

Public Works (1895) Department.

RAILWAY BRANCH.

G.O., No. 82A.

DATED 16th February

[Despatch Abstract.]

Late Trains - Statement of - on the S. I. Railway
including the Mayavaram - Muttupet Section
for the quarter ended the 31-12-94, recorded
with remarks.

[illegible]

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

[Statement.

No.	Description.	October 1894.										November 1894.										December 1894.									
		Number of trains.					Percentage of late trains.					Number of trains.					Percentage of late trains.					Number of trains.					Percentage of late trains.				
		Late minutes.					Total minutes.					Late minutes.					Total minutes.					Late minutes.					Total minutes.				
		15 minutes.	Above 15 minutes.	Above 30 minutes.	Above 60 minutes.	Total.	15 minutes.	Above 15 minutes.	Above 30 minutes.	Above 60 minutes.	Total.	15 minutes.	Above 15 minutes.	Above 30 minutes.	Above 60 minutes.	Total.	15 minutes.	Above 15 minutes.	Above 30 minutes.	Above 60 minutes.	Total.	15 minutes.	Above 15 minutes.	Above 30 minutes.	Above 60 minutes.	Total.	15 minutes.	Above 15 minutes.	Above 30 minutes.	Above 60 minutes.	Total.
16.	Madras and Tuticoria .. (Mail)	62	7	0	2	..	18	373	29-03	60	5	1	7	..	13	381	21-67	62	2	9	12	..	1	24	38-79	29-00					
26.	do. .. (Do.)	62	1	0	1	..	8	178	12-90	60	0	8	6	..	12	447	21-67	62	2	4	17	4	28	1,263	45-16	29-91					
31.	do. .. (Do.)	62	..	1	..	..	1	23	1-61	60	2	3	..	..	5	90	8-33	62	1	3	..	..	4	77	6-45	6-46					
32.	Madras and Chingleput (Mail and Mixed)	62	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..					
33.	do. .. (Do.)	62	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..					
34.	Villupuram to Madras .. (Mixed)	62	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..					
35.	do. .. (Do.)	62	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..					
36.	do. .. (Do.)	62	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..					
37.	do. .. (Do.)	62	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..					
38.	do. .. (Do.)	62	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..					
39.	do. .. (Do.)	62	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..					
40.	do. .. (Do.)	62	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..					
41.	do. .. (Do.)	62	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..					
42.	do. .. (Do.)	62	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..					
43.	do. .. (Do.)	62	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..					
44.	do. .. (Do.)	62	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..					
45.	do. .. (Do.)	62	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..					
46.	do. .. (Do.)	62	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..					
47.	do. .. (Do.)	62	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..					
48.	do. .. (Do.)	62	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..					
49.	do. .. (Do.)	62	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..					
50.	do. .. (Do.)	62	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..					
51.	do. .. (Do.)	62	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..					
52.	do. .. (Do.)	62	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..					
53.	do. .. (Do.)	62	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..					
54.	do. .. (Do.)	62	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..					
55.	do. .. (Do.)	62	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..					
56.	do. .. (Do.)	62	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..					
57.	do. .. (Do.)	62	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..					
58.	do. .. (Do.)	62	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..					
59.	do. .. (Do.)	62	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..					
60.	do. .. (Do.)	62	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..					
61.	do. .. (Do.)	62	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..					
62.	do. .. (Do.)	62	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..					
63.	do. .. (Do.)	62	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..					
64.	do. .. (Do.)	62	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..					
65.	do. .. (Do.)	62	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..					
66.	do. .. (Do.)	62	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..					
67.	do. .. (Do.)	62	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..					
68.	do. .. (Do.)	62	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..					
69.	do. .. (Do.)	62	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..					
70.	do. .. (Do.)	62	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..					
71.	do. .. (Do.)	62	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..					
72.	do. .. (Do.)	62	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..					
73.	do. .. (Do.)	62	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..					
74.	do. .. (Do.)	62	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..					
75.	do. .. (Do.)	62	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..					
76.	do. .. (Do.)	62	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..					
77.	do. .. (Do.)	62	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..					
78.	do. .. (Do.)	62	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..					
79.	do. .. (Do.)	62	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..					
80.	do. .. (Do.)	62	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..					
81.	do. .. (Do.)	62	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..					
82.	do. .. (Do.)	62	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..					
83.	do. .. (Do.)	62	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..					
84.	do. .. (Do.)	62	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..					
85.	do. .. (Do.)	62	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..					
86.	do. .. (Do.)	62	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..					
87.	do. .. (Do.)	62	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..					
88.	do. .. (Do.)	62	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..					
89.	do. .. (Do.)	62	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..					
90.	do. .. (Do.)	62	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..					
91.	do. .. (Do.)	62	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..					
92.	do. .. (Do.)	62	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..					
93.	do. .. (Do.)	62	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..					
94.	do. .. (Do.)	62	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..					
95.	do. .. (Do.)	62	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..					
96.	do. .. (Do.)	62	..	..	..	..	..	..	..	60	..	..	..	..	..	..															

