

25TH FEBRUARY 1890, No. 283 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. 119.

Statement of late Trains on the Madras Railway for the quarter ended 31st December 1889.

[Statement.]

STATEMENT of late Trains on the Madras Railway for the quarter ending 31st December 1889.

Description.	OCTOBER 1889.						NOVEMBER 1889.						DECEMBER 1889.					
	Late minutes.						Late minutes.						Late minutes.					
	Above 15 minutes.	Above 30 minutes.	Above 60 minutes.	Above 90 minutes.	Total.	Percentage of late trains.	Above 15 minutes.	Above 30 minutes.	Above 60 minutes.	Above 90 minutes.	Total.	Percentage of late trains.	Above 15 minutes.	Above 30 minutes.	Above 60 minutes.	Above 90 minutes.	Total.	Percentage of late trains.
South-West Line ..	62	..	..	..	62	..	60	..	..	..	60	1.6	..	..	..	..	62	11.3
Salem-Coimbatore ..	62	..	..	..	62	3.2	60	..	..	..	60	1.6	..	..	..	..	62	3.2
Pondicherry and Calicut ..	62	..	..	..	62	32.2	60	..	..	..	60	26.6	..	..	..	..	62	35.9
Tirur and Calicut ..	62	..	..	..	62	167	60	..	..	..	60	81	..	..	..	..	62	6.4
Madras and Mettupalayam ..	62	..	..	..	62	126	60	..	..	..	60	5.0	..	..	..	..	62	9.6
Madras to Kerpadi ..	62	..	..	..	62	8.0	60	..	..	..	60	6.6	..	..	..	..	62	14.5
Madras to Renigunta ..	62	..	..	..	62	8.0	60	..	..	..	60	6.6	..	..	..	..	62	14.5
Madras and Cuddapah ..	62	..	..	..	62	419	60	..	..	..	60	1.6	..	..	..	..	62	1.6
Cuddapah and Katchur ..	62	..	..	..	62	35	60	..	..	..	60	1.6	..	..	..	..	62	6.4
Bangalore Branch ..	62	..	..	..	62	130	60	..	..	..	60	10.0	..	..	..	..	62	14.5
Do. ..	62	..	..	..	62	63	60	..	..	..	60	1.6	..	..	..	..	62	4.8
Nilgiri ..	62	..	..	..	62	..	60	..	..	..	60	..	..	..	..	..	62	4.8
Total ..	775	14	21	6	42	1,875	700	15	15	1	32	1,183	775	29	27	6	70	9.0

(Signed) SIDNEY SMITH, Major R.E.,
for Consulting Engineer for Railways.MADRAS,
17th February 1890.

Submitted for the information of Government with reference to G.O., No. 370 R., dated 5th May 1888.

2. During the quarter under review about 6.2 per cent. of all the trains on the Madras Railway ran late, a less favorable result than that of the preceding quarter which was about 5 per cent. This is to a great extent due to the unpunctuality of the mixed train between Pondicherry and Calicut, to remedy which the Traffic Manager has submitted, for the approval of Government, a revised time-table. If this train were omitted, the percentage would work out to 3.7 which would compare very favorably with the previous quarter. At present owing to there not being sufficient goods traffic to warrant the running of a regular goods train between Olavakode and Calicut, the mixed trains have to deal with the fluctuating road goods work.

3. The high percentage in December as compared with the other two months was caused by the block of grain traffic on the Bangalore branch, and by the very heavy loads due to Christmas traffic, and to people proceeding to the Bombay Congress Meeting.

ORDER—dated 25th February 1890, No. 283 R., Public Works.

Recorded.

(True Extract.)

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

To the Consulting Engineer for Railways.

Exd. J. Moses.
Spare Copies

RAILWAY.

Govt. of {1890} Madras.
PUBLIC WORKS.

Dated February, 25th.

Recd. Encl.

G.O., 25th Feb. 1890, No. 283 R.

FEBRUARY.

Late Trains on the Madras
Railway.

Statement of — for the quarter ended
31st December 1889, recorded.

2

20TH NOVEMBER 1889, No. 1290 R., PUBLIC WORKS.

