

Public Works (1894) Department.

RAILWAY BRANCH.

G.O., No. 463 . R

DATED 30th August

[Despatch Abstract.]

Train Service.

The proposal — between Mayapuram
and Mettupal South Indian Railway
approved.

[illegible]

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

Will you please submit this proposal for the orders of Government?

ENCLOSURE.
SOUTH INDIAN RAILWAY.
Present and proposed passenger train service between Mayavaram and Muttupet.

Miles station to	Stations.	No. 219 train.				No. 223 train, 16 miles an hour.				No. 220 train.				New train, 20 miles an hour to Tiruvallur.			
		Present, 15 miles an hour.		Proposed, 20 miles an hour.		Present.		Proposed.		Present.		Proposed.		Present.		Proposed.	
		Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.
6	Cuddalore Old Town.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
6	Mayavaram junction.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
6	Kumbakonam ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
6	Mayavaram junction.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
6	Mangavallur ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
4	Peralam ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
4	Neelum ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
4	Vettar ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
4	Tiruvallur junction	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
6	Kottagam ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
6	Ponnerai ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
4	Tiruvallur junction	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
4	Pandi ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
4	Tiruvallur junction	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
6	Muttupet ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
6	Tiruvallur junction	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
6	Neelum ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
6	Tiruvallur junction	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
6	Tanjore junction	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
6	Neelum ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
6	Tiruvallur junction	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
6	Tanjore junction	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
6	Tiruvallur junction	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

ORDER—dated 30th August 1894, No. 463 R., Public Works.

The proposed train service between Mayavaram and Muttupet is approved.

(True Extract.)

Captain, R.E.,
Under Secy. to Govt., P.W.D.,
Railway Branch.

To the Agent, South Indian Railway.
" Examiner, Guaranteed Railway Accounts.
" Postmaster-General, Madras.
" Inspector-General, Railway Mail Service in India.
" Director-General of the Post Office in India.
" Revenue Department.
" Military
" Chairman, Chamber of Commerce, Madras.

