

Public Works (1896) Department.

RAILWAY BRANCH.

G.O., No. 560 . R

DATED 26th June

453R 22.5.96.

[Despatch Abstract.]

Name and code initials of a station on the
East Coast Railway - Correspondence
ending with Government of India's
approval to the name "Kadmitkota"
with the code initials 'K.S.K.' being
adopted for the old Anakapalle Station
communicated to the Manager, East Coast
Railway.

[illegible][illegible]

Exd. Md. Pahilvan.
Spare Copies

RAILWAY.

Govt. of {1896} Madras.

PUBLIC WORKS.

Dated June, 26th.

Recd.

Encl.

G.O. No. 560 R., 26th June 1896.

JUNE.

Name and Code initials of a
station on the East Coast
Railway

Correspondence ending with Government of India's approval to the name 'Kasimkota' with the code initials 'K.S.K.' being adopted for the old Anakapalle station, communicated to the Manager, East Coast Railway.

Form No. Mgr. 19.

In your reply please quote the number and date of this letter.

No. 2877

FROM

THE MANAGER,
EAST COAST RAILWAY.

To

THE CONSULTING ENGINEER for RAILWAYS,

M A D R A S .

Dated Waltair, the 11 April 1896.

Sir,

The present Anakapalli station of this Railway having been removed to a new site, it is proposed to retain the old station as a flag station under the name of Kasimkota.

I have therefore the honor to quote below the correct spelling of the name of the latter place in English and in vernacular as furnished by the Collector of Vizagapatam, also the code initials fixed for it and in terms of the orders contained in Government of India, P.W.D.No.494 P.T.dated 16th September 1889, to request the favour of your obtaining the approval of the Government of India to the same.

English.

Vernacular.

Code initial.

Kasimkota

కసింకొట

K.S.K.

I have the honor to be,

Sir,

Your most obedient Servant.

Gulowin

Capt. R.F.

Offg. Manager, E.C.Railway.

Accompaniments.



R. FOR: No. 12.

No. 4532

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

THE SECY. TO THE GOVT. OF INDIA,

P. W. DEPARTMENT.

Simple

Dated the 22nd May 1896.

SIR,

I am directed
to forward herewith copy
of a letter no 2879 dt
11.4.96 from the Manager
E.C.R. and to request the
approval of the Govt of
India to the spelling &
code initials of the name
of the Kasimkota station.

Yft 18/4

DR.

Documents accompanying:
Copy letter from M. E. CR
referred to.

Fair despd in office
on 22.5.96

not to issue at present

Issue now
21/5

18/4

Letter to CR no 1234
20/4/96

22/5/96

165/93

All communications
should be addressed to
the Secretary.

No. 191 R.Stat.
GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

38

To
The Joint Secretary to the Government of Madras,
Public Works Department, Railway Branch.

Simla, the 17th June 1896.

Sir,

23/6 4/5/96 DT
sent to
21/6/96

In reply to your letter No. 453 R., dated the 22nd
May 1896, I am directed to communicate the approval of the
Government of India to the name of 'Kasimkota' with the code
initials 'K.S.K.', being adopted for the old Anakapalle
station which it is proposed to retain as a flag station.

2. I am to add that the O in 'Kasimkota' should be
accented in accordance with the authorised list of the
more important places in Madras.

I have the honour to be,

Sir,

Your most obedient servant,

W. Bonham Carter

Captain, R.E.,

Assistant Secretary.

Documents accompanying:-

Nil.

[Signature]

M.L.M.

Bf No 453. Dated 22.5.96

29/5

5682

5682

Recd: 23. 6. 96

(R.) Form No. 3.

A

H

No. 560. R dated 26. 6. 96

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

Letter from the Manager } No. 2879 of 11 April 1896
East Coast Ry — } 92

Letter to the Govt. of } — — — 453 R of 22nd May 96
India P. W. Deptt: — }

Letter from do — — — 191 R Stat of 17 June 96

Communicated
to the Manager East
Coast Railway..

DESPATCHED

7- JUL. 96

To the Manager East Coast Ry
— do. Revenue Deptt.
— do. Postmaster General Madras

256

R

5682

Ap. N. 5682. Dated 26.6.96

Public Works (1896) Department.

RAILWAY BRANCH.

G.O., No. 547 . R

DATED 20th June

[Despatch Abstract.]

South Indian Railway Revised Time-table
The — embodying certain alterations, accepted,
with remarks, as a tentative one, and sanc-
tioned for adoption from 15th July
next.

[illegible]

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

No. 547 R., 20TH JUNE 1896.

Railway.

Telegram from the Agent, South Indian Railway, dated 15th June 1896.

(ii) A night train on the Erode branch should be provided.

[illegible]

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

No. 547 R., 20TH JUNE 1896.

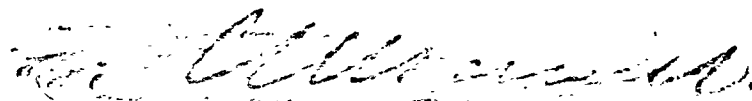
Railway.

Telegram from the Agent, South Indian Railway, dated 15th June 1896.

(ii) A night train on the Erode branch should be provided.

(iv) The additional mixed train between Villupuram and Mayavaram is an improvement, but looking to the crowded state of the trains on the main line, it is considered that the service should comprise two mails, one passenger and one mixed — one mail being run "express" and "fed" by the mixed, the passenger running to Madura only.

(True Extract.)



Under Secy. to Govt., P.W.D.,
Railway Branch.

To the Agent, South Indian Railway.
„ the Examiner, Guaranteed Railway Accounts.
„ the Postmaster-General, Madras.
„ the Director-General of the Post Office of India.
„ the Inspector-General, Railway Mail Service, Calcutta.
„ the Chairman, Chamber of Commerce, Madras.
„ the Revenue Department.
„ His Excellency the Lieutenant-General Commanding the Forces, Madras.

RAILWAY.
Govt. of {1896} Madras.
PUBLIC WORKS.

Dated June, 20th.

Recd.

Encl.

G.O. No. 547 R., 20th June 1896.

JUNE.

South Indian Railway

Revised Time-table.—The — embodying certain alterations, accepted, with remarks, as a tentative one and sanctioned for adoption from 15th July next.

SOUTH INDIAN RAILWAY.
TIME AND FARE TABLE.

IN FORCE FROM JULY 15TH, 1896, AND UNTIL FURTHER NOTICE.
The hours of departure given in these tables show the times before which trains will not start from the stations. Every effort will be made to maintain punctuality, but the Company cannot guarantee this under all circumstances, nor do they hold themselves responsible for delay.
Madras time is kept at all stations. The hours in this time sheet are numbered from 0 (midnight) to 24 (midnight) consecutively.

MAIN LINE.
MADRAS TO TUTICORIN.

Miles.	From Madras (Egmore).	Stations.	Time Table.							Fares from Madras (Egmore).		
			Mixed Train.	Mail Train.	Mixed Train.	Mail Train.	Passenger Train.	Mail Train.	Passenger Train.	1st Class.	2nd Class.	3rd Class.
21	1	BEACH	..	..	13 5	..	17 10	..	17 40	Rs. A. 0 3	Rs. A. 0 1	Rs. A. 0 0 1/2
1 1/2	2	Fort Park	..	..	13 12	..	17 17	..	17 47	0 3	0 1	0 0 1/2
..	3	MADRAS ..	..	..	13 19	..	17 24	..	17 54	0 3	0 1	0 0 1/2
1 1/2	4	EGMORE	..	..	13 24	..	17 29	..	18 0	..	..	..
3	5	Chetpat	..	..	13 34	..	17 34	..	18 35	0 3	0 1	0 0 1/2
5 1/2	7	Kodambakam	..	..	13 43	..	17 42	..	18 10	0 3	0 1	0 0 1/2
8	10	Saidapet	..	..	13 53	..	17 50	..	18 18	0 6	0 2	0 1 1/2
11 1/2	13	St. Thomas' Mount	..	..	14 7	..	18 0	..	18 30	0 6	0 2	0 1 1/2
18 1/2	20	PALLAVARAM	..	..	14 22	..	18 13	..	18 52	0 13	0 4	0 3
22 1/2	24	Vandalur	..	..	14 35	..	18 24	..	19 2	1 3	0 6 1/2	0 3 1/2
28 1/2	30	Guduvancheri	..	..	14 40	..	..	..	..	1 7	0 8	0 4
34 1/2	36	Siragapuram	..	..	15 7	..	..	..	..	1 14	0 10	0 6
40 1/2	42	CHINGLEPUT JUNCTION	..	..	15 30	..	..	..	..	2 3	0 13	0 6
46 1/2	48	ARKONAM	..	..	16 20	..	..	..	..	4 10	1 9	0 13
52 1/2	58	BRANCH. Arkonam	..	..	17 15	..	..	..	..	..	..	..
58 1/2	64	CHINGLEPUT JUNCTION	..	..	18 50	..	..	..	..	..	..	..
64 1/2	70	Kolattur north	..	..	19 45	..	..	..	..	..	..	..
70 1/2	76	Padalam	..	..	20 45	..	..	..	..	..	..	..
76 1/2	82	Maduravankam	..	..	21 10	..	..	..	..	..	..	..
82 1/2	88	Acharapakkam	..	..	21 35	..	..	..	..	..	..	..
88 1/2	94	Perambalur	..	..	22 18	..	..	..	..	..	..	..
94 1/2	100	Chikur	..	..	23 14	..	..	..	..	..	..	..
100 1/2	106	Tindivanam	..	..	..	..	..	..	..	..	..	..
106 1/2	112	Mailam	..	..	..	..	..	..	..	..	..	..
112 1/2	118	Vikravandi	..	..	..	..	..	..	..	..	..	..
118 1/2	124	VILLUPURAM JUNCTION	..	..	..	..	..	..	..	..	..	..