153.	Mayavaram and Tanjore .. (Mail)	62	3	4	2	1	..	10	268	16.13	60	4	7	3	1	..	18	382	25.00	62	3	6	1	..	10	311	18.13	10.09
164.	do. do. (Do.)	62	4	1	..	..	6	..	80	8.00	60	..	2	..	..	..	3	43	3.33	62	4	..	..	..	4	60	6.45	6.96
169.	Trichinopoly Junction and Erode (Do.)	62	4	1	..	..	6	..	80	8.00	60	..	2	..	..	..	3	43	3.33	62	4	..	..	..	4	60	6.45	6.96
170.	do. do. (Do.)	62	4	4	..	..	9	..	161	14.61	60	1	4	1	..	..	6	136	10.00	62	..	4	1	..	6	113	8.16	10.86
171.	Maniyachi and Tinnervelly .. (Mail and Mixed)	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..
186.	do. do. (Mail and Mixed)	62	..	1	..	..	1	..	30	1.61	60	..	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	0.51
204.	do. do. (Mixed and Mail)	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	62	..	1	..	..	1	17	1.61	0.64
205.	do. do. (Mixed and Mail)	62	..	2	..	..	2	..	60	3.22	60	..	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	1.07
208.	do. do. (Mixed and Mail)	62	..	1	2	..	3	..	100	4.84	60	..	2	..	..	..	2	43	3.33	62	..	1	..	..	1	39	1.61	3.26
214.	Dharmavaram and Pakala .. (Mixed)	62	..	..	..	..	..	..	..	..	60	1	2	1	..	..	4	94	6.07	62	2	..	2	..	4	106	6.45	4.37
215.	Mayavaram and Nagesapattam .. (Do.)	62	1	15	3	1	..	20	644	32.26	60	1	11	6	..	..	18	519	30.00	62	1	12	3	..	16	366	28.80	25.35
216.	do. and Mattupet .. (Do.)	62	1	1	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..
219.	do. and Tiruvár .. (Do.)	62	1	1	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..
223.	do. and Nagesapattam .. (Do.)	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..
226.	do. and Tiruvár .. (Do.)	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..
228.	do. and Nagesapattam .. (Do.)	62	1	25	13	..	..	39	1,036	62.90	60	3	16	11	..	..	30	867	50.00	62	1	10	6	..	16	415	28.80	46.23
236.	Tiruvár and Mattupet .. (Do.)	62	1	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..
Total ..		1,933	35	108	87	7	3,240	7,465	12.49	1,800	31	100	106	7	2	219	7,894	18.17	1,962	20	111	106	13	2	262	9,174	12.41	12.96

Madras,
15th February 1895.

(Signed) A. D. G. SHELLEY, Captain, R.E.,
for Consulting Engineer for Railways.

A. D. G. SHIELLEY, Captain, R.E.,
for Consulting Engineer for Rail

ORDER—dated 16th February 1895, No. 82 R., Public Works.

Recorded.

2. During the quarter under review 12.96 per. cent. of all trains ran late showing a considerable increase over the corresponding quarter of 1893 in which the percentage was 9.24. Of the percentage of 12.96, 9.70 per cent. is attributable to loss of time by the slowing of trains over the bridges on the main line which are now being strengthened.