STATEMENT of late Trains on the Madras Railway for the quarter ending 30th September 1889.

Description.	October. 1889.										November. August 1889.										December. September 1889.									
	Late minutes.					Percentage of late trains.	Total.	Late minutes.					Percentage of late trains.	Total.	Late minutes.					Percentage of late trains.	Total.									
	Above 15 minutes.	Above 30 minutes.	Above 60 minutes.	Above 90 minutes.	Above 15 minutes.			Above 30 minutes.	Above 60 minutes.	Above 90 minutes.	Above 15 minutes.	Above 30 minutes.			Above 60 minutes.	Above 90 minutes.														
South-West Line ..	62	..	..	..	..	3.2	69	1	..	..	..	..	..	..	62	1	..	..	..	..	..	..	11.3							
Salem-Coimbatore ..	62	..	..	..	..	32.2	74	2	..	..	..	..	..	..	72	1	..	..	..	..	..	..	35.5							
Pondicherry and Calicut ..	62	..	..	..	..	66.9	77	20	..	..	..	..	..	..	82	16	..	..	..	..	..	..	35.5							
Tirur and Calicut ..	62	..	..	..	..	16.6	73	5	..	..	..	..	..	..	82	3	..	..	..	..	..	..	6.4							
Madras and Mettupalayam ..	62	..	..	..	..	8.0	73	5	..	..	..	..	..	..	82	3	..	..	..	..	..	..	9.6							
Madras and Kámpudi ..	62	..	..	..	..	8.0	73	5	..	..	..	..	..	..	82	3	..	..	..	..	..	..	9.6							
Madras to Rénigunta ..	31	..	..	..	..	4.9	34	5	..	..	..	..	..	..	33	2	..	..	..	..	..	..	14.5							
North-West Line ..	62	..	..	..	..	8.0	73	5	..	..	..	..	..	..	82	3	..	..	..	..	..	..	14.5							
Madras and Oudupah ..	62	..	..	..	..	1.6	73	5	..	..	..	..	..	..	82	3	..	..	..	..	..	..	14.5							
Cuddapah and Raichur ..	62	..	..	..	..	4.8	73	5	..	..	..	..	..	..	82	3	..	..	..	..	..	..	14.5							
Bangalore Branch ..	62	..	..	..	..	1.6	73	5	..	..	..	..	..	..	82	3	..	..	..	..	..	..	14.5							
Do. do. ..	62	..	..	..	..	1.6	73	5	..	..	..	..	..	..	82	3	..	..	..	..	..	..	14.5							
Nilgiri ..	62	..	..	..	..	1.6	73	5	..	..	..	..	..	..	82	3	..	..	..	..	..	..	14.5							
Total...	775	44	21	6	1	1575	750	42	15	1	15	15	1	1	775	32	1183	4.3	775	29	27	6	8	70	579	9.0				

MADRAS,
12th November 1889

17th February

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

Sidney Smith
Major R.E.

for Cur: Eng: J. J. J.

12.6.24 Ray 32 June

20TH NOVEMBER 1889, No. 1290 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper :—

From the Consulting Engineer for Railways, dated Madras, 13th November 1889,
No. 458.

STATEMENT of late Trains on the Madras Railway for the quarter ending 30th Sept. 1889.

Form No. 1.

PUBLIC WORKS DEPARTMENT.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,

Madras, 18 February 1890.

Statement of late trains on the
Madras Railway, for the quarter ended
31st December 1889

No. 119

SUBMITTED

for the information of Government,
with reference to G. O.
No: 370 R, dated 5th May
1888.

2. During the quarter
under review about 6.2
percent of all the trains
on the Madras Railway
were late, a less favorable
result than that of the
preceding quarter which
was about 5%. This
to a great extent due
to the impunctuality of

missed train between Po-
damoo and Calicut; to
remedy which the Traffic
Manager has submitted
for the approval of Govern-
ment, a revised time
table. If this train is
omitted, the per-
centage would work
out to 3.7 which would
compare very favour-
ably with the previous
quarter. At present
owing to there not being
sufficient goods traffic
to warrant the run-
ning of a regular
goods train between Cal-
icut and Calicut;
missed trains have
deal with the fluctuating
road.

