

Public Works (1896) Department.

RAILWAY BRANCH.

G.O., No. 451.R

DATED 21st May

[Despatch Abstract.]

Late trains— Statement of —, Madras
Railway for the quarter ended the
31st March 1896, recorded with remarks
—

BACK PAPERS.

[illegible]

FURTHER PAPERS.

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

No. 451 R., 21ST MAY 1896.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper :—

Statement of late trains, Madras Railway, for the quarter ended 31st March 1896.

[Statement.]

STATEMENT of late trains on the Madras Railway for the quarter ended the 31st March 1896.

Description.	January 1896.										February 1896.										March 1896.										Average for the quarter.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
	Late (minutes).						Number of trains.	Percentage of late trains.	Late (minutes).						Number of trains.	Percentage of late trains.	Late (minutes).						Number of trains.	Percentage of late trains.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
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	15 minutes.	Above 15 minutes.	Above 30 minutes.	Above 60 minutes.	Above 90 minutes.	Total.			15 minutes.	Above 15 minutes.	Above 30 minutes.	Above 60 minutes.	Above 90 minutes.	Total.			15 minutes.	Above 15 minutes.	Above 30 minutes.	Above 60 minutes.	Above 90 minutes.	Total.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
South-West line (Mail)	62	1	1	..	..	2	81	3.22	58	..	..	2	..	..	..	..	..	..	..	..	..	..	..	62	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

MADRAS,
19th May 1896.(Signed) C. W. HODSON,
Offg. Consulting Engineer for Railways.

ORDER—No. 451 R., dated 21st May 1896.

Recorded.

2. During the quarter under review 4.27 per cent. of all trains on the Madras Railway ran late, showing a less favourable result than that of the corresponding quarter of 1895 in which the percentage was 3.04. This is due to the late arrival of the Great Indian Peninsula trains.

3. The trains chiefly at fault were —

Pódanúr and Calicut (Mixed).
North-West Line (Mail).
Salem and Coimbatore (Mixed).

(True Extract.)

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

To the Agent and Manager, Madras Railway.

Exd. T. K. Narayana Aiyangar.
Spare Copies

RAILWAY.

Govt. of {1896} Madras.

PUBLIC WORKS.

Dated May, 21st.

Recd.

Encl.

G.O. No. 451 R., 21st May 1896.

MAY.

Late Trains

Statement of —, Madras Railway, for the quarter ended the 31st March 1896, recorded with remarks.

No. 139 R., 20TH FEBRUARY 1896.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

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

[Statement.]

MS/134

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

Statement of Late Trains, Madras Ry
for the quarter ending 31st March 1896

Recorded

2. During the quarter under review 4.27 percent of all trains on the Madras Ry ran late, showing a less favorable result than that of the corresponding quarter of 1895 in which the percentage was 3.04. This is due to the late arrival of the Q.I.P. trains.

3. The trains chiefly at fault were:—

Salem & Coimbatore (Mixed)
Pondicherry & Calicut (do)
North West Line (Mixed)

See Agents Managers

No. 139 R., 20TH FEBRUARY 1896.

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

Description.	January 1896.						February 1896.						March 1896.					
	Late (minutes).		Late (minutes).		Late (minutes).		Late (minutes).		Late (minutes).		Late (minutes).		Late (minutes).		Late (minutes).		Late (minutes).	
	15 minutes.	Above 15 minutes.	15 minutes.	Above 15 minutes.	15 minutes.	Above 15 minutes.	15 minutes.	Above 15 minutes.	15 minutes.	Above 15 minutes.	15 minutes.	Above 15 minutes.	15 minutes.	Above 15 minutes.	15 minutes.	Above 15 minutes.	15 minutes.	Above 15 minutes.
South-West line (Mail)	62	3.22	62	3.22	62	3.22	62	3.22	62	3.22	62	3.22	62	3.22	62	3.22	62	3.22
Salem and Coimbatore (Mixed)	62	3.22	62	3.22	62	3.22	62	3.22	62	3.22	62	3.22	62	3.22	62	3.22	62	3.22
Pondicherry and Calicut (do)	62	3.22	62	3.22	62	3.22	62	3.22	62	3.22	62	3.22	62	3.22	62	3.22	62	3.22
Tirur and Calicut (do)	62	3.22	62	3.22	62	3.22	62	3.22	62	3.22	62	3.22	62	3.22	62	3.22	62	3.22
Madras and Mettupalayam (Passenger)	62	3.22	62	3.22	62	3.22	62	3.22	62	3.22	62	3.22	62	3.22	62	3.22	62	3.22
North-West line (Mail)	62	3.22	62	3.22	62	3.22	62	3.22	62	3.22	62	3.22	62	3.22	62	3.22	62	3.22
Madras and Raichur through (Passenger)	62	3.22	62	3.22	62	3.22	62	3.22	62	3.22	62	3.22	62	3.22	62	3.22	62	3.22
do. (Mixed)	62	3.22	62	3.22	62	3.22	62	3.22	62	3.22	62	3.22	62	3.22	62	3.22	62	3.22
Benalore Branch (Mail)	62	3.22	62	3.22	62	3.22	62	3.22	62	3.22	62	3.22	62	3.22	62	3.22	62	3.22
do. (Passenger)	62	3.22	62	3.22	62	3.22	62	3.22	62	3.22	62	3.22	62	3.22	62	3.22	62	3.22
Nilgiri do. (Mail)	62	3.22	62	3.22	62	3.22	62	3.22	62	3.22	62	3.22	62	3.22	62	3.22	62	3.22
Total	682	3.22	682	3.22	682	3.22	682	3.22	682	3.22	682	3.22	682	3.22	682	3.22	682	3.22

MADRAS,
48th February 1896.

19th May 1896

(Signed) C. T. P. SCOTT,
Consulting Engineer for Railways.

C. T. P. Scott

A

M-
Sp. 457. I dated 21.5.96