3. The trains chiefly at fault were—

Madras and Tuticorin (2 mails).
Villupuram and Trichinopoly Fort (mixed).
Mayavaram and Negapatam (mixed).
Nellore and Villupuram (mixed).
Negapatam and Madura (mixed).
Mayavaram and Tanjore (mail).
Mayavaram and Muttupet (mixed).
Tiruvélur and Muttupet (mixed).

(True Extract.)

Joint Secy. to Govt., P.W.D.;
Railway Branch.

To the Agent, South Indian Railway.

RAILWAY.

Govt. of Madras.
PUBLIC WORKS.

Dated February, 16th.

Recd.

Encl.

G.O., 16th Feb. 1895, No. 82 R.

FEBRUARY.

Late Trains

Statement of — on the South Indian Railway including the Mayavaram-Muttupet section for the quarter ended 31st December 1894, recorded with remarks.

20TH NOVEMBER 1894, No. 620 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.
PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

STATEMENT of late trains on the South Indian Railway including Mayavaram-Muttupet section for the quarter ended the 30th September 1894.

[Statement.]

STATEMENT of late trains on the South Indian Railway including Mayavaram-Muttupet section for the quarter ended 31st September 1994.

20TH NOVEMBER 1894, No. 620 R., PUBLIC WORKS.

20TH NOVEMBER 1894, No. 620 R., PUBLIC WORKS.

3

Quarter July 1894. Quarter August 1894. Quarter September 1894.