Sta
31st

road goods work.

3. The high percent-
age in December as
compared with the
other two months was
caused by the block of
^{grain} traffic on the Bangalore
Branch, and by the
very heavy loads due
to Christmas traffic,
and to people proceeding
to the Bombay Congress
meeting.

Sidney Smith

Major
for Comp. Sup. Genl
Int

Form No. 3.

N^o. 283 R dated 25th Feby. 1890.

From

THE CONSULTING ENGINEER,

FOR RAILWAYS,

MADRAS,

C.S. Ws
20.2.90 2L 4P

Recorded.

C.S.
20.2.90
R

No. 119

Dated 18th

Received 18

February 1890.

No. of ENCLOSURES.

Subject.

Statement of Late Trains
on the Madras Railway,
for the quarter ended 31st
December 1889.

A. N^o. 283 R dy 25. 2. 90

To The Consy. Engr. for Rep

21-2-90 R 24-2-90

No. 624 Ray 3rd June 1889.

1663.

Govt. of 18 Madras

PUBLIC WORKS.

25/2

3/3/90

Recd.

Encl.

G.O. 25 Feb 1890 No. 283 R.

Late Trains on the
S. Ry.:-

Statement of - for the
quarter ended 31st Dec 1889
Accorded

80/2

Please check figures

Tad

1.11.90

Blackd.

1-3-90

25/2

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.]

No. 624 Ray 3rd June 1889.

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

2

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

No.	Description.	OCTOBER 1889.						NOVEMBER 1889.						DECEMBER 1889.					
		Late minutes.			Late minutes.			Late minutes.			Late minutes.			Late minutes.			Late minutes.		
		Above 15 minutes.	Above 30 minutes.	Above 60 minutes.	Above 90 minutes.	Total.	Percentage of late trains.	Above 15 minutes.	Above 30 minutes.	Above 60 minutes.	Above 90 minutes.	Total.	Percentage of late trains.	Above 15 minutes.	Above 30 minutes.	Above 60 minutes.	Above 90 minutes.	Total.	Percentage of late trains.
		Number of trains.	Number of trains.	Number of trains.	Number of trains.	Number of trains.	Number of trains.	Number of trains.	Number of trains.	Number of trains.	Number of trains.	Number of trains.	Number of trains.	Number of trains.	Number of trains.	Number of trains.	Number of trains.	Number of trains.	Number of trains.
3.	Madras to Chingleput	31	..	..	..	..	3.2	..	..	..	..	..	..	..	..	..	..	..	..
26.	Chingleput to Madras	31	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
7.	Madras to Chingleput	31	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
35.	Chingleput to Madras	31	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
5.	Madras to Tuticorin	31	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
31.	Tuticorin to Madras	31	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
11.	Madras to Trichinopoly Fort	31	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
22.	Trichinopoly to Madras	31	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
13.	Chingleput to Cuddalore Old Town	31	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
32.	Cuddalore Old Town to Chingleput	31	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
16.	Mayavaram to Madras	31	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
34.	Madras to Mayavaram	31	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
8.	Trichinopoly Fort to Madras	31	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
30.	Madras to Trichinopoly Fort	31	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
12.	Madras to Tuticorin	31	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
28.	Tuticorin to Madras	31	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
40.	Chingleput to Arkonam	31	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
37.	Arkonam to Chingleput	31	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
39.	Chingleput to Conjeevaram	31	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
38.	Conjeevaram to Chingleput	31	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
46.	Villupuram to Pondicherry	62	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
41.	Pondicherry to Villupuram	62	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
43.	Madras Beach to Pallavaram	31	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
14.	Madras Beach to Pallavaram	31	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
55.	Tanjore to Negapatam	93	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
24.	Pallavaram to Madras Beach	31	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
49.	Negapatam to Tanjore	93	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
51.	Tanjore to Negapatam	31	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
52.	Negapatam to Tanjore	31	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
56.	Trichinopoly junction to Erode	31	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
61.	Erode to Trichinopoly junction	31	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
67.	Trichinopoly junction to Erode	31	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
63.	Erode to Trichinopoly junction	31	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
65.	Trichinopoly junction to Erode	31	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
69.	Erode to Trichinopoly junction	31	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
72.	Tinnevely to Maniyachi	62	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
73.	Maniyachi to Tinnevely	62	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
76.	Tinnevely to Maniyachi	62	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
70.	Maniyachi to Tinnevely	62	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
71.	Tinnevely to Maniyachi	62	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
74.	Maniyachi to Tinnevely	62	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
75.	Tinnevely to Maniyachi	62	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total ..		1,426	4	8	5	1	2	20	1.4	1,350	10	7	2	..	..	..	..	19	1.4
Total ..		1,426	4	8	5	1	2	20	1.4	1,350	10	7	2	..	..	..	..	19	1.4

