

Public Works (1894) Department.

RAILWAY BRANCH.

G.O., No. 313 R

DATED 19th May.

[Despatch Abstract.]

Late trains on the South Indian Railway.

Statement of — for the quarter ended
31st March 1894, recorded with remarks.

[illegible]

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

[Statement.

STATEMENT of late trains on the South Indian Railway for the quarter ended 31st March 1894.

No.	Description.	January 1894.										February 1894.										March 1894.										Average for the quarter.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
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		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.	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.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
15.	Madras and Tuticoria .. (Mail)	62	4	9	8	3	6	30	1,534	48-39	56	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

193.	Do. and Tanjore .. (Mail)	62	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
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ORDER—dated 19th May 1894, No. 313 R., Public Works.

Recorded.

2. It is observed that during the quarter under review 8.34 per cent. of all trains on the South Indian Railway ran late, being a considerable increase compared with the corresponding quarter of 1893, in which the percentage was 2.85. This unpunctuality is attributable to the reduced speed of the trains over the portions of the line breached in November last and also to delay on account of traffic.

3. The trains chiefly at fault were—

Madras and Tuticorin (mail).
Villupuram and Trichinopoly Fort (mixed).
Mayavaram and Negapatam (mixed).
Dharmavaram and Pakala (mixed).
Nellore and Villupuram (mixed).
Nellore to Villupuram and Pondicherry to Nellore (mixed).

(True Extract.)

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

To the Agent, South Indian Railway.

RAILWAY.

Govt. of {1894} Madras.

PUBLIC WORKS.

Dated May, 19th.

Recd.

Encl.

G.O., 19th May 1894, No. 313 R.

MAY.

Late trains on the South
Indian Railway

Statement of — for the quarter ended
31st March 1894, recorded with remarks.

9

19TH FEBRUARY 1894, No. 106 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers:—

Memo. from Agent, South Indian Railway, dated	5th December 1893,	No. 1408.
Letter	"	19th January 1894 " 80.
Memo.	"	12th February " " 170.

STATEMENT of late trains, South Indian Railway, for the quarter ended the 31st December 1893.

[Statement.]

STATEMENT of late trains on the South Indian Railway for the quarter ended 31st December 1893.

