-0	10-0	
Kediri	6-40	6-15	6-0	9-17	13-30	14-5	13-30	14-5	13-10	18-43	11-15	6-30	1-10	7-0	10-0	
Chinna Tippasamudram	6-40	6-15	6-0	9-17	13-30	14-5	13-30	14-5	13-10	18-43	11-15	6-30	1-10	7-0	10-0	
Patala	6-40	6-15	6-0	9-17	13-30	14-5	13-30	14-5	13-10	18-43	11-15	6-30	1-10	7-0	10-0	

23RD JANUARY 1893, No. 154 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers:—

From the Agent, South Indian Railway, to the Consulting Engineer for Railways, dated Trichinopoly, 2nd January 1893, No. 2.

I forward, herewith, for submission to Government, a draft train time-table which the Traffic Manager recommends for adoption on and from the 1st of April next.

The accompanying report from the Traffic Manager explains in detail the proposed train service.

I have sent a copy of the draft table to the Postmaster-General of Madras for an expression of his opinion thereon and I have asked the Collector of North Arcot if he considers the public will be much inconvenienced by the discontinuance of the night trains between Chittoor and Vellore. These trains, though they work a few goods trucks, are stated by the Traffic Manager not to pay their working expenses.

Please accept this as an answer to your letter No. 1499.

ENCLOSURES.

From the Traffic Manager, South Indian Railway, to the Agent, South Indian Railway, dated 16th December 1892, No. 92 G.4708/B. 894.

[Proposed South Indian Railway Passenger Train Service from 1st April 1893.]

It is anticipated that the renewal of the road with the 50 lb. rails will be completed at the latter end of February or early in March next, and, as this will enable us to take time from the running of both up and down trains, it is desirable the trains should be altered with a view to give a general improved train service as far as possible, and I beg to submit, for your approval and the early sanction of Government, a broad sheet time-table showing the present service and what it will be from the 1st April 1893.

The following are brief explanations of the alterations recommended and the reason they are required:—

Main Line Trains—No. 40 Through Train (Tuticorin to Madras) and No. 6 Mail (Madras to Tuticorin).—These trains now meet in the evening at Ayyampet, necessitating dinner being provided at two stations, viz., at Tanjore for No. 40 and at Kumbakonam for No. 6 mail. The train service from and to Negapatam is also unsatisfactory and complaints are made of the long detention passengers are subjected to at Tanjore. In order to improve matters I propose to slightly alter the trains and make Tanjore the meeting station; passengers in both up and down main line trains and to and from the Negapatam branch would then be able to dine at Tanjore and the train service to and from Negapatam will be improved.

The only objection to these changes is the earlier departure of No. 6 mail from Madras, but, from the enquiries I have made, I believe this alteration will not cause much inconvenience.

No. 44 Mail (Tuticorin to Madras) and No. 12 Through Train (Madras to Tuticorin).—The retiming of these trains will be necessary if the alterations proposed in the trains above referred to are carried out. The later departure of the night train from Madras will be appreciated as the present time is considered too early.

No. 5 Local Mail (Madras to Chingleput).—It will be necessary to start this train from Madras at 6 o'clock if the morning mail from Madras to Tuticorin is altered.

No. 3 Local (Chingleput to Villupuram) and No. 62 Local (Villupuram to Chingleput).—These trains, as pointed out in my report No. 92 G.1486/B. 98 of 20th February 1892, still continue to convey very few passengers, and to make them of more use and give an improved service I propose that the trains at the present times be withdrawn and that No. 9 train from the Beach to

Chingleput be extended to Villupuram. This will give an afternoon local train between Madras and Villupuram and enable passengers from all intermediate stations to join the evening train from Madras to the south at Villupuram. It will also form a new connection with the afternoon train from Arkónam to Chingleput to stations between Chingleput and Villupuram—a want that is at present felt.

The train from Villupuram to be timed to leave at 4-10 o'clock and arrive at Chingleput in time to connect with No. 58 train from Chingleput to Madras. This train will enable passengers arriving at Villupuram from the south by No. 40 through morning train at 3 o'clock to get on to the intermediate stations between Villupuram and Madras without delay. A new connection will also be given from intermediate stations between Villupuram and Chingleput to the Arkónam branch.

No. 66 Local Mail (Chingleput to Madras).—This is the return of No. 5 from Madras to Chingleput. It now conveys very few passengers in consequence of it following so closely No. 44 day mail from Tuticorin to Madras. I, therefore, propose to start it from Chingleput to Madras at 12-15 o'clock. This will give a local train at a very convenient time and considerably reduce the length of time the engine has to stand in steam.

No. 1 (Villupuram to Trichinopoly Junction) and No. 51 (Trichinopoly Junction to Villupuram).—The re-timing of these trains is necessary to meet other altered trains and to maintain the existing connections at Tanjore with the Negapatam branch.

No. 17 (Máyararam to Madura) and No. 35 (Madura to Máyararam).—These trains, I regret to say, continue to keep bad time which is mainly owing to the large amount of work they have to do on the road, and in order to bring about an improvement they should discontinue carrying roadside traffic south of Tanjore and convey only through loads between Tanjore and Trichinopoly and Madura. I also recommend that the train from Máyararam be run to Negapatam instead of to Madura and that No. 126 train from Negapatam to Tanjore be run through to Máyararam. This will enable us to start No. 125 morning train from Negapatam about an hour later, and by making it a through train it may be accelerated to reach Madura earlier. The return working will be that the present No. 35 train from Madura will leave at 5-15 and run through to Negapatam instead of to Máyararam arriving at Negapatam about one hour and fifteen minutes earlier than at present.

There is a very large passenger traffic between Madura and Trichinopoly and Negapatam, and it is considered desirable that at least one through train in each direction should be given to avoid the present long wait at Tanjore and the change at that station.

I may here mention that a short time ago an influential deputation met me in Negapatam to press the question of a through train service and they then complained of the great delay at Tanjore. These alterations, I believe, would satisfy them.

Branch Line Trains.—The slight alterations proposed on the Arkónam, Pondicherry, Negapatam, and the Erode branches (except those already mentioned) are necessary to maintain the existing connections with the main line trains.

Villupuram-Nellore Section.—Number 80 train from Villupuram is altered to leave Pákala for Nellore at 1-50 o'clock, or nearly two hours earlier than at present. This will enable passengers from this line to reach Rénigunta in time to join the Madras Railway North-west train to Madras, it will also get passengers out of the North-west train into Nellore much earlier and allow an earlier delivery of the mails in Nellore to give the public an opportunity of answering their letters the same day.

No. 89 (Chittoor to Vellore) and No. 71 (Vellore to Chittoor).—Number 89 from Chittoor to Vellore now connecting at Kátpádi with the night mail from Madras to Calicut and No. 71 (Vellore to Chittoor) connecting at Kátpádi with the mail from Calicut to Madras are not paying working expenses as will be seen from the attached statement (marked D) showing 13 months' working. I, therefore, recommend the trains be discontinued. This will effect the following saving:—

One engine and men and staff of cleaners, &c.
One guard and set of carriages.

All employed specially to work these trains.

At present there are two mail bags carried under the weighment system; perhaps you may therefore consider it desirable to communicate with the Postmaster-General if you decide to recommend the withdrawal of the trains.

Pákala-Dharmavaram Train Service.—The train service on this section is at present unsatisfactory, and with a view to give a better through service I propose to run the existing No. 78 morning train No. 83 from Chinna Tippasamudram through to Dharmavaram and to start the trains to be run to and from Dharmavaram at those times on the understanding that the Southern Mahratta Railway Company will run connecting trains between Dharmavaram and Guntakal to give a through service with the Madras mail trains at Guntakal.