MADRAS,
18th February 1890.

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

31st Dec 1889
20th Jan 1890

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

3

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 1.96 per cent., which satisfactory result is practically the same as that of the previous quarter.

3. The punctuality of the mails during October and November is remarkable.

ORDER—dated 25th February 1890, No. 282 R., Public Works.

Recorded.

(True Extract.)

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

To the Consulting Engineer for Railways.

Exd. J. Moses.
Spare Copies

RAILWAY.
Govt. of 1890 Madras.
PUBLIC WORKS.

Dated February, 25th.

Recd. Encl.

G.O., 25th Feb. 1890, No. 282 R.

FEBRUARY.

Late Trains on the South
Indian Railway

Statement of — for the fourth quarter of
1889, recorded.

Engineer for Railways.

STATEMENT of late Trains on the South Indian Railway for the quarter ending 30th September 1889.

No.	Description.	October 1889.						November 1889.						December 1889.					
		Late minutes.			Percentage of late trains.			Late minutes.			Percentage of late trains.			Late minutes.			Percentage of late trains.		
		Above 15 minutes.	Above 30 minutes.	Above 60 minutes.	Total.	Number of trains.	Percentage of late trains.	Above 15 minutes.	Above 30 minutes.	Above 60 minutes.	Total.	Number of trains.	Percentage of late trains.	Above 15 minutes.	Above 30 minutes.	Above 60 minutes.	Total.	Number of trains.	Percentage of late trains.
1.	Madras to Chingleput (Local Mail)	1			1	31	3.2	1			1	31	3.2	1			1	31	3.2
2.	Chingleput to Madras (Mixed)					31	3.2					31	3.2					31	3.2
3.	Madras to Chingleput (Do.)					31	3.2					31	3.2					31	3.2
4.	Chingleput to Madras (Do.)					31	3.2					31	3.2					31	3.2
5.	Madras to Tuticorin (Mail)					31	3.2					31	3.2					31	3.2
6.	Tuticorin to Madras (Do.)					31	3.2					31	3.2					31	3.2
7.	Madras to Trichinopoly Fort (Mixed)					31	3.2					31	3.2					31	3.2
8.	Trichinopoly Fort to Madras (Do.)					31	3.2					31	3.2					31	3.2
9.	Chingleput to Cuddalore Old Town (Do.)					31	3.2					31	3.2					31	3.2
10.	Cuddalore Old Town to Chingleput (Do.)					31	3.2					31	3.2					31	3.2
11.	Madras to Mayavaram (Do.)					31	3.2					31	3.2					31	3.2
12.	Mayavaram to Madras (Do.)					31	3.2					31	3.2					31	3.2
13.	Madras to Trichinopoly Fort (Do.)					31	3.2					31	3.2					31	3.2
14.	Trichinopoly Fort to Madras (Do.)					31	3.2					31	3.2					31	3.2
15.	Madras to Tuticorin (Do.)					31	3.2					31	3.2					31	3.2
16.	Tuticorin to Madras (Do.)					31	3.2					31	3.2					31	3.2
17.	Chingleput to Arkonam (Mail)					31	3.2					31	3.2					31	3.2
18.	Arkonam to Chingleput (Do.)					31	3.2					31	3.2					31	3.2
19.	Chingleput to Conjeevaram (Mixed)					31	3.2					31	3.2					31	3.2
20.	Conjeevaram to Chingleput (Do.)					31	3.2					31	3.2					31	3.2
21.	Villupuram to Pondicherry (Do.)					31	3.2					31	3.2					31	3.2
22.	Pondicherry to Villupuram (Do.)					31	3.2					31	3.2					31	3.2
23.	Madras Beach to Pallavaram (Do.)					31	3.2					31	3.2					31	3.2
24.	Tanjore to Negapatam (Do.)					31	3.2					31	3.2					31	3.2
25.	Pallavaram to Madras Beach (Do.)					31	3.2					31	3.2					31	3.2
26.	Negapatam to Tanjore (Do.)					31	3.2					31	3.2					31	3.2
27.	Tanjore to Negapatam (Mail)					31	3.2					31	3.2					31	3.2