South Indian Railway

Present and proposed Passenger Service between Mayavaram and Mutafet

Main Stations	Stations	No. 211 train		No. 223 train	
		15 miles an hour		15 miles an hour	
		Present	Proposed	Present	Proposed
	Madurai				
	Mayavaram	7 15	7 18	10 10	10 10
	Kumbakonam	8 11	8 11	11 57	11 57
	Mayavaram	7 15	7 18	10 10	10 10
	Mayavaram	8 15	8 15	11 15	11 15
5	Mayavaram	9 10	9 22	9 14	9 25
4 1/2	Mayavaram	9 45	9 49	10 15	10 15
5 1/4	Mayavaram	10 15	10 23	10 15	10 23
4 1/2	Mayavaram	10 45	10 49	11 15	11 15
4 1/2	Mayavaram	11 15	11 20	11 30	11 30
5 1/2	Mayavaram	11 30	11 35	11 45	11 45
6	Mayavaram	11 45	11 50	12 00	12 00
4 1/2	Mayavaram	11 50	11 55	12 05	12 05
4 1/2	Mayavaram	12 00	12 05	12 15	12 15
4 1/2	Mayavaram	12 10	12 15	12 25	12 25
5	Mayavaram	12 20	12 25	12 35	12 35
	Mayavaram	12 30	12 35	12 45	12 45
	Mayavaram	12 40	12 45	12 55	12 55
	Mayavaram	12 50	12 55	13 05	13 05
	Mayavaram	13 00	13 05	13 15	13 15
	Mayavaram	13 10	13 15	13 25	13 25
	Mayavaram	13 20	13 25	13 35	13 35
	Mayavaram	13 30	13 35	13 45	13 45
	Mayavaram	13 40	13 45	13 55	13 55
	Mayavaram	13 50	13 55	14 05	14 05
	Mayavaram	14 00	14 05	14 15	14 15
	Mayavaram	14 10	14 15	14 25	14 25
	Mayavaram	14 20	14 25	14 35	14 35
	Mayavaram	14 30	14 35	14 45	14 45
	Mayavaram	14 40	14 45	14 55	14 55
	Mayavaram	14 50	14 55	15 05	15 05
	Mayavaram	15 00	15 05	15 15	15 15
	Mayavaram	15 10	15 15	15 25	15 25
	Mayavaram	15 20	15 25	15 35	15 35
	Mayavaram	15 30	15 35	15 45	15 45
	Mayavaram	15 40	15 45	15 55	15 55
	Mayavaram	15 50	15 55	16 05	16 05
	Mayavaram	16 00	16 05	16 15	16 15
	Mayavaram	16 10	16 15	16 25	16 25
	Mayavaram	16 20	16 25	16 35	16 35
	Mayavaram	16 30	16 35	16 45	16 45
	Mayavaram	16 40	16 45	16 55	16 55
	Mayavaram	16 50	16 55	17 05	17 05
	Mayavaram	17 00	17 05	17 15	17 15
	Mayavaram	17 10	17 15	17 25	17 25
	Mayavaram	17 20	17 25	17 35	17 35
	Mayavaram	17 30	17 35	17 45	17 45
	Mayavaram	17 40	17 45	17 55	17 55
	Mayavaram	17 50	17 55	18 05	18 05
	Mayavaram	18 00	18 05	18 15	18 15
	Mayavaram	18 10	18 15	18 25	18 25
	Mayavaram	18 20	18 25	18 35	18 35
	Mayavaram	18 30	18 35	18 45	18 45
	Mayavaram	18 40	18 45	18 55	18 55
	Mayavaram	18 50	18 55	19 05	19 05
	Mayavaram	19 00	19 05	19 15	19 15
	Mayavaram	19 10	19 15	19 25	19 25
	Mayavaram	19 20	19 25	19 35	19 35
	Mayavaram	19 30	19 35	19 45	19 45
	Mayavaram	19 40	19 45	19 55	19 55
	Mayavaram	19 50	19 55	20 05	20 05
	Mayavaram	20 00	20 05	20 15	20 15
	Mayavaram	20 10	20 15	20 25	20 25
	Mayavaram	20 20	20 25	20 35	20 35
	Mayavaram	20 30	20 35	20 45	20 45
	Mayavaram	20 40	20 45	20 55	20 55
	Mayavaram	20 50	20 55	21 05	21 05
	Mayavaram	21 00	21 05	21 15	21 15
	Mayavaram	21 10	21 15	21 25	21 25
	Mayavaram	21 20	21 25	21 35	21 35
	Mayavaram	21 30	21 35	21 45	21 45
	Mayavaram	21 40	21 45	21 55	21 55
	Mayavaram	21 50	21 55	22 05	22 05
	Mayavaram	22 00	22 05	22 15	22 15
	Mayavaram	22 10	22 15	22 25	22 25
	Mayavaram	22 20	22 25	22 35	22 35
	Mayavaram	22 30	22 35	22 45	22 45
	Mayavaram	22 40	22 45	22 55	22 55
	Mayavaram	22 50	22 55	23 05	23 05
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	Mayavaram	23 20	23 25	23 35	23 35
	Mayavaram	23 30	23 35	23 45	23 45
	Mayavaram	23 40	23 45	23 55	23 55
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	Mayavaram	24 30	24 35	24 45	24 45
	Mayavaram	24 40	24 45	24 55	24 55
	Mayavaram	24 50	24 55	25 05	25 05
	Mayavaram	25 00	25 05	25 15	25 15
	Mayavaram	25 10	25 15	25 25	25 25
	Mayavaram	25 20	25 25	25 35	25 35
	Mayavaram	25 30	25 35	25 45	25 45
	Mayavaram	25 40	25 45	25 55	25 55
	Mayavaram	25 50	25 55	26 05	26 05
	Mayavaram	26 00	26 05	26 15	26 15