For information as to rates and fares for all descriptions of traffic, see the Company's Quarterly Guide which may be obtained on application at all stations.

RAILWAY.
Govt. of {1896} Madras.
PUBLIC WORKS.

Dated June, 20th.

Recd.

Encl.

G.O. No. 547 R., 20th June 1896.

JUNE.

South Indian Railway

Revised Time-table.—The — embodying certain alterations, accepted, with remarks, as a tentative one and sanctioned for adoption from 15th July next.

SOUTH INDIAN RAILWAY.
TIME AND FARE TABLE.

IN FORCE FROM JULY 15TH, 1896, AND UNTIL FURTHER NOTICE.
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MAIN LINE.
MADRAS TO TUTICORIN.

Miles.	From Madras (Egmore).	Stations.	Time Table.							Fares from Madras (Egmore).		
			Mixed Train.	Mail Train.	Mixed Train.	Mail Train.	Passenger Train.	Mail Train.	Passenger Train.	1st Class.	2nd Class.	3rd Class.
21 1/2		BEACH	..	..	..	..	17 10	..	..	Rs. A. 0 3	Rs. A. 0 1	Rs. A. 0 0 1/2
1 1/2		Fort Park	..	..	..	..	17 17	..	..	0 3	0 1	0 0 1/2
..		MADRAS ..	..	..	..	..	17 24	..	..	0 3	0 1	0 0 1/2
1 1/2		EGMORE	..	..	..	..	17 29	..	..	..	..	..
3		Chetpat	..	..	..	..	17 34	18 35	..	..	..	..
5 1/2		Kodambakam	..	..	..	..	17 42	..	..	0 3	0 1	0 0 1/2
8		Saidapet	..	..	..	..	17 50	..	..	0 3	0 1	0 0 1/2
11 1/2		St. Thomas' Mount	..	..	..	..	18 0	..	..	0 6	0 2	0 1 1/2
18 1/2		PALLAVARAM	..	..	..	..	18 13	..	..	0 8	0 2 1/2	0 1 1/2
22 1/2		Vandalur	..	..	..	..	18 24	..	..	0 13	0 4	0 2
29 1/2		Guduvancheri	..	..	..	..	..	..	..	1 3	0 6 1/2	0 3 1/2
34 1/2		Singaperumalkoil	..	..	..	..	..	..	..	1 7	0 8	0 4
..		CHINGLEPUT JUNCTION	..	..	..	..	..	..	..	1 14	0 10	0 6
73 1/2		ARKONAM	..	..	..	..	..	..	..	2 3	0 13	0 6
..		BRANCH. Arkonam	..	..	..	..	..	..	..	4 10	1 9	0 13
..		CHINGLEPUT JUNCTION	..	..	..	..	..	..	..	..	..	..
40 1/2		Kolattur north	..	..	..	..	..	..	..	..	..	..
43 1/2		Padalam	..	..	..	..	..	..	..	..	..	..
45 1/2		Madurantakam	..	..	..	..	..	..	..	..	..	..
55 1/2		Acharapakkam	..	..	..	..	..	..	..	..	..	..
63 1/2		Perambar	..	..	..	..	..	..	..	..	..	..
68		Chikur	..	..	..	..	..	..	..	..	..	..
78 1/2		Tindivanam	..	..	..	..	..	..	..	..	..	..
81		Mailam	..	..	..	..	..	..	..	..	..	..
90 1/2		Vikravandi	..	..	..	..	..	..	..	..	..	..
98 1/2		VILLUPURAM JUNCTION	..	..	..	..	..	..	..	..	..	..

For information as to rates and fares for all descriptions of traffic, see the Company's Quarterly Guide which may be obtained on application at all stations.
* Refreshment rooms at these stations.

Miles.		(Stations.)	Time table.							Fares from Madras (Egmore).			
From	Macras (Egmore).		Mixed Train.	Mail Train.	Mail Train.	Mixed Train.	Passenger Train.	Passenger Train.	Mail Train.	Passenger Train.	1st Class.	2nd Class.	3rd Class.
132½	140	(Pondicherry	..	..	15 0	1 5	..	..	1 5	..	Rs. A.	Rs. A.	Rs. A.
140	141½	Trivernamamala *	..	..	16 18	..	..	..	..	..	7 10	2 0	1 5
141½	142½	Yellare	..	..	20 5	..	..	..	..	..	8 13	2 10	1 8
142½	143½	Katpadi *	..	..	22 23	..	..	..	..	..	12 0	4 0	2 0
143½	144½	Chittoor	..	..	23 56	..	..	..	..	..	13 6	4 2	2 1
144½	145½	Pakala J. *	..	..	1 32	..	..	..	..	..	13 11	4 9	2 5
145½	146½	Timagudi West	..	..	3 28	..	..	..	..	..	14 13	4 15	2 8
146½	147½	Nellore	..	..	10 30	..	..	..	..	..	16 6	5 8	2 12
147½	148½	China Tippa Samudram *	..	..	(a) 5 36	..	..	..	..	..	21 8	7 3	3 10
148½	149½	Dharmaveeran *	..	..	(a) 12 15	..	..	..	..	..	13 1	6 1	3 1
149½	150½	Dharmaveeran	..	..	(a) 11 0	..	..	..	..	..	23 10	7 14	3 15
150½	151½	China Tippa Samudram	..	..	(a) 30 35	..	..	..	..	..	..	..	..
151½	152½	Nellore	..	..	16 35	..	..	..	..	..	..	..	..
152½	153½	Trivernamamala	..	..	22 55	..	..	..	..	..	..	..	..
153½	154½	Pakala J.	..	..	0 28	..	..	..	..	..	..	..	..
154½	155½	Chittoor	..	..	1 40	..	..	..	..	..	..	..	..
155½	156½	Katpadi	..	..	3 20	..	..	..	..	..	..	..	..
156½	157½	Yellare	..	..	5 30	..	..	..	..	..	..	..	..
157½	158½	Trivernamamala	..	..	9 28	..	..	..	..	..	..	..	..
158½	159½	(Pondicherry	..	..	10 50	..	..	..	..	..	..	..	..
159½	160½	VILLUPURAM JUNCTION	..	..	13 20	21 48	..	..	23 29	..	..	..	..
160½	161½	Sendanur	..	..	13 36	22 14	..	..	..	..	..	..	..
161½	162½	Panruti	..	..	13 59	22 49	..	..	..	..	..	..	..
162½	163½	Nellikuppam	..	..	14 21	23 28	..	..	..	..	..	..	..
163½	164½	Cuddalore N.T.	..	..	14 41	23 54	..	..	0 35	..	..	..	..
164½	165½	Cuddalore O.T.	..	..	14 49	0 5	..	..	0 43	..	..	..	..
165½	166½	Alapokam	..	..	15 8	0 30	..	..	1 0	..	..	..	..
166½	167½	Porto Novo	..	..	15 23	1 42	..	..	..	..	..	..	..
167½	168½	Kille	..	..	15 49	2 22	..	..	1 41	..	..	..	..
168½	169½	Chidambaram	..	..	16 1	2 39	..	..	..	..	..	..	..
169½	170½	Culeorom	..	..	16 15	3 2	..	..	2 3	..	..	..	..
170½	171½	Shiyali	..	..	16 34	3 26	..	..	..	..	..	..	..
171½	172½	Vaidhivierankoil	..	..	16 53	3 55	..	..	2 34	..	..	..	..
172½	173½	Antandavapuram	..	..	17 8	4 13	..	..	..	..	..	..	..
173½	174½	Mayavaram	..	..	17 22	4 35	..	..	..	..	..	..	..
174½	175½	MAYAVARAM JUNCTION	..	..	17 33	4 50	..	..	3 5	..	..	..	..
175½	176½	Mayavaram J.	..	..	17 50	..	..	..	3 25	..	..	..	..
176½	177½	Trivernam J.	..	..	19 15	..	..	..	4 50	..	..	..	..
177½	178½	BRANCH. Mutpet	..	..	20 30	..	..	..	6 5	..	..	..	..
178½	179½	Nagapatam	..	..	..	..	..	..	8 5	..	..	..	..
179½	180½	MAYAVARAM JUNCTION	..	..	17 46	5 10	..	..	3 17	..	..	..	..
180½	181½	Kuttalam	..	..	18 2	5 35	..	..	..	..	..	..	..
181½	182½	Narasainpet	..	..	18 15	6 1	..	..	..	..	..	..	..
182½	183½	Trivandamur	..	..	18 31	6 26	..	..	..	..	..	..	..