I have already had this question in hand with the Traffic Manager of the Southern Mahratta Railway and quote his reply for your information:—

"I am in receipt of your letter of 28th October enclosing me, for information, a rough draft of the train service which you propose to organize with effect from the 1st April next between Dharmavaram-Pákala junction and beyond.

"Your proposals would involve night running over a portion at least of the section between Guntakal and Bangalore, but, until I know when the section between Dharmavaram and Hindupur is likely to be completed, I am unable to decide upon any definite arrangement with regard to the service between Bangalore city and Guntakal.

"I am much obliged to you, however, for the details of your train service which you have kindly communicated to me, and as soon as I am in a position to make my arrangement I will let you know."

The Statement marked B (copy of which accompanied my letter to the Traffic Manager of the Southern Mahratta Railway) shows what the connections would be at Guntakal if the trains I propose to and from Dharmavaram are sanctioned, and the Southern Mahratta Railway run trains between Dharmavaram and Guntakal in connection with them.

To give a day local train service at the north end of the Dharmavaram section it will be necessary to run a local morning train from Dharmavaram to Kadiri and back. This, however, will not involve any increase in the train mileage.

Tinnevely Branch Train Service.—The present local train service between Tinnevely and Tuticorin necessitates passengers from the north to Tinnevely having to wait a long time at Maniyachi in the afternoon, and to get over the difficulty and give as good a service as possible to and from Tinnevely I propose to discontinue running the trains between Maniyachi and Tuticorin and run branch trains only in connection with the up and down main line trains at Maniyachi.

I append tables marked C showing the present and proposed service between Tinnevely and Tuticorin and Madura worked out to meet the main line trains as altered from the 1st April. The only objections to the alterations are that passengers from Tuticorin to Tinnevely in the morning will have to leave at 6 o'clock instead of 8-15 and in the afternoon at 14 o'clock instead of 17 o'clock.

From the enquiries made, I am of opinion the alterations would not cause much inconvenience.

STATEMENT B.

THROUGH train service.

Stations		No. 1.	Stations		No. 2.
Tuticorin	Dep.	6 20	Bombay	Dep.	21 30
Maniyachi Junction	Dep.	7 15	Poona	Dep.	3 10
Tinnevely	Dep.	8 45	Secunderabad	Dep.	7 0
Maniyachi Junction	Dep.	7 30	Kaichur	Dep.	17 0
Madura	Dep.	12 27	Guntakal	Dep.	19 49
Hindigul	Dep.	13 18	Bellary	Dep.	16 46
Trichinopoly Junction	Dep.	18 40	Guntakal	Dep.	19 25
Tanjore Junction	Dep.	20 20	Kistna	Dep.	6 55
Negapatam	Dep.	21 46	Guntakal	Dep.	19 0
Tanjore Junction	Dep.	22 49	Guntakal	Dep.	20 30
Kumbakonam	Dep.	1 41	Dharmavaram	Dep.	0 30
Máyavaram	Dep.	3 0	Do.	Dep.	1 10
Cuddalore Old Town	Dep.	1 0	Kadiri	Dep.	4 9
Villupuram Junction	Dep.	3 30	Chinna Tippasamudram	Dep.	7 40
Pondicherry	Dep.	10 3	Pákala Junction	Dep.	11 45
Villupuram Junction	Dep.	11 0	Tirupati (West)	Dep.	15 25
Vellore	Dep.	12 23	Rénigunta	Dep.	16 15
Kátpádi	Dep.	13 30	Nellore	Dep.	21 55
Chittoor	Dep.	8 0	Pákala Junction	Dep.	12 15
Pákala Junction	Dep.	9 37	Chittoor	Dep.	13 25
Nellore	Dep.	10 20	Kátpádi	Dep.	14 46
Rénigunta	Dep.	14 0	Vellore	Dep.	15 32
Tirupati (West)	Dep.	18 15	Villupuram Junction	Dep.	21 45
Pákala Junction	Dep.	21 45	Pondicherry	Dep.	0 25
Chinna Tippasamudram	Dep.	0 45	Villupuram Junction	Dep.	22 26
Kadiri	Dep.	1 30	Cuddalore Old Town	Dep.	23 47
Dharmavaram	Dep.	2 30	Máyavaram	Dep.	3 35
Do.	Dep.	3 30	Kumbakonam	Dep.	4 36
Guntakal	Dep.	4 36	Tanjore Junction	Dep.	7 35
Southern Mah-	Dep.	15 35	Negapatam	Dep.	4 40
ratta Railway.	Dep.	8 30	Tanjore Junction	Dep.	6 10
Guntakal	Dep.	10 45	Trichinopoly Junction	Dep.	10 7
Bellary	Dep.	7 37	Hindigul	Dep.	12 20
Guntakal	Dep.	10 40	Madura	Dep.	17 7
Kaichur	Dep.	30 0	Maniyachi Junction	Dep.	18 36
Secunderabad	Dep.	0 35	Tinnevely	Dep.	17 17
Poona	Dep.	7 0	Maniyachi Junction	Dep.	18 10
Bombay	Dep.		Tuticorin	Dep.	

Ordinary figures are existing times over other railways and as proposed over the South Indian Railway from 1st April.
Block figures show connecting trains that might be run by the Southern Mahratta Railway.

STATEMENT C.

Proposed train service to and from Tinnevely from 1st April 1893.

		Present.	Proposed.	Present.	Proposed.	Present.	Proposed.	Present.	Proposed.
Tuticorin ..	Dep.	6 0	6 20	8 45	..	14 15	14 0	17 0	..
Maniyachi Junction.	Arr.	6 55	7 15	9 50	..	13 7	14 54	18 7	..
		Mixed.	Mixed.		Mail.	Mixed.	Mixed.		Mail.
Tinnevely ..	Dep.	6 40	6 55	8 30	13 45	13 35	..	16 10	..
Maniyachi Junction.	Arr.	6 50	7 5	9 22	14 55	14 45	..	17 8	..
			Mail.	Mixed.	Mixed.		Mail.	Mixed.	Mixed.
Maniyachi Junction.	Dep.	..	7 23	10 10	9 40	..	16 8	18 20	17 25
Tinnevely ..	Arr.	..	8 15	11 20	10 50	..	16 55	19 30	18 35
Maniyachi Junction	Dep.	7 10	7 30	..	..	15 20	16 10	..	..
Maniyachi Junction	Dep.	..	..	..	..	..	..	..	..
from north ..	Dep.	..	..	..	..	..	..	..	..
Tuticorin ..	Arr.	8 20	..	9 55	10 30	16 20	..	17 11	17 17
				10 50	..	..	..	18 6	18 10

Present and proposed train service between Madura and Tinnevely, Tuticorin and Tinnevely.

			Present.	Proposed.
Madura ..	Dep.	..	6 25	12 45
Maniyachi Junction	Arr.	..	9 43	17 1
Do.	Dep.	..	10 10	18 20
Tinnevely ..	Arr.	..	11 20	19 30
	Time occupied ..	..	5 55	6 45
Tinnevely ..	Dep.	..	6 40	13 45
Maniyachi Junction	Arr.	..	8 50	14 55
Do.	Dep.	..	7 10	15 20
Madura ..	Arr.	..	11 37	19 55
	Time occupied ..	..	5 57	6 10
Tinnevely ..	Dep.	..	6 40	13 45
Maniyachi Junction	Arr.	..	8 50	14 55
Do.	Dep.	..	7 10	15 15
Tuticorin ..	Arr.	..	8 20	16 30
	Time occupied ..	..	2 40	2 55
Tuticorin ..	Dep.	..	8 45	17 0
Maniyachi Junction	Arr.	..	9 50	18 7
Do.	Dep.	..	10 10	18 20
Tinnevely ..	Arr.	..	11 20	19 30
	Time occupied ..	..	2 35	2 30

STATEMENT D.