2

Description.		January October 1894										February November 1894										March December 1894				Average for the quarter.		
		Late minutes.					Late minutes.					Late minutes.					Late minutes.					Late minutes.						
		Number of trains.					Percentage of late trains.					Percentage of late trains.					Percentage of late trains.					Percentage of late trains.						
		16 minutes.	Above 16 minutes.	30 minutes.	Above 30 minutes.	Total.	16 minutes.	Above 16 minutes.	30 minutes.	Above 30 minutes.	Total.	16 minutes.	Above 16 minutes.	30 minutes.	Above 30 minutes.	Total.	16 minutes.	Above 16 minutes.	30 minutes.	Above 30 minutes.	Total.	16 minutes.	Above 16 minutes.	30 minutes.	Above 30 minutes.		Total.	
No.	13.	Madras and Tuticoria .. (Mail)	62	4	9	8	30	63	4	9	8	30	63	4	9	8	30	63	4	9	8	30	63	4	9	8	30	18.93
	14.	Do. .. (Do.)	62	3	1	4	32	19	1	4	10	4	32	19	1	4	10	4	32	19	1	4	10	4	32	19	4	19.41
	15.	Madras and Chingleput (Mail and Mixed)	62	1	3	1	5	10	1	3	1	5	10	1	3	1	5	10	1	3	1	5	10	1	3	1	5	2.69
	16.	Do. .. (Do.)	62	2	4	1	5	14	2	4	1	5	14	2	4	1	5	14	2	4	1	5	14	2	4	1	5	3.28
	17.	Madras and Villupuram .. (Mixed)	62	2	2	1	4	7	2	2	1	4	7	2	2	1	4	7	2	2	1	4	7	2	2	1	4	2.15
	18.	Do. .. (Do.)	62	3	7	5	17	63	3	7	5	17	63	3	7	5	17	63	3	7	5	17	63	3	7	5	17	0.54
	19.	Madras and Negapatam .. (Do.)	62	2	10	9	21	69	2	10	9	21	69	2	10	9	21	69	2	10	9	21	69	2	10	9	21	18.20
	20.	Do. .. (Do.)	62	4	1	1	6	29	4	1	1	6	29	4	1	1	6	29	4	1	1	6	29	4	1	1	6	12.50
	21.	Madras and Kadir .. (Do.)	62	8	1	1	9	22	8	1	1	9	22	8	1	1	9	22	8	1	1	9	22	8	1	1	9	8.46
	22.	Do. .. (Do.)	62	3	1	1	4	27	3	1	1	4	27	3	1	1	4	27	3	1	1	4	27	3	1	1	4	20.29
	23.	Madras and Villupuram .. (Do.)	62	1	30	3	34	81	1	30	3	34	81	1	30	3	34	81	1	30	3	34	81	1	30	3	34	52.69
	24.	Do. .. (Do.)	62	1	1	1	3	15	1	1	1	3	15	1	1	1	3	15	1	1	1	3	15	1	1	1	3	2.21
	25.	Chingleput and Ardsam .. (Do.)	62	1	1	1	3	7	1	1	1	3	7	1	1	1	3	7	1	1	1	3	7	1	1	1	3	1.59
	26.	Do. .. (Do.)	62	1	1	1	3	7	1	1	1	3	7	1	1	1	3	7	1	1	1	3	7	1	1	1	3	1.07
	27.	Pondicherry and Villupuram (Mail and Mixed)	62	1	1	1	3	7	1	1	1	3	7	1	1	1	3	7	1	1	1	3	7	1	1	1	3	5.01
	28.	Villupuram to Pondicherry .. (Do.)	62	1	1	1	3	7	1	1	1	3	7	1	1	1	3	7	1	1	1	3	7	1	1	1	3	5.19
	29.	Do. .. (Do.)	62	2	4	1	7	180	2	4	1	7	180	2	4	1	7	180	2	4	1	7	180	2	4	1	7	5.19
	30.	Negapatam and Tanjore .. (Mail)	62	2	4	1	7	180	2	4	1	7	180	2	4	1	7	180	2	4	1	7	180	2	4	1	7	5.19
	31.	Do. .. (Do.)	62	5	2	1	7	204	5	2	1	7	204	5	2	1	7	204	5	2	1	7	204	5	2	1	7	6.57
	32.	Do. .. (Do.)	62	5	2	1	7	204	5	2	1	7	204	5	2	1	7	204	5	2	1	7	204	5	2	1	7	6.57
	33.	Trichinopoly Junction and Erode .. (Do.)	62	7	1	1	7	151	7	1	1	7	151	7	1	1	7	151	7	1	1	7	151	7	1	1	7	3.76
	34.	Do. .. (Do.)	62	7	1	1	7	151	7	1	1	7	151	7	1	1	7	151	7	1	1	7	151	7	1	1	7	3.76
	35.	Maniyachi and Tinnervelly .. (Mail and Mixed)	62	7	1	1	7	151	7	1	1	7	151	7	1	1	7	151	7	1	1	7	151	7	1	1	7	1.19
	36.	Do. .. (Do.)	62	7	1	1	7	151	7	1	1	7	151	7	1	1	7	151	7	1	1	7	151	7	1	1	7	1.19
	37.	Do. .. (Do.)	62	7	1	1	7	151	7	1	1	7	151	7	1	1	7	151	7	1	1	7	151	7	1	1	7	1.19
	38.	Do. .. (Do.)	62	7	1	1	7	151	7	1	1	7	151	7	1	1	7	151	7	1	1	7	151	7	1	1	7	1.19
	39.	Do. .. (Do.)	62	7	1	1	7	151	7	1	1	7	151	7	1	1	7	151	7	1	1	7	151	7	1	1	7	1.19
	40.	Do. .. (Do.)	62	7	1	1	7	151	7	1	1	7	151	7	1	1	7	151	7	1	1	7	151	7	1	1	7	1.19
	41.	Do. .. (Do.)	62	7	1	1	7	151	7	1	1	7	151	7	1	1	7	151	7	1	1	7	151	7	1	1	7	1.19
	42.	Do. .. (Do.)	62	7	1	1	7	151	7	1	1	7	151	7	1	1	7	151	7	1	1	7	151	7	1	1	7	1.19
	43.	Do. .. (Do.)	62	7	1	1	7	151	7	1	1	7	151	7	1	1	7	151	7	1	1	7	151	7	1	1	7	1.19
	44.	Do. .. (Do.)	62	7	1	1	7	151	7	1	1	7	151	7	1	1	7	151	7	1	1	7	151	7	1	1	7	1.19
	45.	Do. .. (Do.)	62	7	1	1	7	151	7	1	1	7	151	7	1	1	7	151	7	1	1	7	151	7	1	1	7	1.19
	46.	Do. .. (Do.)	62	7	1	1	7	151	7	1	1	7	151	7	1	1	7	151	7	1	1	7	151	7	1	1	7	1.19
	47.	Do. .. (Do.)	62	7	1	1	7	151	7	1	1	7	151	7	1	1	7	151	7	1	1	7	151	7	1	1	7	1.19
	48.	Do. .. (Do.)	62	7	1	1	7	151	7	1	1	7	151	7	1	1	7	151	7	1	1	7	151	7	1	1	7	1.19
	49.	Do. .. (Do.)	62	7	1	1	7	151	7	1	1	7	151	7	1	1	7	151	7	1	1	7	151	7	1	1	7	1.19
	50.	Do. .. (Do.)	62	7	1	1	7	151	7	1	1	7	151	7	1	1	7	151	7	1	1	7	151	7	1	1	7	1.19
	51.	Do. .. (Do.)	62	7	1	1	7	151	7	1	1	7	151	7	1	1	7	151	7	1	1	7	151	7	1	1	7	1.19
	52.	Do. .. (Do.)	62	7	1	1	7	151	7	1	1	7	151	7	1	1	7	151	7	1	1	7	151	7	1	1	7	1.19
	53.	Do. .. (Do.)	62	7	1	1	7	151	7	1	1	7	151	7	1	1	7	151	7	1	1	7	151	7	1	1	7	1.19
	54.	Do. .. (Do.)	62	7	1	1	7	151	7	1	1	7	151	7	1	1	7	151	7	1	1	7	151	7	1	1	7	1.19
	55.	Do. .. (Do.)	62	7	1	1	7	151	7	1	1	7	151	7	1	1	7	151	7	1	1	7	151	7	1	1	7	1.19
	56.	Do. .. (Do.)	62	7	1	1	7	151	7	1	1	7	151	7	1	1	7	151	7	1	1	7	151	7	1	1	7	1.19
	57.	Do. .. (Do.)	62	7	1	1	7	151	7	1	1	7	151	7	1	1	7	151	7	1	1	7	151	7	1	1	7	1.19
	58.	Do. .. (Do.)	62	7	1	1	7	151	7	1	1	7	151	7	1	1	7	151	7	1	1	7	151	7	1	1	7	1.19
	59.	Do. .. (Do.)	62	7	1	1	7	151	7	1	1	7	151	7	1	1	7	151	7	1	1	7	151	7	1	1	7	1.19
	60.	Do. .. (Do.)	62	7	1	1	7	151	7	1	1	7	151	7	1	1	7	151	7	1	1	7	151	7	1	1	7	1.19
	61.	Do. .. (Do.)	62	7	1	1	7	151	7	1	1	7	151	7	1	1												