28.	Negapatam to Tanjore (Do.)					31	3.2					31	3.2					31	3.2
29.	Trichinopoly junction to Erode (Mixed)					31	3.2					31	3.2					31	3.2
30.	Erode to Trichinopoly junction (Do.)					31	3.2					31	3.2					31	3.2
31.	Trichinopoly junction to Erode (Mail)					31	3.2					31	3.2					31	3.2
32.	Erode to Trichinopoly junction (Do.)					31	3.2					31	3.2					31	3.2
33.	Trichinopoly junction to Erode (Do.)					31	3.2					31	3.2					31	3.2
34.	Erode to Trichinopoly junction (Mixed)					31	3.2					31	3.2					31	3.2
35.	Tinnevely to Maniyachi (Do.)					31	3.2					31	3.2					31	3.2
36.	Maniyachi to Tinnevely (Do.)					31	3.2					31	3.2					31	3.2
37.	Tinnevely to Maniyachi (Mail)					31	3.2					31	3.2					31	3.2
38.	Maniyachi to Tinnevely (Do.)					31	3.2					31	3.2					31	3.2
39.	Tinnevely to Maniyachi (Do.)					31	3.2					31	3.2					31	3.2
40.	Maniyachi to Tinnevely (Do.)					31	3.2					31	3.2					31	3.2
41.	Tinnevely to Maniyachi (Do.)					31	3.2					31	3.2					31	3.2
42.	Maniyachi to Tinnevely (Do.)					31	3.2					31	3.2					31	3.2
43.	Tinnevely to Maniyachi (Do.)					31	3.2					31	3.2					31	3.2
44.	Maniyachi to Tinnevely (Do.)					31	3.2					31	3.2					31	3.2
45.	Tinnevely to Maniyachi (Do.)					31	3.2					31	3.2					31	3.2
46.	Maniyachi to Tinnevely (Do.)					31	3.2					31	3.2					31	3.2
47.	Tinnevely to Maniyachi (Do.)					31	3.2					31	3.2					31	3.2
48.	Maniyachi to Tinnevely (Do.)					31	3.2					31	3.2					31	3.2
49.	Tinnevely to Maniyachi (Do.)					31	3.2					31	3.2					31	3.2
50.	Maniyachi to Tinnevely (Do.)					31	3.2					31	3.2					31	3.2
51.	Tinnevely to Maniyachi (Do.)					31	3.2					31	3.2					31	3.2
52.	Maniyachi to Tinnevely (Do.)					31	3.2					31	3.2					31	3.2
53.	Tinnevely to Maniyachi (Do.)					31	3.2					31	3.2					31	3.2
54.	Maniyachi to Tinnevely (Do.)					31	3.2					31	3.2					31	3.2
55.	Tinnevely to Maniyachi (Do.)					31	3.2					31	3.2					31	3.2
56.	Maniyachi to Tinnevely (Do.)					31	3.2					31	3.2					31	3.2
57.	Tinnevely to Maniyachi (Do.)					31	3.2					31	3.2					31	3.2
58.	Maniyachi to Tinnevely (Do.)					31	3.2					31	3.2					31	3.2
59.	Tinnevely to Maniyachi (Do.)					31	3.2					31	3.2					31	3.2
60.	Maniyachi to Tinnevely (Do.)					31	3.2					31	3.2					31	3.2
61.	Tinnevely to Maniyachi (Do.)					31	3.2					31	3.2					31	3.2
62.	Maniyachi to Tinnevely (Do.)					31	3.2					31	3.2					31	3.2
63.	Tinnevely to Maniyachi (Do.)					31	3.2					31	3.2					31	3.2
64.	Maniyachi to Tinnevely (Do.)					31	3.2					31	3.2					31	3.2
65.	Tinnevely to Maniyachi (Do.)					31	3.2					31	3.2					31	3.2
66.	Maniyachi to Tinnevely (Do.)					31	3.2					31	3.2					31	3.2
67.	Tinnevely to Maniyachi (Do.)					31	3.2					31	3.2					31	3.2
68.	Maniyachi to Tinnevely (Do.)					31	3.2					31	3.2					31	3.2
69.	Tinnevely to Maniyachi (Do.)					31	3.2					31	3.2					31	3.2
70.	Maniyachi to Tinnevely (Do.)					31	3.2					31	3.2					31	3.2
71.	Tinnevely to Maniyachi (Do.)					31	3.2					31	3.2					31	3.2
72.	Maniyachi to Tinnevely (Do.)					31	3.2					31	3.2					31	3.2
73.	Tinnevely to Maniyachi (Do.)					31	3.2					31	3.2					31	3.2
74.	Maniyachi to Tinnevely (Do.)					31	3.2					31	3.2					31	3.2
75.	Tinnevely to Maniyachi (Do.)					31	3.2					31	3.2					31	3.2
76.	Maniyachi to Tinnevely (Do.)					31	3.2					31	3.2					31	3.2
Total ..		1426	4	5	1	2	20	14	10	7	2	19	14	1426	12	24	7	45	3.1