1991	KUMBakonam*	..	..	..	11 23	..	18 44	6 45	Through Megapattam	..	..	..	4 3	13 2	4 1	2 1
1981	Sundarapuramkoll	..	..	..	11 50	..	18 52	7 2	..	..	..	..	4 12	12 7	4 3	2 2
2021	Papanasam	..	..	..	12 18	..	19 8	7 30	..	..	..	..	—	12 11	4 3	2 2
2061	Ayyampet	..	..	..	12 43	..	19 20	7 52	..	..	..	..	—	12 11	4 4	2 2
2111	Tite	..	..	..	13 10	..	19 35	8 19	..	..	..	..	—	12 15	4 6	2 4
2171	TANJORE JUNCTION*	..	..	..	13 33	..	19 51	8 43	..	..	..	..	5 10	13 4	4 7	2 4
2511	Tanjore J.*	..	..	..	13 55	..	20 7	9 5	..	..	..	..	..	13 10	4 9	2 5
2551	BRANCH	..	..	..	14 55	..	20 35	9 30	..	..	..	..	5 25	..	..	..
2571	NEGAPATTAM	..	..	..	19 0	..	23 35	13 40	..	..	..	..	8 45	..	..	..
2581	Tanjore J.*	..	..	..	19 15	..	26 45	..	..	..	..	..	0 35	..	..	..
2591	Tanjore J.*	..	..	..	19 20	..	26 45	..	..	..	..	..	4 45	..	..	..
2281	TANJORE JUNCTION	..	..	..	14 35	..	20 32	9 40	..	..	..	..	5 30	..	..	..
2421	Budalur ..	..	..	..	15 21	..	21 4	10 28	..	..	..	..	..	14 5	4 13	2 7
2481	TRICHINOPOLY JUNCTION *	..	..	..	16 12	..	21 87	11 17	..	..	..	..	..	15 3	5 1	2 9
2511	TRICHINOPOLY JUNCTION *	..	..	..	16 35	..	21 55	11 40	..	..	..	..	..	16 9	5 3	2 10
2531	TRICHINOPOLY Fort	..	..	..	17 5	..	22 25	13 40	..	..	..	..	..	15 12	5 4	2 10
2571	ERODE *	..	..	..	..	..	..	15 15	..	..	..	..	..	18 8	6 3	3 2
2581	ERODE *	..	..	..	..	..	..	17 40	..	..	..	..	..	21 0	7 0	3 8
2591	ERODE *	..	..	..	..	..	..	6 30	..	..	..	..	..	..	..	..
306	TRICHINOPOLY Fort	..	..	..	..	..	21 35	8 58	..	..	..	..	..	..	..	..
3121	TRICHINOPOLY JUNCTION	..	..	..	..	..	..	11 55	..	..	..	..	..	..	..	..
260	Kolatur South	..	..	..	..	..	22 13	12 10	..	..	..	..	6 55	..	..	..
271	Manapatti	..	..	..	..	..	22 44	12 53	..	..	..	..	7 27	16 4	5 7	2 12
2791	Vaiyampatti	..	..	..	..	..	23 16	13 36	..	..	..	..	8 0	17 0	6 11	3 6
2901	Ayyalore	..	..	..	..	..	23 56	14 22	..	..	..	..	9 44	17 8	6 14	2 16
2951	Vadumadura	..	..	..	..	..	1 0	15 35	..	..	..	..	8 40	18 3	6 1	3 1
306	DINDIGUL*	..	..	..	..	..	1 15	16 8	..	..	..	..	10 0	18 8	6 3	3 2
3121	Ambaturai	..	..	..	..	..	1 39	16 43	..	..	..	..	10 24	19 2	6 6	3 8
3191	AMMAYANAYAKANUR (for Kodakanal)	..	..	..	..	..	1 49	16 54	..	..	..	..	10 34	19 9	6 9	3 6
3311	Sholavandan	..	..	..	..	..	2 8	17 22	..	..	..	..	11 10	19 6	6 11	3 6
3361	Samayanallur	..	..	..	..	..	2 25	17 48	..	..	..	..	11 20	20 12	6 15	3 8
3441	MADURA *	..	..	..	..	..	3 5	18 43	..	..	..	..	12 6	21 1	7 1	3 9
3481	Tiruparankundram	..	..	..	..	..	3 21	19 8	..	..	..	..	12 25	21 9	7 3	3 10
3561	Tirumangalam	..	..	..	..	..	3 40	19 35	..	..	..	..	13 6	21 13	7 5	3 11
3641	Kalligudi	..	..	..	..	..	4 11	..	..	..	..	..	13 30	22 4	7 7	3 12
3711	VIRUDUPATI *	..	..	..	..	..	4 35	..	..	..	..	..	13 55	22 13	7 10	3 13
3801	Tutkupati	..	..	..	..	..	5 18	..	..	..	..	..	14 13	23 4	7 12	3 14
388	Satur	..	..	..	..	..	5 28	..	..	..	..	..	14 23	23 13	7 15	4 0
4011	Koilkatti	..	..	..	..	..	6 51	..	..	..	..	..	14 48	23 13	7 15	4 0
4071	Kumarapuram	..	..	..	..	..	6 17	..	..	..	..	..	15 12	24 4	8 2	4 1
412	Kodumbar	..	..	..	..	..	6 56	..	..	..	..	..	15 51	25 2	8 6	4 3
425	MANYACHI JUNCTION	..	..	..	..	..	7 15	..	..	..	..	..	16 10	25 8	8 8	4 4
425	MANYACHI JUNCTION	..	..	..	..	..	7 42	..	..	..	..	..	16 37	25 15	8 11	4 6
425	MANYACHI JUNCTION	..	..	..	..	..	8 6	..	..	..	..	..	17 1	26 9	8 14	4 7
425	MANYACHI JUNCTION	..	..	..	..	..	8 20	..	..	..	..	..	17 15	27 12	9 4	4 10
425	MANYACHI JUNCTION	..	..	..	..	..	8 25	..	..	..	..	..	17 20	27 12	9 4	4 10
425	MANYACHI JUNCTION	..	..	..	..	..	6 55	..	..	..	..	..	14 40	27 12	9 4	4 10
425	MANYACHI JUNCTION	..	..	..	..	..	8 0	..	..	..	..	..	15 45	27 12	9 4	4 10
425	MANYACHI JUNCTION	..	..	..	..	..	8 23	..	..	..	..	..	17 17	27 2	9 1	4 9
425	MANYACHI JUNCTION	..	..	..	..	..	9 10	..	..	..	..	..	17 42	27 11	9 4	4 10

(c) Third class only.

* Refreshment rooms at these stations.

For information as to rules and rates for all descriptions of traffic, see the Company's *Quarterly Guide* which may be obtained on application at all stations.

TUTICORIN TO MADRAS.

[illegible]

For information as to rules and rates for all descriptions of traffic, see the Company's *Quarterly Guide* which may be obtained on application at all stations.

MAIN LINE-cont.
TUTICORIN TO MADRAS-cont.