STATEMENT of passenger bookings for No. 71 train (Vellore to Chittoor) and No. 89 train (Chittoor to Vellore) for 13 months ending 30th September 1892.

	No. 71 TRAIN.		No. 89 TRAIN.	
	Number.	Amount.	Number.	Amount.
First class ..	85	Rs. 22 11 0	100	Rs. 92 15 0
Second do. ..	184	65 12 0	355	132 7 0
Third do. ..	8,673	1,014 6 9	21,690	4,845 15 6
Total ..	8,942	2,002 13 9	22,045	4,971 5 6
Average per train per day ..	22	5 1 1	55	12 1 3
Do. do. mile ..	..	0 3 0	..	0 7 3

NOTE.—These figures include the bookings from and to the Madras Railway, but that Company's proportion is omitted.
The average coaching receipts per train mile for the half-year ending 30th June 1892 were Rs. 2 82 for the whole undertaking.

From the Agent, South Indian Railway, to the Consulting Engineer for Railways, dated Trichinopoly, 6th January 1893, No. 20.

In continuation of my No. 2 of the 2nd instant, I forward, for your information, the following copy of a letter which I have received from the Collector of North Arcot:—

"With reference to your letter, dated 27th December 1892, No. 4210, I have the honour to inform you that I would hail with satisfaction the abandonment of the trains concerned, if for them were substituted a train from Chittoor to reach Kátpádi in time to catch the South-west train from Madras at about 10-40 A.M. and another to leave Kátpádi for Chittoor at about 3 P.M. (16), as at present the communication by day with trains west of Kátpádi is unsatisfactory. Either people must lose half-a-day at Kátpádi or go to Kátpádi by road. I assume that at some time direct running between Chittoor and Guntakal will be established. At present the long break at Pákalá makes that route towards Bombay undesirable."

I do not think the running of trains between Chittoor and Kátpádi at the times named by the Collector would produce larger receipts than are derived from the night trains it is proposed to take off.

No. 28.

Endorsement by the Consulting Engineer for Railways, dated Madras, 20th Jan. 1893.

Submitted to Government for approval.

2. The Agent, South Indian Railway, submits a revised time-table for the whole undertaking to come into force on the 1st April next, which time-table was discussed at a meeting at Trichinopoly where an officer of the Railway Department was present.

3. The report by the Traffic Manager deals in detail with each alteration and gives reasons for the various changes, and I concur with the Traffic Manager in considering the proposed service an improvement on the existing one.

4. The proposals may be briefly summarised as follows:—

The fast main line up and down through mail trains between Madras and Tuticorin remain practically unaltered, as also do the up and down through passenger trains, except that the up-passenger will cross the down-mail at Tanjore instead of at Ayyampet, and dinner for the passengers by both trains will then be provided at the former station.

5. The up-passenger is accelerated up to Trichinopoly and retarded beyond, with the effect that, with the alterations in the service on the Negapatam branch, passengers to and from Negapatam and the main line can also dine at Tanjore and proceed without any stop at the latter junction.

6. The morning up-local from Madras to Chingleput will leave at 6-0 instead of 6-25, whilst the early morning local, leaving Chingleput at 6-15 and reaching Villupuram at 10-55, will be cancelled as it is little used, and the 12-45 train from Madras, now stopping at Chingleput, will be continued to Villupuram. This will allow passengers from the Madras-Villupuram district (say from Madurántakam, from which place petitions have been received to stop the mail at this station) to catch the up-mail at Villupuram and will suit afternoon passengers from the Arkónam branch wishing to travel southwards.

7. For down-trains the evening local which now follows the mail from Chingleput to Madras will be cancelled, as it conveys few passengers; but in its place another train will leave Chingleput at 12-15, reaching Madras at 15-20, whilst the local now leaving Villupuram at 9-50 for Chingleput will be cancelled, its place being taken by a 4-10 train running straight through to Madras, thus enabling passengers by the down-mail changing at Villupuram for all intermediate stations between that place and Madras. This again will suit, say, a passenger from the South to Madurántakam, at which station it is not found possible, without much inconvenience, to stop the through mail.

8. Some slight revision in the up and down through local between Villupuram and Trichinopoly are necessitated by the preceding alterations.

9. As regards the up and down local between Madura and Mayavaram, passengers by the former will leave Mayavaram at 5-10 instead of 5-30 and arrive at Madura at 19-5 instead of 19-30 or at Negapatam at 13-30 instead of at 13-55, whilst passengers from Negapatam to Madura will leave at 6-0 instead of 5-10 and reach Madura at 19-5 instead of at 19-30. In the other directions the passengers by the through local from Madura will leave at 5-15 instead of 4-15 and will reach Mayavaram at 18-20 instead of 19-35 and Negapatam at 17-55 instead of at 19-10, whilst Negapatam passengers to Mayavaram will leave at 10-10 *versus* 10-15 at present, and reach Mayavaram at 18-20 instead of 19-35. The service between Negapatam and Madura will no doubt be improved by these proposals and will, so the Traffic Manager states, satisfy the wishes recently expressed of Negapatam and Madura through passengers who now have to change carriages at Tanjore.

10. On the Arkonam, Pondicherry, Negapatam and Erode branches, slight alterations, other than those previously pointed out, will be necessary to maintain connections with the existing main line trains.

11. On the Tinnevely branch the train service will be doubled, four trains each way between Maniyachi Junction and Tinnevely being run instead of two as at present, and these trains will fit in with the up and down main line mail and passenger trains. The service on the branch will be improved in consequence. On the other hand, a saving in train mileage is made by discontinuing in each direction two trains between Maniyachi and Tuticorin.

12. On the lines comprised between Villupuram-Dharmavaram and Nellore, the following will be the alterations:—

The night locals between Chittoor and Vellore will be cancelled. They were merely put on as trial trains to form a connection between Chittoor and Vellore and the Madras Railway night up and down mail trains between Bangalore, Calicut and Madras, and the statistics given by the Traffic Manager show that the average passenger earnings per train mile during the last 13 months have been 3 annas for the Vellore to Chittoor and 7 annas 3 pies for the Chittoor to Vellore train. The average coaching earnings of the undertaking are Rs. 2-82 per train mile. These trains convey but very little goods traffic.

I agree with the Agent, South Indian Railway, that the day service between Chittoor and Katpadi suggested by the Collector of North Arcot is not likely to pay, and recommend that the service be not tried at present.

13. On the Pakala-Nellore section the down-train to Nellore will leave Pakala at 1-50 instead of at 3-40, reducing the present wait at that place by 1½ hours, arriving at Nellore at 10-35 *versus* 11-50 and permitting passengers to catch the North-western Madras mail to Madras at Renigunta and also conveying passengers from the latter train to Nellore.

14. As regards the Pakala-Dharmavaram service, it is proposed to run the 14-0 train from Pakala right through to Dharmavaram, reaching that place at 0-45 and thus provide for a possible through night service from Bangalore to Guntakal which would fit in with the Madras Railway mail to Bombay; in the other direction a night service from Guntakal connecting with the Madras Railway mail from Bombay would fit in with the proposed return through train leaving Dharmavaram at 1-10 and reaching Pakala at 11-15. These proposals should, I consider, be approved of, as the service between Bangalore and Guntakal will probably be in the direction indicated. The through trains between Pakala and Dharmavaram practically take up the timings of the existing locals between Pakala and Chinna Tippasamudram.

