

4670.

Obt. of 18 Madras.
PUBLIC WORKS.

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Dated

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Encl.

G.O. 22 May 1890 No. 700 R.

S. S. Ry.

Statement of Cash
to name on the - for
the first quarter of
1890. Recorded.

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? May 1890.

29/5

16th May 1890.

PUBLIC WORKS DEPARTMENT.

Statement of Late Trains on the South Indian Railway, for the quarter ended the 31st March 1890.

No. 353

Submitted for the information of Government, with reference to G. O. No. 3712, dated 5th May 1888.

SUBMITTED.

2. During the quarter under review, the number of late trains averaged 2.2 per cent, which result is nearly the same as that of the previous quarter. The mail trains between Madras and Tuticorin were only late on three occasions.

Sidney Smith

Major R.E.

By consg. Engr. for Rys.

25TH FEBRUARY 1890, No. 282 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

From the Consulting Engineer for Railways, dated Madras, 18th February 1890, No. 122.

Statement of late Trains on the South Indian Railway for the quarter ended the 31st Dec. 1889.

[Statement.]

March 1890.
STATEMENT of late Trains on the South Indian Railway for the quarter ending 31st December 1889.

No.	Description.	January 1889. 1890.					February 1889. 1890.					March 1889. 1890.				
		Late minutes.					Late minutes.					Late minutes.				
		Above 15 minutes.	Above 30 minutes.	Above 60 minutes.	Above 90 minutes.	Total.	Above 15 minutes.	Above 30 minutes.	Above 60 minutes.	Above 90 minutes.	Total.	Above 15 minutes.	Above 30 minutes.	Above 60 minutes.	Above 90 minutes.	Total.
1.	Madras to Chingleput	31					28					31				
2.	Chingleput to Madras	31					28					31				
3.	Madras to Chingleput	31					28					31				
4.	Chingleput to Madras	31					28					31				
5.	Madras to Tuticorin	31					28					31				
6.	Tuticorin to Madras	31					28					31				
7.	Madras to Trichinopoly Fort	31					28					31				
8.	Trichinopoly to Madras	31					28					31				
9.	Madras to Cuddalore Old Town	31					28					31				
10.	Cuddalore Old Town to Chingleput	31					28					31				
11.	Chingleput to Madras	31					28					31				
12.	Madras to Mayavaram	31					28					31				
13.	Mayavaram to Madras	31					28					31				
14.	Madras to Trichinopoly Fort	31					28					31				
15.	Trichinopoly to Madras	31					28					31				
16.	Madras to Tuticorin	31					28					31				
17.	Tuticorin to Madras	31					28					31				
18.	Madras to Chingleput	31					28					31				
19.	Chingleput to Madras	31					28					31				
20.	Madras to Chingleput	31					28					31				
21.	Chingleput to Madras	31					28					31				
22.	Madras to Chingleput	31					28					31				
23.	Chingleput to Madras	31					28					31				
24.	Madras to Chingleput	31					28					31				
25.	Chingleput to Madras	31					28					31				
26.	Madras to Chingleput	31					28					31				
27.	Chingleput to Madras	31					28					31				
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40.	Madras to Chingleput	31					28					31				
41.	Chingleput to Madras	31					28					31				
42.	Madras to Chingleput	31					28					31				
43.	Chingleput to Madras	31					28					31				
44.	Madras to Chingleput	31					28					31				
45.	Chingleput to Madras	31					28					31				
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50.	Madras to Chingleput	31					28					31				
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52.	Madras to Chingleput	31					28					31				
53.	Chingleput to Madras	31					28					31				
54.	Madras to Chingleput	31					28					31				
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62.	Madras to Chingleput	31					28					31				
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64.	Madras to Chingleput	31					28					31				
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66.	Madras to Chingleput	31					28					31				
67.	Chingleput to Madras	31					28					31				
68.	Madras to Chingleput	31					28					31				
69.	Chingleput to Madras	31					28					31				
70.	Madras to Chingleput	31					28					31				
71.	Chingleput to Madras	31					28					31				
72.	Madras to Chingleput	31					28					31				
73.	Chingleput to Madras	31					28					31				
74.	Madras to Chingleput	31					28					31				
75.	Chingleput to Madras	31					28					31				
Total ..		1,426	6	25	1	1	2,712	4	13	5	2	24	19	1424	7	27

(Signed) SIDNEY SMITH, Major, R.E.,
for Consulting Engineer for Railways.

Sidney Smith Major R.E.
by courier: Engr for R.R.

MADRAS,
18th February 1890.

14th May

RAILWAY.

Govt. of {1890} Madras.
PUBLIC WORKS.

Dated May, 22nd.

Recd.

Encl.

G.O., 22nd May 1890, No. 706 R.

MAY.

South Indian Railway

Statement of late trains on the — for the
first quarter of 1890, recorded.

STATEMENT of late Trains on the South Indian Railway for the quarter ending 31st December 1899.

[illegible]

MADRAS,
18th February 1890.

14th May

(Signed) SIDNEY SMITH, Major, R.E.,
for Consulting Engineer for Railways.

Sidenfsmith Major Dec 7

by consq: Eugn for Rys.

24

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper :—

From the Consulting Engineer for Railways, dated Madras, 16th May 1890, No. 353.
Statement of late Trains on the South Indian Railway for the quarter ended the 31st March 1890.

[Statement.

STATEMENT of late Trains on the South Indian Railway for the quarter ending 31st March 1890.

JANUARY 1890.										FEBRUARY 1890.										MARCH 1890.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
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		Above 15 minutes.	Above 30 minutes.	Above 60 minutes.	Above 90 minutes.	Total.	15 minutes.		30 minutes.	60 minutes.	90 minutes.	Total.	15 minutes.	30 minutes.		60 minutes.	90 minutes.	Total.	15 minutes.	30 minutes.	60 minutes.			90 minutes.	Total.	15 minutes.	30 minutes.	60 minutes.	90 minutes.			Total.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
3.	Madras to Chingleput	..	..	..	..	..	31	..	..	..	..	..	..	..	..	28	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

(Signed) SIDNEY SMITH, Major, R.E.,
Deputy Consulting Engineer for Railways.

MADRAS,
14th May 1890.

Submitted for the information of Government with reference to G.O., No. 371 R., dated 5th May 1888.

2. During the quarter under review the number of late trains averaged 2.2 per cent., which result is nearly the same as that of the previous quarter. The mail trains between Madras and Tuticorin were only late on three occasions.

ORDER—dated 22nd May 1890, No. 706 R., Public Works.

Recorded.

(True Extract.)

(Signed) SIDNEY SMITH, Major, R.E.,
Under-Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways.

Exd. A. Aubert.
Spare Copies