Miles.	Stations.	Mixed Train. 8	Mixed Train. 131	Mixed Train. 12	Mail Train. 14	Passenger Train. 20	Passenger Train. 22	Mixed Train. 32	Mail Train. 36	Passenger Train. 48	1st Class.	2nd Class.	3rd Class.
553	VILLUPURAM JUNCTION	..	..	..	..	..	..	..	..	..	..	..	..
362	Vikravandi	..	..	..	..	..	..	..	..	..	..	..	..
368	Mailam	..	..	..	..	..	..	..	..	..	..	..	..
375	Tindivanam	..	..	..	..	..	..	..	..	..	..	..	..
380	Olakur	..	..	..	..	..	..	..	..	..	..	..	..
385	Perambalur	..	..	..	..	..	..	..	..	..	..	..	..
393	Acharapattam	..	..	..	..	..	..	..	..	..	..	..	..
400	Maduravakkam	..	..	..	..	..	..	..	..	..	..	..	..
403	Pekulam	..	..	..	..	..	..	..	..	..	..	..	..
408	Kottur North	..	..	..	..	..	..	..	..	..	..	..	..
417	CHINGLEPUT JUNCTION	..	..	..	..	..	..	..	..	..	..	..	..
421	Arkonam	..	..	..	..	..	..	..	..	..	..	..	..
424	BRANCH. { Arkonam	..	..	..	..	..	..	..	..	..	..	..	..
431	CHINGLEPUT JUNCTION	..	..	..	..	..	..	..	..	..	..	..	..
435	Singaperumalkoil	..	..	..	..	..	..	..	..	..	..	..	..
438	Gaduvancheri	..	..	..	..	..	..	..	..	..	..	..	..
440	Vandalur	..	..	..	..	..	..	..	..	..	..	..	..
441	PALLAVARAM	..	..	..	..	..	..	..	..	..	..	..	..
442	St. Thomas' Mount	..	..	..	..	..	..	..	..	..	..	..	..
443	Saidapet	..	..	..	..	..	..	..	..	..	..	..	..
444	Kodambakkam	..	..	..	..	..	..	..	..	..	..	..	..
445	Chetpat	..	..	..	..	..	..	..	..	..	..	..	..
446	EGMORE	..	..	..	..	..	..	..	..	..	..	..	..
447	Park	..	..	..	..	..	..	..	..	..	..	..	..
448	Fort	..	..	..	..	..	..	..	..	..	..	..	..
449	BEACH	..	..	..	..	..	..	..	..	..	..	..	..

For information as to rules and rates for all descriptions of traffic, see the Company's *Quarterly Guide* which may be obtained on application at all stations.

(a) Third class only.

* Refreshment rooms at these stations.

NORTH-WEST SECTION.
PONDICHERY-NELLORE AND DHARMAVARAM.

Miles.		Stations.		Mixed Train.		Mixed Train.		Mixed Train.		Mixed Train.		Mixed Train.		Mixed Train.		Mixed Train.		Mixed Train.		Mixed Train.		Mixed Train.		Mixed Train.		Mixed Train.		Mixed Train.		Mixed Train.		Mixed Train.		Mixed Train.		Mixed Train.		Mixed Train.		Mixed Train.		Mixed Train.		Mixed Train.		Mixed Train.		Mixed Train.		Mixed Train.		Mixed Train.		Mixed Train.		Mixed Train.		Mixed Train.		Mixed Train.		Mixed Train.		Mixed Train.		Mixed Train.		Mixed Train.		Mixed Train.		Mixed Train.		Mixed Train.		Mixed Train.		Mixed Train.		Mixed Train.		Mixed Train.		Mixed Train.		Mixed Train.		Mixed Train.		Mixed Train.		Mixed Train.		Mixed Train.		Mixed Train.		Mixed Train.		Mixed Train.		Mixed Train.		Mixed Train.		Mixed Train.		Mixed Train.		Mixed Train.		Mixed Train.		Mixed Train.		Mixed Train.		Mixed Train.		Mixed Train.		Mixed Train.		Mixed Train.		Mixed Train.		Mixed Train.		Mixed Train.		Mixed Train.		Mixed Train.		Mixed Train.		Mixed Train.		Mixed Train.		Mixed Train.		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(a) Third class only.

* Refreshment rooms at these stations.

For information as to rules and rates for all descriptions of traffic, see the Company's *Quarterly Guide* which may be obtained on application at all stations.

NORTH-WEST SECTION--cont.

(a) Third class only.

* Refreshment rooms at these stations.

CHINGLEPUT-ARKONAM BRANCH

NAME	AGE	SEX	REL	DATE	TIME	PLACE	REMARKS
CHINGEPUTT J.	..	A		8 35	10 10	2 8	0 14
							0 7

MAYAVARAM-MUTUPET BRANCH.

For information as to rules and rates for all descriptions of traffic, see the Company's *Quarterly Guide* which may be obtained on application at all stations.

* Refreshment rooms at these stations.

- Refreshment rooms at these stations.

TANJORE-NEGAPATAM BRANCH.

Miles. From Madras (Egmore).	Stations.	Fares from Madras.			Mail Train.	Mixed Train.	Mixed Train.	Mixed Train.	Mixed Train.	Mail Train.	Fares from Negapatam.		
		1st Class.	2nd Class.	3rd Class.							1st Class.	2nd Class.	3rd Class.
217½	TANJORE J.*	13 10	4 9	2 5	20 35	14 55	9 30	5 35	109	118	33	8	121
220½	Saliyamangalam ..	14 3	4 12	2 6	21 3	15 32	10 24	6 19	109	118	33	8	121
236½	Nidamangalam ..	14 7	4 13	2 7	21 17	15 51	10 24	6 19	109	118	33	8	121
241½	Koradacherry ..	14 13	4 15	2 8	21 42	16 26	10 24	6 19	109	118	33	8	121
247½	Kulikarai ..	15 2	5 1	2 9	22 0	16 53	10 24	6 19	109	118	33	8	121
251½	Tiruvallur J.	15 8	5 3	2 10	22 23	17 21	10 24	6 19	109	118	33	8	121
254½	Adiyakamungalam ..	15 12	5 4	2 10	22 33	17 36	10 24	6 19	109	118	33	8	121
258½	Kivallur ..	15 15	5 5	2 11	22 43	17 46	10 24	6 19	109	118	33	8	121
262½	Sikkil ..	15 16	5 5	2 11	22 48	17 51	10 24	6 19	109	118	33	8	121
265½	NEGAPATAM	16 10	5 9	2 13	23 0	18 0	10 24	6 19	109	118	33	8	121

TRICHINOPOLY-ERODE BRANCH.

Miles. From Madras (Egmore).	Stations.	Fares from Madras.			Passen- ger Train.	Mixed Train.	Mail Train.	Mixed Train.	Mixed Train.	Mail Train.	Fares from Erode.		
		1st Class.	2nd Class.	3rd Class.							1st Class.	2nd Class.	3rd Class.
249½	TRICHY J.*	15 9	5 3	2 10	22 15	18 45	10 10	6 15	143	149	155	159	163
251	Trichy Fort	15 12	5 4	2 10	22 25	18 55	10 10	6 15	143	149	155	159	163
260½	Elumanner ..	16 5	5 7	2 12	23 0	19 10	10 10	6 15	143	149	155	159	163
267½	Pettuvayalal ..	16 11	5 9	2 13	23 10	19 20	10 10	6 15	143	149	155	159	163
271½	Kulitai ..	17 0	6 11	2 14	23 20	19 30	10 10	6 15	143	149	155	159	163
277½	Lalpet ..	17 6	6 13	2 15	23 30	19 40	10 10	6 15	143	149	155	159	163
283½	Katalai ..	17 13	6 15	2 16	23 40	19 50	10 10	6 15	143	149	155	159	163
291	Puliyur ..	18 3	6 1	3 1	24 0	20 0	10 10	6 15	143	149	155	159	163
295½	Karur ..	18 8	6 3	3 2	24 10	20 10	10 10	6 15	143	149	155	159	163
304½	Pugur ..	19 1	6 6	3 3	24 20	20 20	10 10	6 15	143	149	155	159	163
312½	Kodumudi ..	19 9	6 9	3 5	24 30	20 30	10 10	6 15	143	149	155	159	163
316½	Unjalar ..	19 13	6 10	3 5	24 40	20 40	10 10	6 15	143	149	155	159	163
324½	Pasur ..	20 5	6 13	3 7	24 50	20 50	10 10	6 15	143	149	155	159	163
329½	Chavadiyallam ..	20 10	6 14	3 7	25 0	21 0	10 10	6 15	143	149	155	159	163
335	ERODE J.*	21 0	7 0	3 8	25 10	21 10	10 10	6 15	143	149	155	159	163

For information as to rules and rates for all descriptions of traffic, see the Company's *Quarterly Guide* which may be obtained on application at all stations.

* Refreshment rooms at these stations.

MANIYACHI-TINNEVELLY BRANCH.