15. A day local service between Dharmavaram and Kadiri is also provided, whilst the day train between Pakala and Chinna Tippasamudram which does little traffic is to be abolished. The local between Dharmavaram and Kadiri is required to give a day service over this portion of the line.

16. Abstracts showing the timings of the present and proposed service at the junctions and important stations are subjoined as appendices.

17. The Agent has since reported that the Postal Department is not disposed to raise any objection to the revised time-table now proposed.

MADRAS, (Signed) W. V. CONSTABLE, Major, R.E.,
18th January 1893. for Consulting Engineer for Railways.

ORDER—dated 23rd January 1893, No. 154 R., Public Works.

The proposed alterations are approved, and the introduction of a revised time-table for the whole South Indian Railway undertaking on 1st April 1893 is sanctioned.

(True Extract.)

Major, R.E.,
Offg. Under-Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways.

- " Examiner, Guaranteed Railway Accounts.
- " Inspector-General, Railway Mail Service in India.
- " Postmaster-General, Madras.
- " Chairman, Chamber of Commerce, Madras.
- " Public Department.
- " Revenue Department.
- " Military Department.

Copy to the Secretary to the Government of Bombay,
Public Works Department, Railway Branch, for information.

Editors' Table.

Exd S J. Poreins.
Spare Copies

RAILWAY.

Govt. of {1893} Madras.
PUBLIC WORKS.

Dated January, 23rd.

Recd.

Encl.

G.O., 23rd Jan. 1893, No. 154 R.

JANUARY.

South Indian Railway

Certain alterations proposed in the timetable of the —, approved, and the introduction of a revised one for the whole undertaking on the 1st April 1893, is sanctioned.

APPENDICES.

Abstract of the present South Indian Railway train service and what is proposed from April 1st, 1893.
Main Line Through Trains.

Stations.	No. 6 TRAIN PAMNORE.		No. 13 TRAIN MAIL.		Stations.	No. 40 TRAIN MAIL.		No. 44 TRAIN PAMNORE.	
	Present.	Proposed.	Present.	Proposed.		Present.	Proposed.	Present.	Proposed.
Madras, Egmore	7-5	6-45	17-0	17-15	Tuticorin	6-0	6-20	14-15	14-0
Chingleput J.	9-5	8-45	18-35	19-32	Maniyatchi J.	6-55	7-15	16-7	14-54
Villupuram J.	12-57	12-39	21-53	22-16	Madras	11-37	11-55	18-20	16-10
Tanjore J.	13-15	12-55	22-10	22-26	Trichinopoly J.	11-60	12-27	19-55	19-38
Trichinopoly J.	21-18	20-30	4-35	4-36	Tanjore J.	17-40	18-30	20-25	20-5
Madras	31-33	30-45	4-50	4-50	Villupuram J.	18-30	19-40	2-35	2-30
Chingleput J.	33-5	32-20	6-10	6-10	Madras, Egmore	19-40	20-0	4-31	4-5
Tuticorin	23-20	22-35	6-35	6-35		20-5	20-30	4-50	4-37
	6-11	4-35	12-35	12-30		2-63	3-0	12-45	12-20
	6-25	4-50	12-45	12-45		3-10	3-15	13-0	12-41
	9-43	9-24	17-1	17-7		6-23	6-30	16-33	16-15
	9-55	9-37	17-11	17-17		8-0	8-10	18-50	18-30
	10-30	10-30	14-5	15-10				18-55	18-55

Main Line other trains.

[illegible]

Branch Lines.

Stations.	No. 110 TRAIN.		No. 111 TRAIN.		No. 116 TRAIN.		No. 117 TRAIN.		No. 123 TRAIN.		No. 125 TRAIN.		No. 126 TRAIN.		No. 128 TRAIN.	
	Present.	Proposed.	Present.	Proposed.	Present.	Proposed.	Present.	Proposed.	Present.	Proposed.	Present.	Proposed.	Present.	Proposed.	Present.	Proposed.
<i>Ardsam Branch.</i>																
Ardsam ..	8-45	8-40	12-40	12-15	..	..	..	..	..	..	..	..	..	..	..	..
Chingleput ..	8-40	8-46	12-30	12-55	..	..	..	..	..	..	..	..	..	..	..	..
<i>Pondicherry Branch.</i>																
Pondicherry ..	..	..	..	..	8-40	1-0	10-30	10-15	..	..	..	..	..	..	..	..
Villupuram ..	..	..	..	..	9-40	2-45	12-30	12-15	..	..	..	..	..	..	..	..
<i>Kegapalam Branch.</i>																
Kegapalam ..	..	..	..	..	..	..	..	..	1-30	24-0	8-10	9-25	10-40	10-15	16-30	17-0
Tanjore ..	..	..	..	..	..	..	..	..	4-30	4-0	9-10	9-35	14-40	14-15	19-30	20-0
<i>Ardsam Branch.</i>																
Chingleput ..	9-35	9-30	12-45	12-40	..	..	..	..	..	..	..	..	..	..	..	..
Ardsam ..	12-30	12-0	16-45	16-40	..	..	..	..	..	..	..	..	..	..	..	..
<i>Pondicherry Branch.</i>																
Villupuram ..	..	..	..	..	13-15	13-0	22-15	22-35	..	..	..	..	..	..	..	..
Pondicherry ..	..	..	..	..	16-5	14-50	0-5	0-55	..	..	..	..	..	..	..	..
<i>Kegapalam Branch.</i>																
Tanjore ..	..	..	..	..	..	..	..	..	6-0	6-0	10-0	9-30	15-15	14-30	21-40	20-45
Kegapalam ..	..	..	..	..	..	..	..	..	7-55	7-55	13-55	13-30	17-55	17-40	0-35	23-40

Branch Lines—cont.

Stations.	No. 140 TRAIN.		No. 143 TRAIN.		No. 146 TRAIN.		No. 149 TRAIN.		No. 150 TRAIN.		No. 152 TRAIN.		No. 171 TRAIN.		No. 174 TRAIN.	
	Present.	Proposed.	Present.	Proposed.	Present.	Proposed.	Present.	Proposed.	Present.	Proposed.	Present.	Proposed.	Present.	Proposed.	Present.	Proposed.
<i>Erode Branch.</i>																
Trichinopoly J.	3-0	2-10	6-30	6-30	12-25	12-35	17-35	16-50	18-15	18-35	22-25	22-30	..	..	..	..
" Dep.	3-15	2-25	6-40	6-40	12-35	12-35	17-50	17-5	18-30	18-50	23-40	22-45	..	..	..	..
Trichinopoly Fort	..	..	6-50	6-47	12-45	12-45	..	..	..	..	..	..	..	..	..	..
" Dep.	..	..	9-30	9-30	16-23	15-33	..	..	..	..	..	..	..	..	..	..
Karur	..	..	11-40	11-40	17-35	17-35	..	..	..	..	..	..	..	..	..	..
Erode	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
<i>Tinnevely Branch.</i>																
Tinnevely	..	..	..	..	..	..	..	..	..	..	..	..	8-30	12-45	13-35	16-10
Manniyachi	..	..	..	..	..	..	..	..	..	..	..	..	9-22	14-55	14-45	17-5

