

Public Works (1897) Department.

G.O., No. 579 R

DATED 20 August 1897

[Despatch Abstract.]

Lake Frains, Statement of — on the S. Railway including the Mayanacan sub-
pet Railway, for the quarter ended the
30th June 1897, recorded with remarks.

98 -
15/8/97

10/11/97
15/8/97

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Government { 1897 } of Madras.
PUBLIC WORKS.

Spare copies

G.O., No. 579 R., 20th August 1897.

AUGUST.

Statement of — on the South Indian Railway, including the Mâyavaram-Mutupet Railway, for the quarter ended the 30th June 1897, recorded with remarks.

GOVERNMENT OF MADRAS.
PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper :—

Statement of late trains on the South Indian Railway, including Mâyavaram-Mutupet
Railway, for the quarter ended 30th June 1897.

[STATEMENT

STATEMENT of late trains on the South Indian Railway, including Mâyavaram-Mutupet section, for the quarter ended 30th June 1897.

No.	Description.	April 1897.						May 1897.						June 1897.						Average for the quarter.				
		Late (minutes).			Percentage of late trains.			Late (minutes).			Percentage of late trains.			Late (minutes).			Percentage of late trains.							
		Total minutes.			Number of trains.	Total minutes.			Number of trains.	Total minutes.			Number of trains.	Total minutes.			Number of trains.	Total 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.	Above 15 minutes.		Above 30 minutes.	Above 60 minutes.	Above 90 minutes.		Above 15 minutes.	Above 30 minutes.		Above 60 minutes.	Above 90 minutes.		
15 & 30	Madras to Chingleput and Beach .. (Mail and Mixed)	60	3	1	1	1	54	5.00	62	3	2	1	1	8	8.06	60	1	1	1	1	25	1.67	4.91	
17	Beach to Madras .. (Passenger)	30	1	1	1	1	25	3.33	31	1	1	1	1	8	3.22	30	1	1	1	1	563	13.33	2.18	
19 & 38	Madras and Tuticorin .. (Mail)	60	6	2	2	2	323	15.00	62	6	4	3	3	10	12.90	60	3	2	2	2	5	13.74	13.74	
67 & 24	Madras to Tuticorin and Tuticorin to Madras Beach .. (Do.)	60	11	3	3	3	379	25.33	62	11	3	4	4	10	16.13	60	3	2	2	2	8	13.33	19.26	
27	Beach to Madras .. (Passenger)	30	1	1	1	1	17	3.33	31	1	1	1	1	1	3.22	30	1	1	1	1	3	10.00	5.62	
33 & 45	Beach and Madras .. (Do.)	60	2	2	2	2	64	6.67	62	2	1	1	1	5	6.61	60	1	1	1	1	21	1.67	1.09	
37 & 22	Beach to Chingleput .. (Mixed)	4	1	1	1	1	..	..	5	1	1	1	1	..	8.06	4	1	1	1	1	6	10.00	8.24	
43	Beach to Pallavaram (Passenger)	60	2	2	2	2	..	..	6	2	2	2	2	..	..	4	2	2	2	2	..	..	..	
51 & 8	Beach to Madras and Madras .. (Do.)	60	2	2	2	2	220	15.00	62	2	3	1	4	11	17.74	60	5	1	1	1	8	13.33	15.36	
55 & 18	Beach and Pallavaram .. (Do.)	60	1	1	1	1	15	2.08	62	1	1	1	1	1	1.61	60	..	..	..	..	..	..	0.54	
59 & 20	Do. .. (Do.)	48	1	1	1	1	..	..	47	1	1	1	1	1	2.13	48	..	..	..	..	..	..	1.40	
67 & 56	Madras and Pallavaram .. (Do.)	60	1	1	1	1	..	..	62	1	2	2	2	4	6.45	60	..	..	..	..	..	..	2.15	
69 & 50	Madras to Pallavaram and Pallavaram to Madras Beach .. (Mixed)	60	1	1	1	1	47	3.33	62	2	2	1	..	5	8.06	60	2	1	1	1	3	5.00	5.46	
7 & 12	Trichinopoly Junction and Villupuram .. (Do.)	60	1	2	3	3	98	5.00	62	2	3	1	1	6	9.68	60	..	4	1	1	5	117	8.33	7.67
21 & 10	Madras and Tuticorin .. (Do.)	60	4	1	1	1	254	10.00	62	2	2	..	..	3	4.84	60	3	3	1	1	4	132	6.67	7.17
77 & 82	Rénigunta and Tirupati West .. (Do.)	60	10	2	2	2	416	36.66	62	4	12	4	4	21	33.87	60	1	16	10	4	6	115	10.00	4.95
71 & 72	Nellore and Pondicherry .. (Do.)	60	6	4	4	4	10	16.67	62	5	13	4	4	23	37.09	60	1	11	20	1	31	1.02	51.66	40.73
81 & 80	Do. .. (Do.)	60	3	1	1	1	114	6.67	62	3	3	1	1	5	8.06	60	1	1	1	1	83	1.153	55.00	36.25
79 & 76	Rénigunta and Vellore .. (Do.)	60	1	1	1	1	15	1.67	62	2	2	3	1	2	6.74	60	1	1	1	1	15	471	25.00	6.02
85 & 92	Dharmavaram and Pakala .. (Do.)	60	1	1	1	1	47	1.67	62	1	6	3	1	8	11.29	60	2	8	1	2	13	858	21.66	12.65
91 & 86	Do. .. (Do.)	60	2	2	2	2	62	3.33	62	2	2	3	1	9	12.90	60	2	1	2	2	6	170	10.00	8.74
99 & 102	Chingleput and Arkonam .. (Do.)	60	1	2	3	3	100	5.00	62	2	2	4	..	6	9.68	60	1	2	1	1	6	239	10.00	8.23
101 & 98	Do. .. (Mail)	60	1	1	1	1	..	..	62	1	1	1	1	1	1.61	60	..	..	..	..	..	..	..	0.54
103 & 96	Chingleput and Conjeevaram .. (Mixed)	60	1	1	1	1	..	..	62	1	1	1	1	..	..	60	..	..	..	..	..	..	..	..
119 & 130	Mâyavaram and Negapatam .. (Mixed)	60	1	1	1	1	20	1.67	62	1	3	1	1	4	6.45	60	1	3	1	1	5	114	8.33	5.48
123 & 128	Tiruvallur to Mutupet and Mutupet to Mâyavaram .. (Do.)	60	4	1	1	1	162	10.00	62	1	1	1	1	2	8.22	60	1	3	1	1	5	122	8.33	7.18
125 & 124	Mâyavaram and Mutupet .. (Do.)	60	1	1	1	1	..	..	31	1	1	1	1	..	..	30	1	1	1	1	2	71	6.67	0.54
129 & 122	Do. and Tiruvallur .. (Do.)	30	1	1	1	1	..	..	31	1	1	1	1	..	3.22	30	1	1	1	1	2	71	6.67	2.22
131 A	Mâyavaram to Tiruvallur .. (Do.)	30	1	1	1	1	15	3.33	31	1	1	1	1	1	..	30	1	1	1	1	2	35	6.67	4.41
131	Mâyavaram to Negapatam .. (Do.)	30	1	1	1	1	..	..	31	1	1	1	1	..	..	30	1	1	1	1	2	35	6.67	4.41