Miles. From Madras (Egmore).	Stations.	Fares from Madras.			Mixed Train.	Mixed Train.	Mixed Train.	Mixed Train.	Mixed Train.	Fares from Tinnevely.		
		1st Class.	2nd Class.	3rd Class.						1st Class.	2nd Class.	3rd Class.
425	MANIYACHI J.	26 9	8 14	4 7	173	169	173	169	173	169	173	169
434½	Gausikondan ..	27 2	9 1	4 9	175	171	175	171	175	171	175	171
443½	TINNEVELLY	27 12	9 4	4 10	176	172	176	172	176	172	176	172

For information as to rules and rates for all descriptions of traffic, see the Company's *Quarterly Guide* which may be obtained on application at all stations.

TRICHINOPOLY,
18th June 1896.

(Signed) A. D. G. SHELLEY, Captain, R.E.,
Agent, South Indian Railway.

SOUTH INDIA

TIME AND

S. M. S. Co. **IN FORCE FROM JULY 1st 1896**

THE HOURS OF DEPARTURE GIVEN IN THESE TABLES SHEW THE TIMES BEFORE WHICH MAINTAIN PUNCTUALITY, BUT THE COMPANY CANNOT GUARANTEE THIS UNDER ALL

S. M. S. Co. *Madras time is kept at all Stations. The hours in this time sheet*

MADRAS TO TUTICORIN.

MAIN

TIME TABLE.											FARES FROM MADRAS (EGMORE.)			
Miles. From Madras (Egmore.)	STATIONS.		Mixed Train. 5	Mail Train. 13	Mail Train. 15	Mixed Train. 33	Mixed Train. 127	Passenger Train. 45	Passenger Train. 47	Mail Train. 51	Passenger Train. 55	1st Class.	2nd Class.	3rd Class.
												Rs. A.	Rs. A.	Rs. A.
2 1/2	BEACH	D	...	...	...	13 5	...	17 10	17 40	...	...	0 3	0 1	0 0 1/2
1 1/2	Fort Park	...	...	...	...	13 12	...	17 17	17 47	...	...	0 3	0 1	0 0 1/2
...	...	...	...	...	...	13 19	...	17 24	17 53	...	...	0 3	0 1	0 0 1/2
1 1/2	MADRAS	D	...	...	...	13 24	...	17 29	17 58	...	...	0 3	0 1	0 0 1/2
...	EGMORE	A	...	...	...	13 34	...	17 34	18 10	...	...	0 3	0 1	0 0 1/2
...	Chennai Kodambakam	...	...	...	...	13 43	...	17 42	18 18	...	...	0 3	0 1	0 0 1/2
1 1/2	...	...	...	...	...	13 53	...	17 50	18 30	...	...	0 3	0 1	0 0 1/2
8	Saidapet St. Thomas Mount	...	...	...	...	14 7	...	18 0	18 52	...	...	0 3	0 1	0 0 1/2
11 1/2	PALLAVARAM	A	...	...	...	14 22	...	18 13	19 2	...	...	0 3	0 1	0 0 1/2
18 1/2	Vandalur	...	...	...	...	14 35	...	18 24	19 2	...	...	0 3	0 1	0 0 1/2
22 1/2	Guduvancheri	...	...	...	...	14 40	...	...	...	...	...	0 3	0 1	0 0 1/2
29 1/2	Singaperumalkoil	...	...	...	...	15 7	...	...	...	...	...	0 3	0 1	0 0 1/2
34 1/2	CHINGLEPUT JUNCTION *	A	...	...	...	15 30	...	...	...	...	...	0 3	0 1	0 0 1/2
73 1/2	ARONAM BRANCH. Aronam	A	...	...	...	16 20	...	...	...	...	...	0 3	0 1	0 0 1/2
...	...	D	...	...	...	18 60	...	...	...	...	...	0 3	0 1	0 0 1/2
...	...	...	...	...	...	19 46	...	...	...	...	...	0 3	0 1	0 0 1/2
...	...	...	...	...	...	19 48	...	...	...	...	...	0 3	0 1	0 0 1/2
...	...	...	...	...	...	20 30	...	...	...	...	...	0 3	0 1	0 0 1/2
...	...	...	...	...	...	20 30	...	...	...	...	...	0 3	0 1	0 0 1/2
...	...	...	...	...	...	20 30	...	...	...	...	...	0 3	0 1	0 0 1/2
...	...	...	...	...	...	20 30	...	...	...	...	...	0 3	0 1	0 0 1/2
...	...	...	...	...	...	20 30	...	...	...	...	...	0 3	0 1	0 0 1/2
...	...	...	...	...	...	20 30	...	...	...	...	...	0 3	0 1	0 0 1/2
...	...	...	...	...	...	20 30	...	...	...	...	...	0 3	0 1	0 0 1/2
...	...	...	...	...	...	20 30	...	...	...	...	...	0 3	0 1	0 0 1/2
...	...	...	...	...	...	20 30	...	...	...	...	...	0 3	0 1	0 0 1/2
...	...	...	...	...	...	20 30	...	...	...	...	...	0 3	0 1	0 0 1/2
...	...	...	...	...	...	20 30	...	...	...	...	...	0 3	0 1	0 0 1/2
...	...	...	...	...	...	20 30	...	...	...	...	...	0 3	0 1	0 0 1/2
...	...	...	...	...	...	20 30	...	...	...	...	...	0 3	0 1	0 0 1/2
...	...	...	...	...	...	20 30	...	...	...	...	...	0 3	0 1	0 0 1/2
...	...	...	...	...	...	20 30	...	...	...	...	...	0 3	0 1	0 0 1/2
...	...	...	...	...	...	20 30	...	...	...	...	...	0 3	0 1	0 0 1/2
...	...	...	...	...	...	20 30	...	...	...	...	...	0 3	0 1	0 0 1/2
...	...	...	...	...	...	20 30	...	...	...	...	...	0 3	0 1	0 0 1/2
...	...	...	...	...	...	20 30	...	...	...	...	...	0 3	0 1	0 0 1/2
...	...	...	...	...	...	20 30	...	...	...	...	...	0 3	0 1	0 0 1/2
...	...	...	...	...	...	20 30	...	...	...	...	...	0 3	0 1	0 0 1/2
...	...	...	...	...	...	20 30	...	...	...	...	...	0 3	0 1	0 0 1/2
...	...	...	...	...	...	20 30	...	...	...	...	...	0 3	0 1	0 0 1/2
...	...	...	...	...	...	20 30	...	...	...	...	...	0 3	0 1	0 0 1/2
...	...	...	...	...	...	20 30	...	...	...	...	...	0 3	0 1	0 0 1/2
...	...	...	...	...	...	20 30	...	...	...	...	...	0 3	0 1	0 0 1/2
...	...	...	...	...	...	20 30	...	...	...	...	...	0 3	0 1	0 0 1/2
...	...	...	...	...	...	20 30	...	...	...	...	...	0 3	0 1	0 0 1/2
...	...	...	...	...	...	20 30	...	...	...	...	...	0 3	0 1	0 0 1/2
...	...	...	...	...	...	20 30	...	...	...	...	...	0 3	0 1	0 0 1/2
...	...	...	...	...	...	20 30	...	...	...	...	...	0 3	0 1	0 0 1/2
...	...	...	...	...	...	20 30	...	...	...	...	...	0 3	0 1	0 0 1/2
...	...	...	...	...	...	20 30	...	...	...	...	...	0 3	0 1	0 0 1/2
...	...	...	...	...	...	20 30	...	...	...	...	...	0 3	0 1	0 0 1/2
...	...	...	...	...	...	20 30	...	...	...	...	...	0 3	0 1	0 0 1/2
...	...	...	...	...	...	20 30	...	...	...	...	...	0 3	0 1	0 0 1/2
...	...	...	...	...	...	20 30	...	...	...	...	...	0 3	0 1	0 0 1/2
...	...	...	...	...	...	20 30	...	...	...	...	...	0 3	0 1	0 0 1/2
...	...	...	...	...	...	20 30	...	...	...	...	...	0 3	0 1	0 0 1/2
...	...	...	...	...	...	20 30	...	...	...	...	...	0 3	0 1	0 0 1/2
...	...	...	...	...	...	20 30	...	...	...	...	...	0 3	0 1	0 0 1/2
...	...	...	...	...	...	20 30	...	...	...	...	...	0 3		

RAILWAY.

RE TABLE.

ND UNTIL FURTHER NOTICE.

AINS WILL NOT START FROM THE STATIONS. EVERY EFFORT WILL BE MADE TO
CIRCUMSTANCES, NOR DO THEY HOLD THEMSELVES RESPONSIBLE FOR DELAY.
umbered from 0 (midnight) to 24 (midnight) consecutively.

for the Offg. Comdg. for Railways
Madras
To be substituted for
that forwarded with the
Agent's letter No 395 of 11th May
1896

VE.