Stations.	No. 163 train.		No. 166 train.		No. 167 train.		No. 169 train.		No. 168 train.		No. 170 train.	
	Present.	Proposed.	Present.	Proposed.	Present.	Proposed.	Present.	Proposed.	Present.	Proposed.	Present.	Proposed.
<i>Erebe Branch.</i>												
Erebe ..	..	..	..	..	6-35	6-35	13-0	12-15	..	..	..	..
Kaur ..	..	..	..	..	8-50	8-50	15-17	15-30	..	..	..	..
" ..	..	..	..	..	11-18	11-18	17-46	17-58	..	..	..	..
Trichinopoly Fort ..	{ Arr. 3-10	1-35	6-50	6-0	11-38	11-38	17-55	18-6	23-46	21-65	..	..
Trichinopoly J. ..	{ Dep. 2-25	1-50	7-9	6-15	11-40	11-40	18-6	18-15	23-0	23-10	..	..
<i>Tumavally Branch.</i>												
Mandiyachi ..	..	..	..	..	..	..	..	..	7-23	10-10	16-3	17-25
Tumavally ..	Dep. Arr.	..	..	..	..	..	..	..	8-13	11-20	19-30	18-36

Branch Lines—cont.

Stations.	No. 71 TRAIN.		No. 99 TRAIN.		Nos. 77 and 101 TRAIN.		No. 103 TRAIN.		Nos. 80 and 97 TRAIN.		No. 75 TRAIN.		No. 78 TRAIN.			
	Present.	Proposed.	Present.	Proposed.	Present.	Proposed.	Present.	Proposed.	Present.	Proposed.	Present.	Proposed.	Present.	Proposed.	Present.	Proposed.
Vilupera	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30
Tiruvandimalai	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30
Vellore	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30
Kalpadi	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30
Chittoor	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30
Pitla	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30
Tirupadi West	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30
Madurai	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30
Madurai	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30
Pitla	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30
Chinnai	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30
Kadiri	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30
Dharmavaram	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30	Dep. 2-35	Arr. 4-30

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10
23rd JANUARY 1893, No. 52 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers:—

From the Agent, South Indian Railway, to the Consulting Engineer for Railways, dated Trichinopoly, 2nd January 1893, No. 2.

I forward, herewith, for submission to Government, a draft train time-table which the Traffic Manager recommends for adoption on and from the 1st of April next.

The accompanying report from the Traffic Manager explains in detail the proposed train service.

I have sent a copy of the draft table to the Postmaster-General of Madras for an expression of his opinion thereon and I have asked the Collector of North Arcot if he considers the public will be much inconvenienced by the discontinuance of the night trains between Chittoor and Vellore. These trains, though they work a few goods trucks, are stated by the Traffic Manager not to pay their working expenses.

Please accept this as an answer to your letter No. 1499.

ENCLOSURES.

From the Traffic Manager, South Indian Railway, to the Agent, South Indian Railway, dated 16th December 1892, No. 92 G.4708/B. 894.

[Proposed South Indian Railway Passenger Train Service from 1st April 1893.]

It is anticipated that the renewal of the road with the 50 lb. rails will be completed at the latter end of February or early in March next, and, as this will enable us to take time from the running of both up and down trains, it is desirable the trains should be altered with a view to give a general improved train service as far as possible, and I beg to submit, for your approval and the early sanction of Government, a broad sheet time-table showing the present service and what it will be from the 1st April 1893.

The following are brief explanations of the alterations recommended and the reason they are required:—

Main Line Trains—No. 40 Through Train (Tuticorin to Madras) and No. 6 Mail (Madras to Tuticorin).—These trains now meet in the evening at Ayyampet, necessitating dinner being provided at two stations, viz., at Tanjore for No. 40 and at Kumbakonam for No. 6 mail. The train service from and to Negapatam is also unsatisfactory and complaints are made of the long detention passengers are subjected to at Tanjore. In order to improve matters I propose to slightly alter the trains and make Tanjore the meeting station; passengers in both up and down main line trains and to and from the Negapatam branch would then be able to dine at Tanjore and the train service to and from Negapatam will be improved.

The only objection to these changes is the earlier departure of No. 6 mail from Madras, but, from the enquiries I have made, I believe this alteration will not cause much inconvenience.

No. 44 Mail (Tuticorin to Madras) and No. 12 Through Train (Madras to Tuticorin).—The retiming of these trains will be necessary if the alterations proposed in the trains above referred to are carried out. The later departure of the night train from Madras will be appreciated as the present time is considered too early.

No. 5 Local Mail (Madras to Chingleput).—It will be necessary to start this train from Madras at 6 o'clock if the morning mail from Madras to Tuticorin is altered.

No. 3 Local (Chingleput to Villupuram) and No. 62 Local (Villupuram to Chingleput).—These trains, as pointed out in my report No. 92 G.1486/B. 98 of 20th February 1892, still continue to convey very few passengers, and to make them of more use and give an improved service I propose that the trains at the present times be withdrawn and that No. 9 train from the Beach to

Chingleput be extended to Villupuram. This will give an afternoon local train between Madras and Villupuram and enable passengers from all intermediate stations to join the evening train from Madras to the south at Villupuram. It will also form a new connection with the afternoon train from Arkonam to Chingleput to stations between Chingleput and Villupuram—a want that is at present felt.

The train from Villupuram to be timed to leave at 4-10 o'clock and arrive at Chingleput in time to connect with No. 58 train from Chingleput to Madras. This train will enable passengers arriving at Villupuram from the south by No. 40 through morning train at 3 o'clock to get on to the intermediate stations between Villupuram and Madras without delay. A new connection will also be given from intermediate stations between Villupuram and Chingleput to the Arkonam branch.

No. 66 Local Mail (Chingleput to Madras).—This is the return of No. 5 from Madras to Chingleput. It now conveys very few passengers in consequence of it following so closely No. 44 day mail from Tuticorin to Madras. I, therefore, propose to start it from Chingleput to Madras at 12-15 o'clock. This will give a local train at a very convenient time and considerably reduce the length of time the engine has to stand in steam.

No. 1 (Villupuram to Trichinopoly Junction) and No. 51 (Trichinopoly Junction to Villupuram).—The re-timing of these trains is necessary to meet other altered trains and to maintain the existing connections at Tanjore with the Negapatam branch.

No. 17 (Mayavaram to Madura) and No. 35 (Madura to Mayavaram).—These trains, I regret to say, continue to keep bad time which is mainly owing to the large amount of work they have to do on the road, and in order to bring about an improvement they should discontinue carrying roadside traffic south of Tanjore and convey only through loads between Tanjore and Trichinopoly and Madura. I also recommend that the train from Mayavaram be run to Negapatam instead of to Madura and that No. 126 train from Negapatam to Tanjore be run through to Mayavaram. This will enable us to start No. 125 morning train from Negapatam about an hour later, and by making it a through train it may be accelerated to reach Madura earlier. The return working will be that the present No. 35 train from Madura will leave at 5-15 and run through to Negapatam instead of to Mayavaram arriving at Negapatam about one hour and fifteen minutes earlier than at present.

There is a very large passenger traffic between Madura and Trichinopoly and Negapatam, and it is considered desirable that at least one through train in each direction should be given to avoid the present long wait at Tanjore and the change at that station.

I may here mention that a short time ago an influential deputation met me in Negapatam to press the question of a through train service and they then complained of the great delay at Tanjore. These alterations, I believe, would satisfy them.

Branch Line Trains.—The slight alterations proposed on the Arkonam, Pondicherry, Negapatam, and the Erode branches (except those already mentioned) are necessary to maintain the existing connections with the main line trains.