Statement of late trains on the South Indian Railway, including Máyavaram-Mutpet section, for the quarter ended 30th June 1897.—cont.

No.	Description.	April 1897.										May 1897.										June 1897.										Average for the quarter.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
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133 & 132	Negapatam and Tanjore	60	..	..	..	..	60	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

MADEAS,
12th August 1897.(Signed) F. D. FOWLER,
for Consulting Engineer for Railways.

No. 579 R., 20TH AUGUST 1897.

5

ORDER—No. 579 R., dated 20th August 1897.

Recorded.

2. During the quarter under review 6.89 per cent. of all trains ran late showing a decrease compared with the corresponding quarter of 1896, in which the percentage was 10.80. The result would have been more satisfactory, had it not been for the reduction of the speed of main line trains at certain diversions and their consequent interference with other trains at crossing stations.

3. The trains chiefly at fault were:

Madras and Tuticorin (2 mails).
Beach and Madura (Passenger).
Nellore and Pondicherry (2 mixed).
Dharmavaram and Pákalá (2 ").

(True Extract.)

Under Secretary to Government,
Railway Branch.

To the Agent, South Indian Railway.

Exd. T. K. Narayana Aiyangar.

30 June

Statement of late trains on the South Indian Railway, including Mayavaram-Mutpet section for the quarter ended 31st March 1897—cont.

No.		Statement of late trains on the South Indian Railway, including Mayavaram-Mutpet section for the quarter ending																				Average for the quarter.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
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Description.		Number of trains.					Number of trains.					Number of trains.					Total minutes late.					Percentage of late trains.					Total minutes late.					Percentage of late trains.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
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133 & 132	Negapatam and Tanjore	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60

(Signed) C. T. R. SOOVEDY,
for Offg. Consulting Engineer for Railways.

MADRAS,
10th May 1897.
12th August

30th June

A

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

READ the following

Statement of Late Trains on the South
Dubuque Railway including Mayanville
Interpret Railway for the quarter ending
30 June 1897.