TUTICORIN TO MADRAS.

STATIONS.	TIME TABLE.							FARES FROM TUTICORIN.		
	Mixed Train.	Mixed Train.	Mixed Train.	Mail Train.	Passenger Train.	Passenger Train.	Mixed Train.	1st Class.	2nd Class.	3rd Class.
TUTICORIN	8	131	12	14	20	22	32	48	Rs. A.	Rs. A.
MANIYACHI JUNCTION	D	...	...	7 10	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	7 35	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	7 58	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	8 20	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	8 41	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	8 55	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	9 25	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	9 50	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	10 20	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	10 49	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	11 17	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	11 47	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	12 20	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	12 55	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	13 20	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	13 55	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	14 20	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	14 45	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	15 10	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	15 35	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	15 58	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	16 23	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	16 48	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	17 13	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	17 38	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	18 03	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	18 28	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	18 53	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	19 18	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	19 43	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	20 08	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	20 33	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	20 58	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	21 23	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	21 48	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	22 13	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	22 38	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	23 03	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	23 28	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	23 53	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	24 18	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	24 43	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	25 08	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	25 33	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	25 58	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	26 23	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	26 48	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	27 13	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	27 38	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	28 03	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	28 28	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	28 53	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	29 18	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	29 43	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	30 08	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	30 33	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	30 58	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	31 23	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	31 48	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	32 13	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	32 38	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	33 03	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	33 28	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	33 53	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	34 18	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	34 43	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	35 08	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	35 33	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	35 58	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	36 23	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	36 48	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	37 13	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	37 38	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	38 03	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	38 28	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	38 53	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	39 18	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	39 43	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	40 08	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	40 33	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	40 58	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	41 23	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	41 48	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	42 13	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	42 38	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	43 03	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	43 28	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	43 53	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	44 18	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	44 43	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	45 08	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	45 33	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	45 58	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	46 23	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	46 48	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	47 13	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	47 38	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	48 03	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	48 28	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	48 53	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	49 18	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	49 43	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	50 08	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	50 33	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	50 58	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	51 23	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	51 48	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	52 13	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	52 38	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	53 03	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	53 28	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	53 53	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	54 18	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	54 43	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	55 08	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	55 33	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	55 58	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	56 23	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	56 48	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	57 13	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	57 38	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	58 03	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	58 28	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	58 53	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	59 18	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	59 43	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	60 08	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	60 33	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	60 58	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	61 23	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	61 48	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	62 13	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	62 38	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	63 03	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	63 28	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	63 53	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	64 18	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	64 43	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	65 08	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	65 33	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	65 58	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	66 23	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	66 48	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	67 13	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	67 38	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	68 03	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	68 28	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	68 53	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	69 18	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	69 43	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	70 08	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	70 33	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	70 58	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	71 23	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	71 48	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	72 13	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	72 38	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	73 03	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	73 28	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	73 53	...	...	...	...	...	...
MANIYACHI JUNCTION	D	...	...	74 18	...	...	...	...	...	...
MANIYACHI JUNCTION	A	...	...	74 43	...	...	...	...	...	...

NORTH-WEST SECTION. PONDICHERY-NELLORE AND DHARMAVARAM.