Villupuram-Nellore Section.—Number 80 train from Villupuram is altered to leave Pakala for Nellore at 1-50 o'clock, or nearly two hours earlier than at present. This will enable passengers from this line to reach Renigunta in time to join the Madras Railway North-west train to Madras, it will also get passengers out of the North-west train into Nellore much earlier and allow an earlier delivery of the mails in Nellore to give the public an opportunity of answering their letters the same day.

No. 89 (Chittoor to Vellore) and No. 71 (Vellore to Chittoor).—Number 89 from Chittoor to Vellore now connecting at Katpadi with the night mail from Madras to Calicut and No. 71 (Vellore to Chittoor) connecting at Katpadi with the mail from Calicut to Madras are not paying working expenses as will be seen from the attached statement (marked D) showing 13 months' working. I, therefore, recommend the trains be discontinued. This will effect the following saving:—

One engine and men and staff of cleaners, &c.

One guard and set of carriages.

All employed specially to work these trains.

At present there are two mail bags carried under the weightment system; perhaps you may therefore consider it desirable to communicate with the Postmaster-General if you decide to recommend the withdrawal of the trains.

Pakala-Dharmavaram Train Service.—The train service on this section is at present unsatisfactory, and with a view to give a better through service I propose to run the existing No. 78 train from Pakala to Chinna Tippasamudram through to Dharmavaram and to start the morning train No. 83 from Chinna Tippasamudram to Pakala from Dharmavaram. The trains to be run to and from Dharmavaram at these times on the understanding that the Southern Mahratta Railway Company will run connecting trains between Dharmavaram and Guntakal to give a through service with the Madras mail trains at Guntakal.

I have already had this question in hand with the Traffic Manager of the Southern Mahratta Railway and quote his reply for your information:—

"I am in receipt of your letter of 28th October enclosing me, for information, a rough draft of the train service which you propose to organize with effect from the 1st April next between Dharmavaram-Pakala junction and beyond.

"Your proposals would involve night running over a portion at least of the section between Guntakal and Bangalore, but, until I know when the section between Dharmavaram and Hindupur is likely to be completed, I am unable to decide upon any definite arrangement with regard to the service between Bangalore city and Guntakal.

"I am much obliged to you, however, for the details of your train service which you have kindly communicated to me, and as soon as I am in a position to make my arrangement I will let you know."

The Statement marked B (copy of which accompanied my letter to the Traffic Manager of the Southern Mahratta Railway) shows what the connections would be at Guntakal if the trains I propose to and from Dharmavaram are sanctioned, and the Southern Mahratta Railway run trains between Dharmavaram and Guntakal in connection with them.

To give a day local train service at the north end of the Dharmavaram section it will be necessary to run a local morning train from Dharmavaram to Kadiri and back. This, however, will not involve any increase in the train mileage.

Tinnevely Branch Train Service.—The present local train service between Tinnevely and Tuticorin necessitates passengers from the north to Tinnevely having to wait a long time at Maniyachi in the afternoon, and to get over the difficulty and give as good a service as possible to and from Tinnevely I propose to discontinue running the trains between Maniyachi and Tuticorin and run branch trains only in connection with the up and down main line trains at Maniyachi.

I append tables marked C showing the present and proposed service between Tinnevely and Tuticorin and Madura worked out to meet the main line trains as altered from the 1st April. The only objections to the alterations are that passengers from Tuticorin to Tinnevely in the morning will have to leave at 6 o'clock instead of 8-15 and in the afternoon at 14 o'clock instead of 17 o'clock.

From the inquiries made, I am of opinion the alterations would not cause much inconvenience.

STATEMENT B.

THROUGH train service.

Stations.				No. 1.	Stations.				No. 2.
Tuticorin	Dep.	8	20		Bombay	Dep.	21	30	
Maniyachi Junction	Arr.	7	15		Poona	..	3	10	
Tinnevely	Dep.	6	55		Secunderabad	..	7	0	
Maniyachi Junction	..	7	30		Raichur	..	17	0	
Madura	..	12	27		Guntakal	Arr.	19	49	
Dindigul	..	15	15		Bellary	Dep.	18	45	
Trichinopoly Junction	..	18	40		Guntakal	Arr.	19	25	
Tanjore Junction	Arr.	20	20		Kistna	Dep.	6	55	
Negapatam	Dep.	17	0		Guntakal	Arr.	19	0	
Tanjore Junction	..	20	30		Guntakal	Dep.	20	30	
Kumbakonam	..	21	45		Dharmavaram	Arr.	0	30	
Mayavaram	..	22	49		Do.	Dep.	1	10	
Cuddalore Old Town	..	1	41		Kadiri	Arr.	4	9	
Villupuram Junction	Arr.	3	0		Chinna Tippasamudram	..	7	40	
Pondicherry	Dep.	1	0		Pakala Junction	..	11	45	
Villupuram Junction	..	3	30		Tirupati (West)	..	15	25	
Vellore	..	10	3		Renigunta	..	16	15	
Katpadi	..	11	0		Nellore	..	21	55	
Chittoor	..	12	23		Pakala Junction	Dep.	12	15	
Pakala Junction	Arr.	13	30		Chittoor	Arr.	13	25	
Nellore	Dep.	5	0		Katpadi	..	14	45	
Renigunta	..	9	37		Vellore	..	15	32	
Tirupati (West)	..	10	20		Villupuram Junction	..	21	45	
Pakala Junction	..	14	0		Pondicherry	..	0	25	
Chinna Tippasamudram	..	18	15		Villupuram Junction	Dep.	23	25	
Kadiri	..	21	45		Cuddalore Old Town	Arr.	23	47	
Dharmavaram	..	0	45		Mayavaram	..	3	25	
Do.	Dep.	2	30		Kumbakonam	..	4	35	
Guntakal	Arr.	5	30		Tanjore Junction	..	7	35	
Guntakal	Dep.	8	25		Negapatam	..	4	50	
Southern Mah- ratta Railway. { Guntakal	Arr.	15	35		Tanjore Junction	Dep.	6	10	
.. { Guntakal	Dep.	8	30		Trichinopoly Junction	Arr.	10	7	
.. { Bellary	Arr.	10	45		Dindigul	..	12	20	
.. { Guntakal	Dep.	7	37		Madura	..	17	7	
Madras Railway. { Raichur	Arr.	10	40		Maniyachi Junction	..	18	35	
.. { Secunderabad	..	20	0		Tinnevely	..	17	17	
.. { Poona	..	0	35		Maniyachi Junction	Dep.	17	17	
.. { Bombay	..	7	0		Tuticorin	Arr.	18	10	

Ordinary figures are existing times over other railways and as proposed over the South Indian Railway from 1st April.

Block figures show connecting trains that might be run by the Southern Mahratta Railway.

STATEMENT C.

Proposed train service to and from Tinnevely from 1st April 1893.