	Mayavaram	26 10	26 15	26 25	26 25
	Mayavaram	26 20	26 25	26 35	26 35
	Mayavaram	26 30	26 35	26 45	26 45
	Mayavaram	26 40	26 45	26 55	26 55
	Mayavaram	26 50	26 55	27 05	27 05
	Mayavaram	27 00	27 05	27 15	27 15
	Mayavaram	27 10	27 15	27 25	27 25
	Mayavaram	27 20	27 25	27 35	27 35
	Mayavaram	27 30	27 35	27 45	27 45
	Mayavaram	27 40	27 45	27 55	27 55
	Mayavaram	27 50	27 55	28 05	28 05
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	Mayavaram	28 10	28 15	28 25	28 25
	Mayavaram	28 20	28 25	28 35	28 35
	Mayavaram	28 30	28 35	28 45	28 45
	Mayavaram	28 40	28 45	28 55	28 55
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	Mayavaram	29 30	29 35	29 45	29 45
	Mayavaram	29 40	29 45	29 55	29 55
	Mayavaram	29 50	29 55	30 05	30 05
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	Mayavaram	30 10	30 15	30 25	30 25
	Mayavaram	30 20	30 25	30 35	30 35
	Mayavaram	30 30	30 35	30 45	30 45
	Mayavaram	30 40	30 45	30 55	30 55
	Mayavaram	30 50	30 55	31 05	31 05
	Mayavaram	31 00	31 05	31 15	31 15
	Mayavaram	31 10	31 15	31 25	31 25
	Mayavaram	31 20	31 25	31 35	31 35
	Mayavaram	31 30	31 35	31 45	31 45
	Mayavaram	31 40	31 45	31 55	31 55
	Mayavaram	31 50	31 55	32 05	32 05
	Mayavaram	32 00	32 05	32 15	32 15
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	Mayavaram	32 20	32 25	32 35	32 35
	Mayavaram	32 30	32 35	32 45	32 45
	Mayavaram	32 40	32 45	32 55	32 55
	Mayavaram	32 50	32 55	33 05	33 05
	Mayavaram	33 00	33 05	33 15	33 15
	Mayavaram	33 10	33 15	33 25	33 25
	Mayavaram	33 20	33 25	33 35	33 35
	Mayavaram	33 30	33 35	33 45	33 45
	Mayavaram	33 40	33 45	33 55	33 55
	Mayavaram	33 50	33 55	34 05	34 05
	Mayavaram	34 00	34 05	34 15	34 15
	Mayavaram	34 10	34 15	34 25	34 25
	Mayavaram	34 20	34 25	34 35	34 35
	Mayavaram	34 30	34 35	34 45	34 45
	Mayavaram	34 40	34 45	34 55	34 55
	Mayavaram	34 50	34 55	35 05	35 05
	Mayavaram	35 00	35 05	35 15	35 15
	Mayavaram	35 10	35 15	35 25	35 25
	Mayavaram	35 20	35 25	35 35	35 35
	Mayavaram	35 30	35 35	35 45	35 45
	Mayavaram	35 40	35 45	35 55	35 55
	Mayavaram	35 50	35 55	36 05	36 05
	Mayavaram	36 00	36 05	36 15	36 15
	Mayavaram	36 10	36 15	36 25	36 25
	Mayavaram	36 20	36 25	36 35	36 35
	Mayavaram	36 30	36 35	36 45	36 45
	Mayavaram	36 40	36 45	36 55	36 55
	Mayavaram	36 50	36 55	37 05	37 05
	Mayavaram	37 00	37 05	37 15	37 15
	Mayavaram	37 10	37 15	37 25	37 25
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	Mayavaram	37 30	37 35	37 45	37 45
	Mayavaram	37 40	37 45	37 55	37 55
	Mayavaram	37 50	37 55	38 05	38 05
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	Mayavaram	39 30	39 35	39 45	39 45
	Mayavaram	39 40	39 45	39 55	39 55
	Mayavaram	39 50	39 55	40 05	40 05
	Mayavaram	40 00	40 05	40 15	40 15
	Mayavaram	40 10	40 15	40 25	40 25
	Mayavaram	40 20	40 25	40 35	40 35
	Mayavaram	40 30	40 35	40 45	40 45
	Mayavaram	40 40	40 45	40 55	40 55
	Mayavaram	40 50	40 55	41 05	41 05
	Mayavaram	41 00	41 05	41 15	41 15
	Mayavaram	41 10	41 15	41 25	41 25
	Mayavaram	41 20	41 25	41 35	41 35
	Mayavaram	41 30	41 35	41 45	41 45
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	Mayavaram	42 00	42 05	42 15	42 15
	Mayavaram	42 10	42 15	42 25	42 25
	Mayavaram	42 20	42 25	42 35	42 35
	Mayavaram	42 30	42 35	42 45	42 45
	Mayavaram	42 40	42 45	42 55	42 55
	Mayavaram	42 50	42 55	43 05	43 05
	Mayavaram	43 00	43 05	43 15	43 15
	Mayavaram	43 10	43 15	43 25	43 25
	Mayavaram	43 20	43 25	43 35	43 35
	Mayavaram	43 30	43 35	43 45	43 45
	Mayavaram	43 40	43 45	43 55	43 55
	Mayavaram	43 50	43 55	44 05	44 05
	Mayavaram	44 00	44 05	44 15	44 15
	Mayavaram	44 10	44 15	44 25	44 25