MILES.	From Madras (Egmore)	STATIONS.	FARES FROM PONDICHERY.			MILES.	From Nellore.	STATIONS.	FARES FROM NELLORE.		
			1st Class.	2nd Class.	3rd Class.				1st Class.	2nd Class.	3rd Class.
122 1/2	PONDICHERY	D.	10 30	6 40	7 20	10 1/2	NELLORE	D.	5 00	3 00	3 00
118	Villanur	A.	11 40	7 40	8 20	10 1/2	Villanur	A.	6 10	4 10	4 10
111 1/2	Kandamangalam	D.	12 10	8 10	8 50	10 1/2	Kandamangalam	D.	7 20	5 20	5 20
108 1/2	Valavur	A.	13 25	9 25	10 05	10 1/2	Valavur	A.	8 30	6 30	6 30
98 1/2	Villupuram J. *	D.	14 40	10 40	11 20	10 1/2	Villupuram J. *	D.	9 40	7 40	7 40
103 1/2	Venchesapuram	A.	15 55	11 55	12 35	10 1/2	Venchesapuram	A.	10 55	8 55	8 55
104 1/2	Mambalappattu	D.	16 10	12 10	12 50	10 1/2	Mambalappattu	D.	11 10	9 10	9 10
114	Mazhai	A.	17 25	13 25	14 05	10 1/2	Mazhai	A.	12 25	10 25	10 25
118 1/2	Tirupattur	D.	18 40	14 40	15 20	10 1/2	Tirupattur	D.	13 40	11 40	11 40
124 1/2	Tandara	A.	19 55	15 55	16 35	10 1/2	Tandara	A.	14 55	12 55	12 55
140	Tiruvannamalai *	D.	21 10	17 10	17 50	10 1/2	Tiruvannamalai *	D.	16 10	14 10	14 10
151	Agaram Sibbandi	A.	22 25	18 25	19 05	10 1/2	Agaram Sibbandi	A.	17 25	15 25	15 25
159 1/2	Polur	D.	23 40	19 40	20 20	10 1/2	Polur	D.	18 40	16 40	16 40
169 1/2	Kalambar (for Arnd)	A.	24 55	20 55	21 35	10 1/2	Kalambar (for Arnd)	A.	19 55	17 55	17 55
174	Kannanangalam	D.	26 10	22 10	22 50	10 1/2	Kannanangalam	D.	21 10	19 10	19 10
184	Kaniyambadi	A.	27 25	23 25	24 05	10 1/2	Kaniyambadi	A.	22 25	20 25	20 25
191 1/2	Vellore	D.	28 40	24 40	25 20	10 1/2	Vellore	D.	23 40	21 40	21 40
197 1/2	Katpadi J. *	A.	29 55	25 55	26 35	10 1/2	Katpadi J. *	A.	24 55	22 55	22 55
207 1/2	Rampuram	D.	31 10	27 10	27 50	10 1/2	Rampuram	D.	26 10	24 10	24 10
218	Chittoor	A.	32 25	28 25	29 05	10 1/2	Chittoor	A.	27 25	25 25	25 25
226 1/2	PAKALA J. *	D.	33 40	29 40	30 20	10 1/2	PAKALA J. *	D.	28 40	26 40	26 40
236 1/2	Chinnakurupatti	A.	34 55	30 55	31 35	10 1/2	Chinnakurupatti	A.	29 55	27 55	27 55
239 1/2	Chinnakurupatti	D.	36 10	32 10	32 50	10 1/2	Chinnakurupatti	D.	31 10	29 10	29 10
291	Chinnakurupatti	A.	37 25	33 25	34 05	10 1/2	Chinnakurupatti	A.	32 25	30 25	30 25
294	Chinnakurupatti	D.	38 40	34 40	35 20	10 1/2	Chinnakurupatti	D.	33 40	31 40	31 40
298 1/2	Chinnakurupatti	A.	39 55	35 55	36 35	10 1/2	Chinnakurupatti	A.	34 55	32 55	32 55
304 1/2	Chinnakurupatti	D.	41 10	37 10	37 50	10 1/2	Chinnakurupatti	D.	36 10	34 10	34 10
308 1/2	Chinnakurupatti	A.	42 25	38 25	39 05	10 1/2	Chinnakurupatti	A.	37 25	35 25	35 25
314	Chinnakurupatti	D.	43 40	39 40	40 20	10 1/2	Chinnakurupatti	D.	38 40	36 40	36 40
320 1/2	Chinnakurupatti	A.	44 55	40 55	41 35	10 1/2	Chinnakurupatti	A.	39 55	37 55	37 55
326 1/2	Chinnakurupatti	D.	46 10	42 10	42 50	10 1/2	Chinnakurupatti	D.	41 10	39 10	39 10
332 1/2	Chinnakurupatti	A.	47 25	43 25	44 05	10 1/2	Chinnakurupatti	A.	42 25	40 25	40 25
338 1/2	Chinnakurupatti	D.	48 40	44 40	45 20	10 1/2	Chinnakurupatti	D.	43 40	41 40	41 40
344 1/2	Chinnakurupatti	A.	49 55	45 55	46 35	10 1/2	Chinnakurupatti	A.	44 55	42 55	42 55
350 1/2	Chinnakurupatti	D.	51 10	47 10	47 50	10 1/2	Chinnakurupatti	D.	46 10	44 10	44 10
356 1/2	Chinnakurupatti	A.	52 25	48 25	49 05	10 1/2	Chinnakurupatti	A.	47 25	45 25	45 25
362 1/2	Chinnakurupatti	D.	53 40	49 40	50 20	10 1/2	Chinnakurupatti	D.	48 40	46 40	46 40
368 1/2	Chinnakurupatti	A.	54 55	50 55	51 35	10 1/2	Chinnakurupatti	A.	49 55	47 55	47 55
374 1/2	Chinnakurupatti	D.	56 10	52 10	52 50	10 1/2	Chinnakurupatti	D.	51 10	49 10	49 10
380 1/2	Chinnakurupatti	A.	57 25	53 25	54 05	10 1/2	Chinnakurupatti	A.	52 25	50 25	50 25
386 1/2	Chinnakurupatti	D.	58 40	54 40	55 20	10 1/2	Chinnakurupatti	D.	53 40	51 40	51 40
392 1/2	Chinnakurupatti	A.	59 55	55 55	56 35	10 1/2	Chinnakurupatti	A.	54 55	52 55	52 55
398 1/2	Chinnakurupatti	D.	61 10	57 10	57 50	10 1/2	Chinnakurupatti	D.	56 10	54 10	54 10
404 1/2	Chinnakurupatti	A.	62 25	58 25	59 05	10 1/2	Chinnakurupatti	A.	57 25	55 25	55 25
410 1/2	Chinnakurupatti	D.	63 40	59 40	60 20	10 1/2	Chinnakurupatti	D.	58 40	56 40	56 40
416 1/2	Chinnakurupatti	A.	64 55	60 55	61 35	10 1/2	Chinnakurupatti	A.	59 55	57 55	57 55
422 1/2	Chinnakurupatti	D.	66 10	62 10	62 50	10 1/2	Chinnakurupatti	D.	61 10	59 10	59 10
428 1/2	Chinnakurupatti	A.	67 25	63 25	64 05	10 1/2	Chinnakurupatti	A.	62 25	60 25	60 25
434 1/2	Chinnakurupatti	D.	68 40	64 40	65 20	10 1/2	Chinnakurupatti	D.	63 40	61 40	61 40
440 1/2	Chinnakurupatti	A.	69 55	65 55	66 35	10 1/2	Chinnakurupatti	A.	64 55	62 55	62 55
446 1/2	Chinnakurupatti	D.	71 10	67 10	67 50	10 1/2	Chinnakurupatti	D.	66 10	64 10	64 10
452 1/2	Chinnakurupatti	A.	72 25	68 25	69 05	10 1/2	Chinnakurupatti	A.	67 25	65 25	65 25
458 1/2	Chinnakurupatti	D.	73 40	69 40	70 20	10 1/2	Chinnakurupatti	D.	68 40	66 40	66 40
464 1/2	Chinnakurupatti	A.	74 55	70 55	71 35	10 1/2	Chinnakurupatti	A.	69 55	67 55	67 55
470 1/2	Chinnakurupatti	D.	76 10	72 10	72 50	10 1/2	Chinnakurupatti	D.	71 10	69 10	69 10
476 1/2	Chinnakurupatti	A.	77 25	73 25	74 05	10 1/2	Chinnakurupatti	A.	72 25	70 25	70 25
482 1/2	Chinnakurupatti	D.	78 40	74 40	75 20	10 1/2	Chinnakurupatti	D.	73 40	71 40	71 40
488 1/2	Chinnakurupatti	A.	79 55	75 55	76 35	10 1/2	Chinnakurupatti	A.	74 55	72 55	72 55
494 1/2	Chinnakurupatti	D.	81 10	77 10	77 50	10 1/2	Chinnakurupatti	D.	76 10	74 10	74 10
500 1/2	Chinnakurupatti	A.	82 25	78 25	79 05	10 1/2	Chinnakurupatti	A.	77 25	75 25	75 25
506 1/2	Chinnakurupatti	D.	83 40	79 40	80 20	10 1/2	Chinnakurupatti	D.	78 40	76 40	76 40
512 1/2	Chinnakurupatti	A.	84 55	80 55	81 35	10 1/2	Chinnakurupatti	A.	79 55	77 55	77 55
518 1/2	Chinnakurupatti	D.	86 10	82 10	82 50	10 1/2	Chinnakurupatti	D.	81 10	79 10	79 10
524 1/2	Chinnakurupatti	A.	87 25	83 25	84 05	10 1/2	Chinnakurupatti	A.	82 25	80 25	80 25
530 1/2	Chinnakurupatti	D.	88 40	84 40	85 20	10 1/2	Chinnakurupatti	D.	83 40	81 40	81 40
536 1/2	Chinnakurupatti	A.	89 55	85 55	86 35	10 1/2	Chinnakurupatti	A.	84 55	82 55	82 55
542 1/2	Chinnakurupatti	D.	91 10	87 10	87 50	10 1/2	Chinnakurupatti	D.	86 10	84 10	84 10
548 1/2	Chinnakurupatti	A.	92 25	88 25	89 05	10 1/2	Chinnakurupatti	A.	87 25	85 25	85 25
554 1/2	Chinnakurupatti	D.	93 40	89 40	90 20	10 1/2	Chinnakurupatti	D.	88 40	86 40	86 40
560 1/2	Chinnakurupatti	A.	94 55	90 55	91 35	10 1/2	Chinnakurupatti	A.	89 55	87 55	87 55
566 1/2	Chinnakurupatti	D.	96 10	92 10	92 50	10 1/2	Chinnakurupatti	D.	91 10	89 10	89 10
572 1/2	Chinnakurupatti	A.	97 25	93 25	94 05	10 1/2	Chinnakurupatti	A.	92 25	90 25	90 25
578 1/2	Chinnakurupatti	D.	98 40	94 40	95 20	10 1/2	Chinnakurupatti	D.	93 40	91 40	91 40
584 1/2	Chinnakurupatti	A.	99 55	95 55	96 35	10 1/2	Chinnakurupatti	A.	94 55	92 55	92 55
590 1/2	Chinnakurupatti	D.	101 10	97 10	97 50	10 1/2	Chinnakurupatti	D.	96 10	94 10	94 10
596 1/2	Chinnakurupatti	A.	102 25	98 25	99 05	10 1/2	Chinnakurupatti	A.	97 25	95 25	95 25
602 1/2	Chinnakurupatti	D.	103 40	99 40	100 20	10 1/2	Chinnakurupatti	D.	98 40	96 40	96 40
608 1/2	Chinnakurupatti	A.	104 55	100 55	101 35	10 1/2	Chinnakurupatti	A.	99 55	97 55	97 55
614 1/2	Chinnakurupatti	D.	106 10	102 10	102 50	10 1/2	Chinnakurupatti	D.	101 10	99 10	99 10
620 1/2	Chinnakurupatti	A.	107 25	103 25	104 05	10 1/2	Chinnakurupatti	A.	102 25	100 25	100 25
626 1/2	Chinnakurupatti	D.	108 40	104 40	105 20	10 1/2	Chinnakurupatti	D.	103 40	101 40	101 40
632 1/2	Chinnakurupatti	A.	109 55	105 55	106 35	10 1/2	Chinnakurupatti	A.	104 55	102 55	102 55
638 1/2	Chinnakurupatti	D.	111 10	107 10	107 50	10 1/2	Chinnakurupatti	D.	106 10	104 10	104 10
644 1/2	Chinnakurupatti	A.	112 25	108 25	109 05	10 1/2	Chinnakurupatti	A.	107 25	105 25	105 25
650 1/2	Chinnakurupatti	D.	113 40	109 40	110 20	10 1/2	Chinnakurupatti	D.	108 40	106 40	106 40
656 1/2	Chinnakurupatti	A.	114 55	110 55	111 35	10 1/2	Chinnakurupatti	A.	109 55	107 55	107 55
662 1/2	Chinnakurupatti	D.	116 10	112 10	112 50	10 1/2	Chinnakurupatti	D.	111 10	109 10	109 10
668 1/2	Chinnakurupatti	A.	117 25	113 25	114 05	10 1/2	Chinnakurupatti	A.	112 25	110 25	110 25
674 1/2	Chinnakurupatti	D.	118 40	114 40	115 20	10 1/2	Chinnakurupatti	D.	113 40	111 40	111 40
680 1/2	Chinnakurupatti	A.	119 55	115 55	116 35	10 1/2	Chinnakurupatti	A.	114 55	112 55	112 55
686 1/2	Chinnakurupatti	D.	121 10	117 10	117 50	10 1/2	Chinnakurupatti	D.	116 10	114 10	114 10
692 1/2	Chinnakurupatti	A.	122 25	118 25	119 05	10 1/2	Chinnakurupatti	A.	117 25	115 25	115 25
698 1/2	Chinnakurupatti	D.	123 40	119 40	120 20	10 1/2	Chinnakurupatti	D.	118 40	116 40	116 40
704 1/2	Chinnakurupatti	A.	124 55	120 55	121 35	10 1/2	Chinnakurupatti	A.	119 55	117 55	117 55
710 1/2	Chinnakurupatti	D.	126 10	122 10	122 50	10 1/2	Chinnakurupatti	D.	121 10	119 10	119 10
716 1/2	Chinnakurupatti	A.	127 25	123 25	124 05	10 1/2	Chinnakurupatti	A.	122 25	120 25	120 25
722 1/2	Chinnakurupatti	D.	128 40	124 40	125 20	10 1/2	Chinnakurupatti	D.	123 40	121 40	121 40
728 1/2	Chinnakurupatti	A.	129 55	125 55	126 35	10 1/2	Chinnakurupatti	A.	124 55	122 55	122 55
734 1/2	Chinnakurupatti	D.	131 10	127 10	127 50	10 1/2	Chinnakurupatti	D.	126 10	124 10	124 10
740 1/2	Chinnakurupatti	A.	132 25								

[illegible]

100



15

1949

PRER.