A. D. G. SHELLY, Lieut., R.E.,
for Consulting Engineer for Railways.

(Signed)
Sidduramiah Chari R.E.
for Consulting Engineer for Railways.

MADRAS,
19th November 1889.
18th February 1890.

No. 624 Ray 32 June 1889.

18TH NOVEMBER 1889, No. 1272 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.
PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

From the Consulting Engineer for Railways, dated Madras, 11th November 1889,
No. 453.

Statement of late Trains, South Indian Railway, for the quarter ended the 30th Sept. 1889.

[Statement

Form No. 1.

PUBLIC WORKS DEPARTMENT.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,

Madras, 18th February 1890.

Statement of Late trains on the South
Indian Railway for the quarter ended
the 31st December 1889.

No. 122

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 1.96 per cent,
which satisfactory result is
practically the same as that of
the previous quarter.

3. The punctuality of the
mails during October &
November is remarkable

Sd/- J. J. Smith
for C. E. Engr. for R.

No. 624 R. 3rd June 1889.

Form No. 282 R dated 25 Feb 1890.

400
24 Feb
Recorded.

C.L.S.
10. 2. 90
R

From

THE CONSULTING ENGINEER
FOR RAILWAYS,

MADRAS,

No. 122

Dated 18th

Received 18.

} February 1890.

No. of ENCLOSURES.

Subject.

Submitting Statement of
Late trains on the S. G. Ry.
for the 4th quarter of 1889.

A No. 282 R d/ 25th Feb 1890.

Lo.

✓ sent 8/3
The Cong. Engr. for Ry.

1670.
Govt. of Madras.
PUBLIC WORKS.

Dated

Recd.

Encl.

G.O., 28 July 1890 No. 382 R.

Late Train
on the S. I. Ry.
Statement of — for
the fourth quarter of
1889. Recorded.

(No. 1.)

No. 4236/570
235

5,000-14-11-85.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 20th May 1889.

From

To

SIR,

The Agent and Manager, M. R. Coy.

The Consulting Engineer for Railways.

I have the honour, with reference to Government Order, 6th April 1889, No. 382 R. to point out that the case in question is not at all analogous to cases arising in Government service.

2. Neither of the arbitrators had any connection with the Madras or Southern Mahratta Railways and they were in no way called upon to undertake the duty.

3. The sum claimed was Rs 29,250 and as other charges depended upon the result of this case the interests involved were very large.