		Present.	Proposed.	Present.	Proposed.	Present.	Proposed.	Present.	Proposed.
Tuticoria ..	Dep.	6 0	6 20	8 45	..	14 15	14 0	17 0	..
Maniyachi Junction.	Arr.	6 55	7 15	9 50	..	15 7	14 54	18 7	..
		Mixed.	Mixed.		Mail.	Mixed.	Mixed.		Mail.
Tinnevely ..	Dep.	6 40	6 55	..	8 30	13 45	13 35	..	18 10
Maniyachi Junction.	Arr.	6 50	7 5	..	9 25	14 55	14 45	..	17 3
			Mail.	Mixed.	Mixed.		Mail.	Mixed.	Mixed.
Maniyachi Junction.	Dep.	..	7 25	10 10	8 40	..	15 8	18 20	17 25
Tinnevely ..	Arr.	..	8 15	11 30	10 50	..	15 55	19 30	18 35
Maniyachi Junction	for north	Dep.	7 10	7 30	..	15 20	15 10	..	..
Maniyachi Junction	from north	Dep.	..	..	9 55	9 37	..	17 11	17 17
Tuticoria ..	Arr.	8 20	..	10 50	10 30	16 20	..	18 4	18 10

PRESENT and proposed train service between Madura and Tinnevely, Tuticorin and Tinnevely.

		Present.	Proposed.
Madura ..	Dep.	6 25	12 45
Maniyachi Junction	Arr.	9 43	17 1
Do.	Dep.	10 10	18 20
Tinnevely ..	Arr.	11 20	19 30
	Time occupied ..	5 55	6 45
Tinnevely ..	Dep.	6 40	13 45
Maniyachi Junction	Arr.	8 50	14 55
Do.	Dep.	7 10	18 20
Madura ..	Arr.	11 37	19 55
	Time occupied ..	5 57	6 10
Tinnevely ..	Dep.	6 40	13 45
Maniyachi Junction	Arr.	8 50	14 55
Do.	Dep.	7 10	15 15
Tuticoria ..	Arr.	8 20	16 20
	Time occupied ..	2 40	2 35
Tuticorin ..	Dep.	8 45	17 0
Maniyachi Junction	Arr.	9 50	18 7
Do.	Dep.	10 10	18 20
Tinnevely ..	Arr.	11 20	19 30
	Time occupied ..	2 35	2 30

STATEMENT D.

STATEMENT of passenger bookings for No. 71 train (Vellore to Chittoor) and No. 89 train (Chittoor to Vellore) for 13 months ending 30th September 1892.

		No. 71 TRAIN.		No. 89 TRAIN.	
		Number.	Amount.	Number.	Amount.
First class ..	..	35	Rs. A. P.	100	Rs. A. P.
Second do. ..	..	184	22 11 0	355	92 15 0
Third do. ..	..	8,673	65 12 0	21,890	133 7 0
			1,914 6 9		4,545 15 6
	Total ..	8,892	2,002 13 9	22,045	4,771 5 6
Average per train per day	..	22	5 1 1	55	12 1 3
Do. do. mile ..	..	..	0 3 0	..	0 7 3

NOTE.—These figures include the bookings from and to the Madras Railway, but that Company's proportion is omitted.
The average coaching receipts per train mile for the half-year ending 30th June 1892 were Rs. 2-83 for the whole undertaking.

Madras

4

JANUARY 1893, No.

R., PUBLIC WORKS.

5

From the Agent, South Indian Railway, to the Consulting Engineer for Railways, dated Trichinopoly, 6th January 1893, No. 20.

In continuation of my No. 2 of the 2nd instant, I forward, for your information, the following copy of a letter which I have received from the Collector of North Arcot:—

"With reference to your letter, dated 27th December 1892, No. 4210, I have the honour to inform you that I would hail with satisfaction the abandonment of the trains concerned, if for them were substituted a train from Chittoor to reach Kátpadi in time to catch the South-west train from Madras at about 10-40 A.M. and another to leave Kátpadi for Chittoor at about 3 P.M. (15), as at present the communication by day with tracts west of Kátpadi is unsatisfactory. Either people must lose half-a-day at Kátpadi or go to Kátpadi by road. I assume that at some time direct running between Chittoor and Guntakal will be established. At present the long break at Pákalá makes that route towards Bombay undesirable."

I do not think the running of trains between Chittoor and Kátpadi at the times named by the Collector would produce larger receipts than are derived from the night trains it is proposed to take off.

No. 28

Endorsement by the Consulting Engineer for Railways, dated Madras, 26 Jan. 1893.

Submitted to Government for approval.

2. The Agent, South Indian Railway, submits a revised time-table for the whole undertaking to come into force on the 1st April next, which time-table was discussed at a meeting at Trichinopoly where an officer of the Department was present.

3. The report by the Traffic Manager deals in detail with each alteration and gives reasons for the various changes, and I concur with the Traffic Manager in considering the proposed service an improvement on the existing one.

4. The proposals may be briefly summarised as follows:—

The fast main line up and down through mail trains between Madras and Tutcorin remain practically unaltered, as also do the up and down through passenger trains, except that the up-passenger will cross the down-mail at Tanjore instead of at Ayyampet, and dinner for the passengers by both trains will then be provided at the former station.

5. The up-passenger is accelerated up to Trichinopoly and retarded beyond, with the effect that, with the alterations in the service on the Negapatam branch, passengers to and from Negapatam and the main line can also dine at Tanjore and proceed without any stop at the latter junction.

6. The morning up-local from Madras to Chingleput will leave at 6-0 instead of 6-25, whilst the early morning local, leaving Chingleput at 6-15 and reaching Villupuram at 10-55, will be cancelled as it is little used, and the 12-45 train from Madras, now stopping at Chingleput, will be continued to Villupuram. This will allow passengers from the Madras-Villupuram district (say from Madurántakam, from which place petitions have been received to stop the mail at this station) to catch the up-mail at Villupuram and will suit afternoon passengers from the Arkónam branch wishing to travel southwards.

7. For down-trains the evening local which now follows the mail from Chingleput to Madras will be cancelled, as it conveys few passengers; but in its place another train will leave Chingleput at 12-15, reaching Madras at 15-20, whilst the local now leaving Villupuram at 9-50 for Chingleput will be cancelled, its place being taken by a 4-10 train running straight through to Madras, thus enabling passengers by the down-mail changing at Villupuram for all intermediate stations between that place and Madras. This again will suit, say, a passenger from the South to Madurántakam, at which station it is not found possible, without much inconvenience, to stop the through mail.

8. Some slight revision in the up and down through local between Villupuram and Trichinopoly are necessitated by the preceding alterations.

9. As regards the up and down local between Madura and Máyaveram, passengers by the former will leave Máyaveram at 5-10 instead of 5-30 and arrive at Madura at 19-5 instead of 19-30 or at Negapatam at 13-30 instead of at 13-55, whilst passengers from Negapatam to Madura will leave at 6-0 instead of 5-10 and reach Madura at 19-5 instead of at 19-30. In the other directions the passengers by the through local from Madura will leave at 5-15 instead of 4-15 and will reach Máyaveram at 18-20 instead of 19-35 and Negapatam at 17-55 instead of at 19-10, whilst Negapatam passengers to Máyaveram will leave at 10-10 *versus* 10-15 at present; and reach Máyaveram at 18-20 instead of 19-35. The service between Negapatam and Madura will no doubt be improved by these proposals and will, so the Traffic Manager states, satisfy the wishes recently expressed of Negapatam and Madura through-passengers who now have to change carriages at Tanjore.

10. On the Arkónam, Pondicherry, Negapatam and Erode branches, slight alterations, other than those previously pointed out, will be necessary to maintain connections with the existing main line trains.

11. On the Tinnevely branch the train service will be doubled, four trains each way between Maniyachi Junction and Tinnevely being run instead of two as at present, and these trains will fit in with the up and down main line mail and passenger trains. The service on the branch will be improved in consequence. On the other hand, a saving in train mileage is made by discontinuing in each direction two trains between Maniyachi and Tuticorin.