No. 502

URGENT.

South Indian Railway Co., Ltd.

AGENT'S OFFICE,

TRICHINOPOLY, 10th June 1896.

From

THE AGENT,

SOUTH INDIAN RAILWAY,

To

Offg:
THE CONSULTING ENGINEER

FOR RAILWAYS,

MADRAS.

Sir,

With reference to the discussion with yourself, when here on the 3rd instant, regarding the proposed New Timetable I have the honor to forward herewith a proof of the amended Broadsheet embodying the alterations decided on at the meeting, and shall be glad to learn at an early date if the Timetable as now submitted is approved, and if it can be introduced on the 1st proximo?

Copies of the amended Broadsheet have been sent to the Postmaster General, Madras, and to the Inspector General, Railway Mail Service, Allahabad.

I have the honor to be

Sir

Your most obedient servant

M. L. Mesurier
for Agent.

1. Enclosure by book post.

S. No. 2473
 Recd. 11/6/95

FROM
 THE AGENT,
 SOUTH INDIAN RAILWAY,
 TRICHINOPOLY.

TO
 THE CONSULTING ENGINEER FOR
 RAILWAYS,
 MADRAS.

Dated
 Received
 No.
 189
 ENCLOSURE.

55725

To Mr. K. K. K. at once
 16. 11. 95
 Recd 13/6/96

D. This time table is what ER & I self agreed. In accept. I think in ~~now~~ drafting the 9.0 sanctioning it you should refer to the following points. which were advocated by us & ^{temporarily} not accepted by A.

- That the time table can not be accepted as a temporary one.
- That the running of the night mail from Madras & the early mail from Tutuani should have been framed to give a earlier arrival at, and a later departure from Tutuani to create a third service to be arranged with Cochin. He anticipated what is not now the case. The steamer Co would be obliged to public opinion to slightly alter their timings to suit & meet the Rly half way.
- The absence of a night train on the Erode branch is much to be regretted.
- That the service to Cochin may have been improved.
- The time table provides for the mail train being timed at 30 miles an hour instead of 25. A more suitable departure & arrival at Madras has been obtained for the previous night mail. An extra office train, and an extra mixed between Villupuram & Mayavaram.

M. 12
 C.
 Should be sanctioned as soon as possible

2550/44325/18
 23 12 95

1/10 51.9 K. 1

A new time-table for the
S.I.R. to come into force
on July 1st

The principal alterations are
as under

- (1) Acceleration of Mail train
between Madras and Tutic-
corin & which now saves
hours of departure from
and arrival at Madras
are obtained.
- (2) An extra mail between
Velluram & Mayavaram
- (3) An extra office train between
Beach & Pallavaram and
the two mails to run on to
Beach ~~inter~~ after stopping at
Egmore
- (4) An additional train between
Vellur & Pakhal.
- (5) The mixed has been taken
off between Trichy Fort &
Trichy Jⁿ
- (6) Two trains taken off
between Mayavaram J &
Tirunelveli.

The new time-table is accepted
sanctioned from 1st July.

as a tentative measure is
sanctioned from July 1st prox.

It is considered that the night
mail from Madras to the morning
mail from Tutic. should be
so timed that a through service
with the Mysore could be organized

It is considered that the following
 (1) night-mail from Madras ^{and in a future series}
 and the morning mail from ^{Trinidad}
 Java should have been

- (3) The Service & Layer Service should be improved.

- 15/6

ALL
wrote to A. Timballe approx
letter for June 18th per x
JBA

from 15th July next.

- i. The acceleration of the night mail train between Madras and Tuticorin by which more suitable hours of departure from and arrival at Madras are obtained..
- ii The provision of -
- (a) an extra mixed train between Villupuram and Mayavaram..
- (b) an extra express train between

and that of this could be
 effected & giving an earlier
 arrival at a later departure
 for Tuticorin

It is considered that the following
 (1) night-mail from Madras
 and the morning mail for
 Tuticorin

(R.) Form No. 3.

No 547. K. 20.6.96

PUBLIC WORKS DEPARTMENT,
 RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

Letter from the Agent S. I. }
 Railway } A.C. No: 502 of 10 June 1896
 Telegram from - do - - - - - 7/15 - do -

Abstract forwarded for approval. The following are
 a proof of the amended
 Revised time table. Important alterations are observed
 in the revised time-table
 which is accepted as a tem-
 porary one and sanctioned
 for adoption on the S. I. Ry
 from 15th July next.

i. The acceleration of the night
 mail train between Madras
 and Tuticorin by which more
 suitable hours of departure from
 and arrival at Madras are
 obtained.

ii The provision of -
 (a) an extra mixed train
 between Villupuram and
 Mayavaram.
 (b) an extra passenger train
 between

Let this be so arranged as to serve as
 gathering trains for the
 mails.

15/6

ALL
 to A. Tuticorin approved
 letter for 15/6/96
 JHA

between the Beach and
Pallavaram and the
running of the two mails
on to the Beach after
stopping at Egmore; and

(c) an additional train
between Bellur and
Pakala.

iii The withdrawal of

(a) one mixed train be-
tween Trichinopoly and
Trichinopoly Junction,
and

(b) two trains between
Mamysahi Junction
and Tiruvelly.

2. It is however con-
sidered that the proposed
train service is susceptible
of further improvement...
The following ^{are} suggested for the
Agent's consideration when
preparing the next revised
timetable...

1. The night mail from
Madras and the morning
mail from Tuticorin
should

should be so timed as to
render an earlier arrival
at and a later departure
from Tuticorin practicable,
to enable a through ser-
vice to be obtained into
Ceylon.

ii A night train on
the Erode Branch should
be provided

iii The service to Conje-
veram should be improved

iv. The additional mixed
train between Bellur
& Mayavaram is an
improvement but looking
to the crowded state
of the trains on the main
line it is considered

that the service should
comprise two mails one
passenger and one mixed,
one mail being run
"Express" and "fed" by the
mixed: the passenger
running to Madras
only.

J.H.

that the two mails and
^{trains} mixed would not be
an excessive provision
between Madras & Madurai
if not for the whole
run to Tuticorin; the
mixed

mixed being so arranged
as to serve as gathering
trains for the mails...

15
16

Ref. No. 547. R of 20. 6. 96 for R

d. plan in para (2) IV
which I have inserted in
addition to improvements
suggested 11m. As I don't
know what passed at the
meeting at Trich. I should
like to see before issue if
you think it should be modi-
fied there is plenty of time
now that the date has been
altered to 15th July. I have
been approved to Shelly.

I agree with you
but instead of 2 mails & 2 mixed
I would say 2 mails, one Passenger
& one mixed - one mail being
run "express" & fed by the 7
Passenger running
to Madras only.

Nothing passed at the meeting
beyond suggesting all the points
raised in my note of 23 May.
Nothing being accepted. But
the new mixed Villupuram to
Mayasara was agreed to

055233
055287 C.M.

2

- The Agent S. & Ry. Reps,
- 4 - S. & Ry. Accs.
 - 4 - Postmaster General's orders
 - 4 - Director Genl of the Post Office
 - 4 - Insp. Genl. R. & Rail Service
 - 4 - Chamber of Commerce
 - 4 - Revenue Dept.
 - 4 - Lt. Genl. Comd of the Forces

ER

Here with original
of previous time -
Cable -

15
3/7

15
3/7

15
3/7