

Public Works (1896) Department.

RAILWAY BRANCH.

G.O., No. 139. *Q*

DATED 20 *February*

[Despatch Abstract.]

Late Trains. — Statement of —, Madras Railway,
for the quarter ended the 31st December 1895,
recorded with remarks.

[illegible]

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

No. 139 R., 20TH FEBRUARY 1896.

[Statement.

STATEMENT of late trains on the Madras Railway for the quarter ended the 31st December 1895.

Description.	October 1895.										November 1895.										December 1895.										Average for the quarter.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
	Number of trains.					Late (minutes).					Total.					Percentage of late trains.					Number of trains.					Late (minutes).						Total.					Percentage of late trains.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
	15 minutes.	Above 15 minutes.	Above 30 minutes.	Above 60 minutes.	Above 90 minutes.	15 minutes.	Above 15 minutes.	Above 30 minutes.	Above 60 minutes.	Above 90 minutes.	15 minutes.	Above 15 minutes.	Above 30 minutes.	Above 60 minutes.	Above 90 minutes.	15 minutes.	Above 15 minutes.	Above 30 minutes.	Above 60 minutes.	Above 90 minutes.	15 minutes.	Above 15 minutes.	Above 30 minutes.	Above 60 minutes.	Above 90 minutes.	15 minutes.	Above 15 minutes.	Above 30 minutes.	Above 60 minutes.	Above 90 minutes.		15 minutes.	Above 15 minutes.	Above 30 minutes.	Above 60 minutes.	Above 90 minutes.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
South-West line (Mail)	62	..	..	..	..	60	..	..	..	..	60	..	..	..	..	60	..	..	..	..	..	60	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..	62	..	..	..	..	..

(Signed) C. T. R. SCOVELL,
for Consulting Engineer for Railways.MADRAS,
18th February 1896.

ORDER—No. 139 R., dated 20th February 1896.

Recorded.

2. During the quarter under review 7.30 per cent. of all trains on the Madras Railway ran late, showing a less favourable result than that of the corresponding quarter of 1894 in which the percentage was 4.30. This is due to the late arrival of the G.I.P. trains on account of the breaches on the G.I.P. line.

3. The trains chiefly at fault were—

Salem and Coimbatore (Mixed).	North-West Line (Mail).
Pondicherry and Calicut (Mixed).	Bangalore Branch (Passenger).

(True Extract.)

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

To the Agent and Manager, Madras Railway.

Ed. T. K. Narayana Aiyangar.
Spare Copies

STATEMENT of late trains on the Madras Railway for the quarter ended the 30th September 1895.

Description.	Quarter ended September 1895.										Quarter ended August 1895.										Quarter ended July 1895.									
	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.	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.
South-West line (Mail)	1	1	1	1	4	1	1	1	1	4	1	1	1	1	4	1	1	1	1	4	1	1	1	1	4	1	1	1	1	4
Madras and Coimbatore (Mixed)	1	1	1	1	4	1	1	1	1	4	1	1	1	1	4	1	1	1	1	4	1	1	1	1	4	1	1	1	1	4
Madras and Calicut (Mixed)	1	1	1	1	4	1	1	1	1	4	1	1	1	1	4	1	1	1	1	4	1	1	1	1	4	1	1	1	1	4
Madras and Kottayam (Passenger)	1	1	1	1	4	1	1	1	1	4	1	1	1	1	4	1	1	1	1	4	1	1	1	1	4	1	1	1	1	4
Madras & Kottayam through (Passenger)	1	1	1	1	4	1	1	1	1	4	1	1	1	1	4	1	1	1	1	4	1	1	1	1	4	1	1	1	1	4
Madras & Kottayam through (Mixed)	1	1	1	1	4	1	1	1	1	4	1	1	1	1	4	1	1	1	1	4	1	1	1	1	4	1	1	1	1	4
Bengalore Branch (Mail)	1	1	1	1	4	1	1	1	1	4	1	1	1	1	4	1	1	1	1	4	1	1	1	1	4	1	1	1	1	4
Do. do. (Passenger)	1	1	1	1	4	1	1	1	1	4	1	1	1	1	4	1	1	1	1	4	1	1	1	1	4	1	1	1	1	4
Do. do. (Mixed)	1	1	1	1	4	1	1	1	1	4	1	1	1	1	4	1	1	1	1	4	1	1	1	1	4	1	1	1	1	4
Do. do. (Mail)	1	1	1	1	4	1	1	1	1	4	1	1	1	1	4	1	1	1	1	4	1	1	1	1	4	1	1	1	1	4
Do. do. (Passenger)	1	1	1	1	4	1	1	1	1	4	1	1	1	1	4	1	1	1	1	4	1	1	1	1	4	1	1	1	1	4
Do. do. (Mixed)	1	1	1	1	4	1	1	1	1	4	1	1	1	1	4	1	1	1	1	4	1	1	1	1	4	1	1	1	1	4
Do. do. (Mail)	1	1	1	1	4	1	1	1	1	4	1	1	1	1	4	1	1	1	1	4	1	1	1	1	4	1	1	1	1	4
Total	62	62	62	62	248	62	62	62	62	248	62	62	62	62	248	62	62	62	62	248	62	62	62	62	248	62	62	62	62	248

(Signed) C. T. R. Lawrence
 in Consulting Engineer.

Madras,
 18th Nov. 1895.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

Statement of late trains, Madras Railway for the quarter ended 31st December 1895 —

Recorded.
 2. During the quarter under review 7.30 percent of all trains on the Madras Railway were late, showing a less favourable result than that of the corresponding quarter of 1894 in which the percentage was 4.30. This is due to the late arrival of the G. & S. P. trains on account of the breakdown of the G. & S. P. line.
 3. The trains chiefly at fault were:
 Salem & Coimbatore — (Mixed)
 Pudukottai & Bangalore — (do)
 North West Line — (Mail)
 Bangalore Branch — (Passenger)

DISPATCHED
 4-MAR-95

The Agent Manager,
 R.R.

M.A.
 18/2/96
 OTM
 f R

A/-
No. 139. R. dated 20.2.95