12. On the lines comprised between Villupuram-Dharmavaram and Nellore, the following will be the alterations:—

The night locals between Chittoor and Vellore will be cancelled. They were merely put on as trial trains to form a connection between Chittoor and Vellore and the Madras Railway night up and down mail trains between Bangalore, Calicut and Madras, and the statistics given by the Traffic Manager show that the average passenger earnings per train mile during the last 13 months have been 3 annas for the Vellore to Chittoor and 7 annas 3 pies for the Chittoor to Vellore train. The average coaching earnings of the undertaking are Rs. 2-82, per train mile. These trains convey but very little goods traffic.

I agree with the Agent, South Indian Railway, that the day service between Chittoor and Kátpadi suggested by the Collector of North Arcot is not likely to pay, and recommend that the service be not tried at present.

13. On the Pákala-Nellore section the down-train to Nellore will leave Pákala at 1-50 instead of at 3-40, reducing the present wait at that place by 1½ hours, arriving at Nellore at 10-35 *versus* 11-50 and permitting passengers to catch the North-western Madras mail to Madras at Kénigunta and also conveying passengers from the latter train to Nellore.

14. As regards the Pákala-Dharmavaram service, it is proposed to run the 14-0 train from Pákala right through to Dharmavaram, reaching that place at 0-45 and thus provide for a possible through night service from Bangalore to Guntakal which would fit in with the Madras Railway mail to Bombay; in the other direction a night service from Guntakal connecting with the Madras Railway mail from Bombay would fit in with the proposed return through train leaving Dharmavaram at 1-10 and reaching Pákala at 11-45. These proposals should, I consider, be approved of, as the service between Bangalore and Guntakal will probably be in the direction indicated. The through trains between Pákala and Dharmavaram practically take up the timings of the existing locals between Pákala and Chinna Tippasamudram.

15. A day local service between Dharmavaram and Kadiri is also provided, whilst the day train between Pákala and Chinna Tippasamudram which does little traffic is to be abolished. The local between Dharmavaram and Kadiri is required to give a day service over this portion of the line.

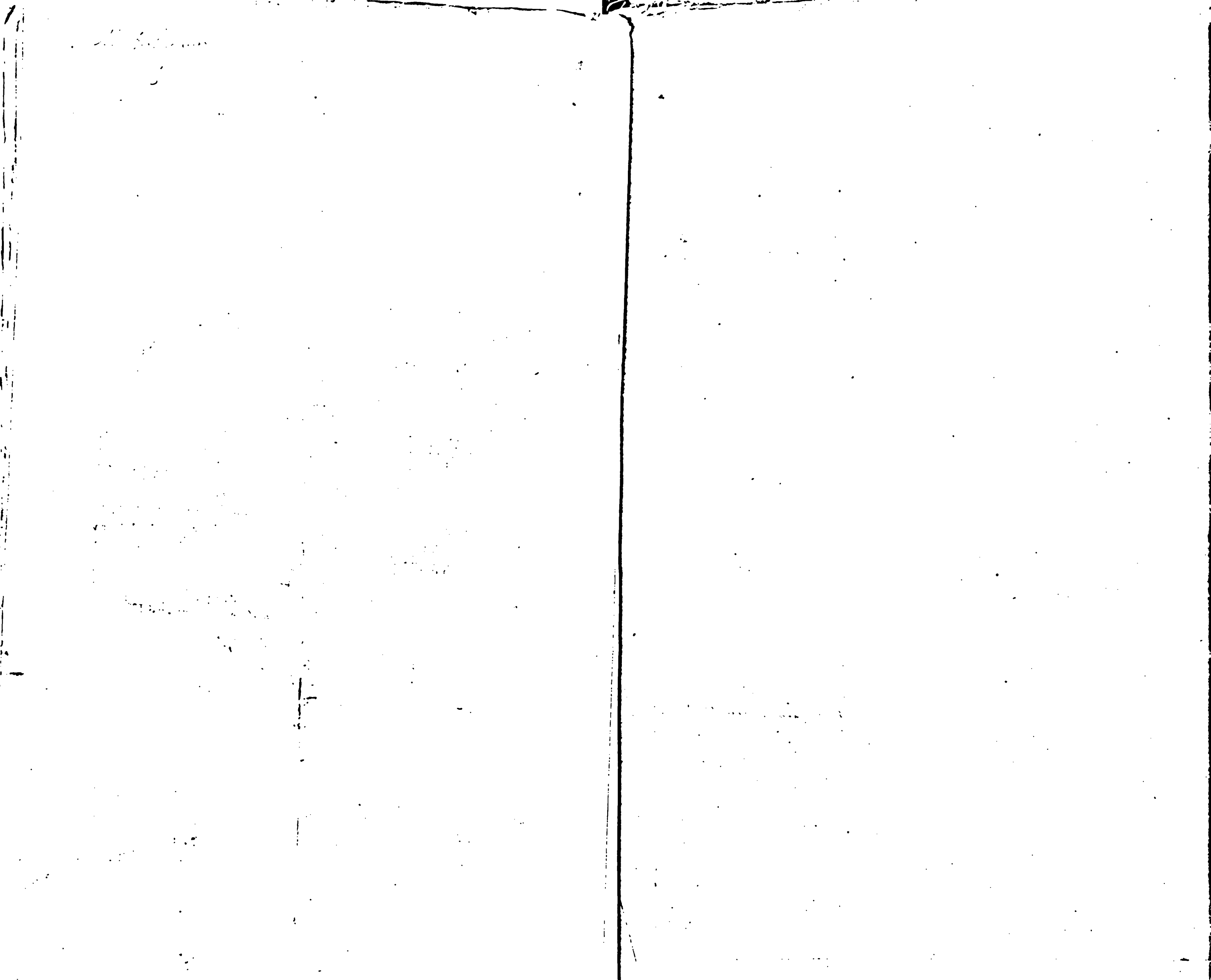
16. Abstracts showing the timings of the present and proposed service at the junctions and important stations are subjoined as appendices.

MADRAS,
18th January 1893.

(Signed)

W. V. CONSTABLE, Major, R.E.,
for Consulting Engineer for Railways.

17. *The Agent has since reported that the Postal Department is not disposed to raise any objection to the revised time table now proposed.*



Form No. 1.

From

THE CONSULTING ENGINEER
FOR RAILWAYS,
Madras,

No. 28

Dated 20th

Received 12th } January 1893

A No. 152 R of 23rd Jan'y 93.

No. of ENCLOSURES.

Subject.

Submitting, for the approval of Government, a revised time table of the whole undertaking of the S. R. Railway to come into force on the 1st April 1893.

N^o 211 R of 22-1-91 ✓
- 472 R - 20-2-91 ✓
- 791 R - 2-4-91 ✓
- 1887 R - 15-8-91 ✓
- 542 R - 26-2-92 ✓
- 1046 R - 26-4-92 ✓
- 1822 R - 23-7-92 ✓

A

A No. 152 R of 23rd Jan'y 93.

The proposed alterations are approved and the introduction of a revised time-table for the whole South Indian Railway undertaking on 1st April 1893 is sanctioned.

J

J. R.

Too much for printing

My
has been a lot. but I wanted to make the case complete & clearly understood

S. R. 23rd Jan'y 93
The Consulting Engineer
- to Secy. S. R. Ry. Accts-7
- to Inspector General Ry. Secy. S. R. Ry.
- to Postmaster General Madras
- to Chairman Chamber of Commerce
- to Public Department
- to Revenue Dept
- to Military Dept
- Editor's Table

Copy to the Secy. to the Govt. of Bombay
P. & R. Ry. Secy. for information

27/1/93

Jan 21/1893