ORDER—dated 19th February 1894, No. 106 R., Public Works.

Recorded.

2. It is observed that during the quarter under review 9.24 per cent. of all trains on the South Indian Railway ran late, being a considerable increase compared with the corresponding quarter in which the percentage was 4.11. This unpunctuality is attributable to the unsatisfactory condition of the road which suffered severely from the heavy rains during the first two months of the quarter.

3. The trains chiefly at fault were—

Madras and Tuticorin (1 mail).
Villupuram and Trichinopoly Fort (mixed).
Mayavaram and Negapatam (mixed).
Dharmavaram and Pakala (mixed).
Nellore and Villupuram and Pondicherry to Nellore (mixed).
Chingleput and Arkonam (mixed).
Negapatam and Tanjore (mixed and mail).
Do. and Madura (mixed).
Do. and Tanjore (mail).

4. The total of 16,653 minutes late is made up as follows:—

	Minutes.
By defective engines	1,142
By detention on account of foreign trains	1,848
Do. of locomotive	410
By slow driving	328
By detention at Kandamangalam by customs	49
By caution signals	7,378
By driver (time lost)	26
By engine tender running foremost	713
By traffic	4,763

(True Extract.)

(Signed) F. R. UPCOTT.
Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Agent, South Indian Railway,
through the Consulting Engineer for Railways.

Exd. S. J. Pereira
Spare Copies

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Statement of late trains on the S.I.R. for the quarter ending 31st Dec 1893. Read the following

From A.S.I.R. 4 12.3.94, No: 289
do do do 6.4.94, No: 389
do do do 8.5.94 — 505

Recorded.

2. It is observed that during this quarter under review 8.34 per. cent of all trains on the South Indian Railway ran late, being a considerable increase compared with the corresponding quarter of 1893, in which the percentage was 2.85. This unpunctuality is attributable to the reduced speed of the trains

trains over the portions
of the line breached in
November last and also
to delay on account
of traffic.

3. The trains chiefly
at fault were:-

- Madras & Tuticorin - Mail
- Villupuram & Trichy -
- Mayavaram & Nagapattinam -
- Chinnamanur & Pakhal -
- Nellore & Villupuram -
- Nellore to -
- Pondicherry to Nellore

A

No. 313 R of 19 May 1894.

M. 11/5

M. 11/5

G. R. 2/6