4. It was therefore desirable to

17.6.24 Ray 3rd June 1889.

p. 111, # 102

good R. W.,

At

21.

I have the honor, with
 reference to Government Order No. 382
 of 1884, to point out that the
 question is not at all new-
 having been raised in Government
 service.

Neither of the cardinals had
any connection with the others
and the latter were all
in the same way as the
other two were in the same way
as the other two were in the same way.

It was therefore desirable
to observe the progress of the
involvement in the
lungs. In the case of the
lungs, the result of this case the
lungs are often changed in form
and are often changed in form
and are often changed in form.

secure as arbitrators gentlemen whose position and experience would insure an unqualified acceptance of their awards.

5. The question was a complicated one and required careful consideration as well as a thorough knowledge of railway practice.

b. No special mention was made of an honorarium but it was never intended to ask the arbitrators to devote their time and attention to a subject in which they had no direct interest without giving them adequate remuneration.

7. As no intimation was given, at the time the arbitrators were asked to act, that their services would be expected to be gratuitous, I consider that it would be a distinct breach of faith to make a sudden departure from what has hitherto, I understand, been the established practice in all such cases.

The

8. The importance of having a trustworthy court of arbitrators for Railway questions is fully recognized in the proposed Bill for Indian Railways. There is nothing however in the bill to lead to the supposition that the services of the arbitrators are to be given gratuitously.

9. Under these circumstances I trust that the Government of India will see fit to authorize the payment to Mr. Conder in the present case, even should they decide that in future the work of arbitrators is to be done without remuneration.

I have the honour to be,

Sir,

Your most obedt. Servant,

Francis H. Hann

Agent & Manager.

From

MADRAS RAILWAY.

The Agent and Manager.

The Consulting Engineer

for Railways.

188

No.

Dated

Recd

PUBLIC WORKS DEPARTMENT.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,
Madras, 23rd May 1889.

Print
Letter from the Agent and Manager
Madras Railway No. $\frac{4236}{235}/570$ dated 20th
May 1889.

No. 244.A.

SUBMITTED _____ to _____ Government.

Print
for transmission to the
Government of India with
reference to Proceedings
No. 382 R. dated 6th April
1889.

Col. Smith Colonel R.E.
Consulting Engineer for Railways



Dated 20th May
1889

Recd.

ER. *attly* *submit*
To *Govt.*
From *21/5*

The Consulting Engineer

for Railways.

MADRAS RAILWAY.

The Agent and Manager.

No. $\frac{4236}{235}/570$

As to the payment
of honorarium to
Mr. Conder.

Am. Mr. H. E. Stokes

Form No. 3.

From

P.W.D. No. 5095
THE CONSULTING ENGINEER

FOR RAILWAYS,

Madras,

No. 625 R.

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

The Secy. to the Govt. of India

P. W. Department

Similar

3rd June 1889

SIR,

I am directed to acknowledge the receipt of your letter No. 858 G, dated 23rd March 1889 declining to sanction the payment of an honorarium to Mr. Conder, Traffic Manager, S. I. P. Railway in recognition of his services as an arbitrator of the Madras Railway.

2. In reply I am to forward a letter from the Agent

* embodied in Progs. of this Govt.
No. 624 R 3rd June 1889.

No. 244A.

Dated 23rd

Received

5th May 1889

No. of ENCLOSURES. 1

Subject.

Resubmitting for the sanction of the Govt. of India the subject of the grant of an honorarium to Mr. Conder.

B

No. 624-625 R 3rd June 1889.

His
24 May
Ordered the for-

warded for the favorable reconsideration of the Govt. of India with reference to its letter No. 858 G, dated 23rd March 1889.

A.C. No. R 7 May 1889
Forwarded.

C.L.S.
23. 5. 89

R.

50

Ar. No. 382 R 7 6-4-9.

B. No. 624 R 7 3rd June 1889

Ordered that the following letter be forwarded to the Govt. of India

His No. 625 R 7 3rd June 1889.
(See under letter.)

C.L.S.

1. 6. 89

R.

Ar 23/5/89. Re Ar 23/5/89.
R 25/5/89