RAILWAY.

Govt. of {1894} Madras.

PUBLIC WORKS.

Dated August, 30th.

Recd.

Encl.

G.O., 30th Aug. 1894, No. 463 R.

AUGUST.

Train Service

The proposed — between Mayavaram and
Muttupet, South Indian Railway, approved.

851 4564 11
15-8-94

No. 861

South Indian Railway Co., Ltd.,
AGENT'S OFFICE,

TRICHINOPOLY, 25 August 1894

From The Agent,
SOUTH INDIAN RAILWAY,

To The CONSULTING ENGINEER FOR RAILWAYS,
MADRAS.

Sir,

But one train a day in each direction runs between Montupet and Tirwallur, and representations have been made of the want of further accommodation, the Traffic Manager has reported to me as follows -

"What appears to be required is, a new train from Tirwallur to Montupet at about 7.20 O'clock to connect with the morning trains from Tanjore and Megapattam, returning from Montupet in the afternoon in time to connect with the evening trains at Tirwallur. These trains could not however be worked without employing another engine and a set of Carriages, and I consider this

"This expense should not for the present be incurred.

"The Divisional Officer has made careful enquiry and he proposes that a train be run from Montupet to Tiruwallur in the afternoon after the arrival of No. 219 train at Montupet returning from Tiruwallur to Montupet at 180 clock, and as the running of such trains would not cause any additional expenditure beyond the actual mileage, I recommend they be given a trial and forward herewith a Time-table for approval.

"The afternoon train from Montupet which is timed at a speed of 20 miles per hour cannot arrive at Tiruwallur later than proposed or it would miss the evening trains to Tanjore. It will therefore be necessary for No. 219 train from Mayavaram to Montupet to be slightly altered and timed to run at 20 miles per hour, the usual mixed train speed, in order to get into Montupet in time to return as

proposed

proposed.

The new train from Tiruwallur to Montupet in the evening will be timed to run at 15 miles per hour.

I have consulted the Chief Engineer with reference to the increased speed, and as the trains will run during the day-time he raises no objection to my proposal.

At present a passenger from Montupet for Madras leaves the former station at 8.10, halts at Tiruwallur one hour and twenty five minutes, reaches Mayavaram at 15.5, halts there seven hours and forty four minutes, and reaches Madras the next morning at 8.10. Under the arrangement shown in the accompanying time table, he could leave Montupet at 15.10 and arrive in Madras the next morning at 8.10.

Will you please submit this

this

4
this proposal for the orders of
Government.

I have the honor to be,

Sir,

Your most obedient servant

William A. Betts

Agent

Wm. A. Betts
1000 1000

W.A.

REGISTERED
4009
FILE
NO

Dated
Received
No.
Enclosure
189

From
The Agent,
South Indian Railway,
Trichinopoly,
To
The Consulting Engineer for
Railways,
Madras.

Letter from A
No. 861
Dated 25/8.

To E. R.

D, states that ^{in his} from his
opinion, the extra train
is required, as one train
a day between Mutpet &
Tiruvallur does not seem
sufficient for the passenger
traffic. What they call 20
miles an hour is apparently
at the average rate of
15 miles an hour from
time of departure to time
of arrival at next station.
This seems to me a very
~~low~~ moderate rate.

Jld
27/8.

The extra train are
approved & sanctioned
The Chief eng. is respon.
able for the speed &
I support him

W.A.
29/8/84

A No 463-R. of 30th August 1894

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

A

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

Letter from the Agent
South Indian Railway

No. 861 of 25 Aug 94

30
The proposed train
services between Mayas
suri & Muttet is ap-
proved.

MU

R

463⁹²

- To The Agent S. I. Ry. Inds Despts 30/8/94
- Mr. G. R. P. P. P.
 - Postmaster General Madras
 - Inspector Genl. Ry. S. I. Ry. S. I. Ry.
 - Director General of the P. W. Dept.
 - Revenue Department
 - Military Dept.
 - Chariman, Chambers of Commerce.

DESPATCHED
17 SEP 94