No.	Description.	Late minutes.						Late minutes.						Late minutes.						Number of trains.	Percentage of late trains.	Total minutes late.	Average for quarter.															
		Above 15 minutes.			Above 30 minutes.			Above 15 minutes.			Above 30 minutes.			Above 15 minutes.			Above 30 minutes.																					
		15 minutes.	30 minutes.	Total.	15 minutes.	30 minutes.	Total.	15 minutes.	30 minutes.	Total.	15 minutes.	30 minutes.	Total.	15 minutes.	30 minutes.	Total.	15 minutes.	30 minutes.	Total.																			
15.	Madras and Tuticorin .. (Mail)	62	7	0	3	18373	62	7	0	3	18373	62	7	0	3	18373	62	7	0	3	18373	62	7	0	3	18373	62	7	0	3	18373	29.80						
16.	do. .. (Do.)	62	1	6	1	8175	62	1	6	1	8175	62	1	6	1	8175	62	1	6	1	8175	62	1	6	1	8175	62	1	6	1	8175	29.91						
17.	Madras and Chingleput (Mail and Mixed)	62	1	1	1	1	62	1	1	1	1	62	1	1	1	1	62	1	1	1	1	62	1	1	1	1	62	1	1	1	1	62	29.91					
18.	do. .. (Do.)	62	1	1	1	1	62	1	1	1	1	62	1	1	1	1	62	1	1	1	1	62	1	1	1	1	62	1	1	1	1	62	29.91					
19.	Beach to Villupuram and Villupuram to Madras .. (Mixed)	62	1	1	1	1	62	1	1	1	1	62	1	1	1	1	62	1	1	1	1	62	1	1	1	1	62	1	1	1	1	62	29.91					
20.	Beach and Pallavaram .. (Passenger)	62	1	1	1	1	62	1	1	1	1	62	1	1	1	1	62	1	1	1	1	62	1	1	1	1	62	1	1	1	1	62	29.91					
21.	Madras and Pallavaram .. (Do.)	62	1	1	1	1	62	1	1	1	1	62	1	1	1	1	62	1	1	1	1	62	1	1	1	1	62	1	1	1	1	62	29.91					
22.	Villupuram and Trichinopoly Port .. (Mixed)	62	7	23	37	12983	62	7	23	37	12983	62	7	23	37	12983	62	7	23	37	12983	62	7	23	37	12983	62	7	23	37	12983	29.91						
23.	Mayavaram and Negapatam .. (Do.)	62	2	17	19	1650	62	2	17	19	1650	62	2	17	19	1650	62	2	17	19	1650	62	2	17	19	1650	62	2	17	19	1650	62	2	17	19	1650	29.91	
24.	Dharmavaram and Patale .. (Do.)	62	1	3	4	75	62	1	3	4	75	62	1	3	4	75	62	1	3	4	75	62	1	3	4	75	62	1	3	4	75	62	1	3	4	75	62	29.91
25.	Nellore and Villupuram .. (Do.)	62	1	2	3	4	62	1	2	3	4	62	1	2	3	4	62	1	2	3	4	62	1	2	3	4	62	1	2	3	4	62	1	2	3	4	62	29.91
26.	do. to do. and Pondicherry to Nellore .. (Do.)	62	1	4	5	4	62	1	4	5	4	62	1	4	5	4	62	1	4	5	4	62	1	4	5	4	62	1	4	5	4	62	1	4	5	4	62	29.91
27.	Beniganta and Tirupati West .. (Do.)	62	1	4	5	4	62	1	4	5	4	62	1	4	5	4	62	1	4	5	4	62	1	4	5	4	62	1	4	5	4	62	1	4	5	4	62	29.91
28.	do. .. (Do.)	62	1	4	5	4	62	1	4	5	4	62	1	4	5	4	62	1	4	5	4	62	1	4	5	4	62	1	4	5	4	62	1	4	5	4	62	29.91
29.	Chingleput and Arkonam .. (Do.)	62	1	4	5	4	62	1	4	5	4	62	1	4	5	4	62	1	4	5	4	62	1	4	5	4	62	1	4	5	4	62	1	4	5	4	62	29.91
30.	do. .. (Mail)	62	1	4	5	4	62	1	4	5	4	62	1	4	5	4	62	1	4	5	4	62	1	4	5	4	62	1	4	5	4	62	1	4	5	4	62	29.91
31.	Pondicherry and Villupuram (Mail and Mixed)	62	1	4	5	4	62	1	4	5	4	62	1	4	5	4	62	1	4	5	4	62	1	4	5	4	62	1	4	5	4	62	1	4	5	4	62	29.91
32.	Villupuram to Pondicherry .. (Do.)	62	1	4	5	4	62	1	4	5	4	62	1	4	5	4	62	1	4	5	4	62	1	4	5	4	62	1	4	5	4	62	1	4	5	4	62	29.91
33.	Negapatam and Tanjore. (Mixed and Mail)	62	1	4	5	4	62	1	4	5	4	62	1	4	5	4	62	1	4	5	4	62	1	4	5	4	62	1	4	5	4	62	1	4	5	4	62	29.91
34.	Negapatam and Madras .. (Mixed)	62	1	4	5	4	62	1	4	5	4	62	1	4	5	4	62	1	4	5	4	62	1	4	5	4	62	1	4	5	4	62	1	4	5	4	62	29.91
153.	Mayavaram and Tanjore .. (Mail)	62	3	4	1	10	26616	62	3	4	1	10	26616	62	3	4	1	10	26616	62	3	4	1	10	26616	62	3	4	1	10	26616	62	3	4	1	10	26616	19.65
154.	Trichinopoly Junction and Erode (Do.)	62	4	1	1	5	90	62	4	1	1	5	90	62	4	1	1	5	90	62	4	1	1	5	90	62	4	1	1	5	90	62	4	1	1	5	90	19.65
155.	do. .. (Do.)	62	5	4	1	9	164	62	5	4	1	9	164	62	5	4	1	9	164	62	5	4	1	9	164	62	5	4	1	9	164	62	5	4	1	9	164	19.65
156.	Maniyachi and Tinnerelly .. (Mail and Mixed)	62	1	1	1	1	30	62	1	1	1	1	30	62	1	1	1	1	30	62	1	1	1	1	30	62	1	1	1	1	30	62	1	1	1	1	30	19.65
157.	do. .. (Mail and Mixed)	62	1	1	1	1	30	62	1	1	1	1	30	62	1	1	1	1	30	62	1	1	1	1	30	62	1	1	1	1	30	62	1	1	1	1	30	19.65
158.	do. .. (Mixed and Mail)	62	1	1	1	1	30	62	1	1	1	1	30	62	1	1	1	1	30	62	1	1	1	1	30	62	1	1	1	1	30	62	1	1	1	1	30	19.65
159.	do. .. (Mixed and Mail)	62	1	1	1	1	30	62	1	1	1	1	30	62	1	1	1	1	30	62	1	1	1	1	30	62	1	1	1	1	30	62	1	1	1	1	30	19.65
160.	Dharmavaram and Patale .. (Mixed)	62	1	1	1	1	30	62	1	1	1	1	30	62	1	1	1	1	30	62	1	1	1	1	30	62	1	1	1	1	30	62	1	1	1	1	30	19.65
161.	Mayavaram and Negapatam .. (Do.)	62	1	1	1	1	30	62	1	1	1	1	30	62	1	1	1	1	30	62	1	1	1	1	30	62	1	1	1	1	30	62	1	1	1	1	30	19.65
162.	do. and Muttupet .. (Do.)	62	1	1	1	1	30	62	1	1	1	1	30	62	1	1	1	1	30	62	1	1	1	1	30	62	1	1	1	1	30	62	1	1	1	1	30	19.65
163.	do. and Tiruvallur .. (Do.)	62	1	1	1	1	30	62	1	1	1	1	30	62	1	1	1	1	30	62	1	1	1	1	30	62	1	1	1	1	30	62	1	1	1	1	30	19.65
164.	do. and Negapatam .. (Do.)	62	1	1	1	1	30	62	1	1	1	1	30	62	1	1	1	1	30	62	1	1	1	1	30	62	1	1	1	1	30	62	1	1	1	1	30	19.65
165.	Tiruvallur and Muttupet .. (Do.)	62	1	1	1	1	30	62	1	1	1	1	30	62	1	1	1	1	30	62	1	1	1	1	30	62	1	1	1	1	30	62	1	1	1	1	30	19.65
166.	Total ..	1953	35	108	7	34074	1953	35	108	7	34074	1953	35	108	7	34074	1953	35	108	7	34074	1953	35	108	7	34074	1953	35	108	7	34074	1953	35	108	7	34074	12.96	

MADRAS,
20th November 1894.
15th February 1895

ORDER—dated 20th November 1894, No. 620 R., Public Works.

Recorded.

2. During the quarter under review 6.20 per cent. of all trains ran late showing a considerable increase over the corresponding quarter of 1893 in which the percentage was 4.21. The high percentage is mainly attributable to the several trains on the Negapatam branch which, although not worked with O. class engines, had to stop at certain bridges that are now being strengthened.

3. The trains chiefly at fault were—

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).
Negapatam and Madura (mixed).
Mayavaram and Muttupet (mixed).

4. The percentage of late trains during the last month of the quarter is greater than that of the two preceding months.

(True Extract.)

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

To the Agent, South Indian Railway.

RAILWAY.

Gobt. of {1894} Madras.
PUBLIC WORKS.

Dated November, 20th.

Recd.

Encl.

G.O., 20th Nov. 1894, No. 620 R.

NOVEMBER.

Late Trains

Statement of — on the South Indian
Railway including the Mayavaram-Muttu-
pet section for the quarter ended 30th
September 1894, recorded with remarks.

No 82. R. dated 16.2.95-
PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

Statement of Late Trains South Indian
Railway ^{including MM Section} for the quarter ended the 31st
December 1894.

Recorded.

2. During the quarter
under review 12.96 percent
of all trains ran late—
showing a considerable
increase over the correspond-
ing quarter of 1893 in which
the percentage was 9.24.
Of the percentage of 12.96, 9.70 percent is
the ~~unavoidability~~ ^{is mainly}
attributable to ~~the~~ ^{the} loss of
time by the ~~trains~~ ^{trains} at the
level on the main line
which are now being strengthened
and the ~~trains~~ ^{trains} are not
being ~~run~~ ^{run} as fast
as they were ~~run~~ ^{run} before.
This caused an increase
in the percentage of late
trains to the extent of 9.70.

2 R. 11. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.

3. The train chiefly
at fault were:—

- Madras and Interior (General)
- Villupuram & Tiruch Fort (Mixed)
- Mayanarum & Negapatam (Local)
- Nellur and Villupuram (Local)
- Negapatam & Masudra (Local)
- Mayanarum & Tanjore (Mail)
- Mayanarum & Muttupet (Mixed)
- Tirumalur & Muttupet (Local)

ADU
15/2

P.R.
15-2-95

No 82. R dated 16.2.95

DESPATCHED
1-MAR-95

To
The Agent, S.S.R.

P.O.
15/2