Recorded.

2. During the quarter ending under review 6.89 percent of all trains ran late showing a decrease ~~as compared with~~ the corresponding quarter of 1896, in which the percentage was 10.80. The result would have been more satisfactory had it not been for the reduction of the speed of main line trains at certain divisions ~~and~~ ^{consequently} ~~and~~ $\frac{156}{13}$ and their interference with other trains at crossing stations.

No.	Description.	April 1897.					May 1897.					June 1897.					Average for the quarter.
		1897.					1897.					1897.					
		Number of trains.	Total minutes.	Late (minutes).	Percentage of late trains.	Number of trains.	Total minutes.	Late (minutes).	Percentage of late trains.	Number of trains.	Total minutes.	Late (minutes).	Percentage of late trains.				
15 & 36	Madras to Chingleput and Chingleput to Madras .. (Mail and Mixed)	60	54	3	5.00	62	58	5	8.06	60	54	6	10.00	1	25	1.67	4.91
17	Beach to Madras .. (Passenger)	60	25	1	3.33	62	26	1	3.26	60	26	1	3.33	5	565	13.33	13.74
19 & 34	Madras to Tuticorin .. (Mail)	60	325	9	15.00	62	335	10	12.90	60	335	11	18.33	3	445	13.33	19.52
21 & 35	Madras to Tuticorin and Tuticorin to Madras .. (Do.)	60	379	17	28.33	62	574	20	16.13	60	574	21	22.33	3	223	10.00	5.52
23 & 48	Beach to Madras .. (Passenger)	60	64	4	6.67	62	261	11	4.19	60	261	11	18.33	3	211	10.00	1.00
25 & 42	Beach and Chingleput .. (Do.)	60	64	4	6.67	62	261	11	4.19	60	261	11	18.33	3	211	10.00	1.00
27 & 43	Beach to Pallavaram .. (Mixed)	60	64	4	6.67	62	261	11	4.19	60	261	11	18.33	3	211	10.00	1.00
29 & 44	Beach to Madras and Madras to Madras .. (Passenger)	60	64	4	6.67	62	261	11	4.19	60	261	11	18.33	3	211	10.00	1.00
31 & 8	Beach to Madras .. (Do.)	60	64	4	6.67	62	261	11	4.19	60	261	11	18.33	3	211	10.00	1.00
33 & 18	Beach and Pallavaram .. (Do.)	60	64	4	6.67	62	261	11	4.19	60	261	11	18.33	3	211	10.00	1.00
35 & 20	Do. .. (Do.)	60	64	4	6.67	62	261	11	4.19	60	261	11	18.33	3	211	10.00	1.00
37 & 56	Madras and Pallavaram .. (Do.)	60	64	4	6.67	62	261	11	4.19	60	261	11	18.33	3	211	10.00	1.00
39 & 53	Madras to Pallavaram and Pallavaram to Madras .. (Mixed)	60	64	4	6.67	62	261	11	4.19	60	261	11	18.33	3	211	10.00	1.00
41 & 12	Trichinopoly Junction and Villupuram .. (Do.)	60	64	4	6.67	62	261	11	4.19	60	261	11	18.33	3	211	10.00	1.00
43 & 10	Madras and Tuticorin .. (Do.)	60	64	4	6.67	62	261	11	4.19	60	261	11	18.33	3	211	10.00	1.00
45 & 82	Kankesan and Tirupati West .. (Do.)	60	64	4	6.67	62	261	11	4.19	60	261	11	18.33	3	211	10.00	1.00
47 & 72	Neelam and Pondicherry .. (Do.)	60	64	4	6.67	62	261	11	4.19	60	261	11	18.33	3	211	10.00	1.00
49 & 89	Do. .. (Do.)	60	64	4	6.67	62	261	11	4.19	60	261	11	18.33	3	211	10.00	1.00
51 & 76	R. Nigutta and Vellore .. (Do.)	60	64	4	6.67	62	261	11	4.19	60	261	11	18.33	3	211	10.00	1.00
53 & 92	Bhadravaram and Pallala .. (Do.)	60	64	4	6.67	62	261	11	4.19	60	261	11	18.33	3	211	10.00	1.00
55 & 86	Do. .. (Do.)	60	64	4	6.67	62	261	11	4.19	60	261	11	18.33	3	211	10.00	1.00
57 & 102	Chingleput and Arakonam .. (Do.)	60	64	4	6.67	62	261	11	4.19	60	261	11	18.33	3	211	10.00	1.00
59 & 101	Do. .. (Do.)	60	64	4	6.67	62	261	11	4.19	60	261	11	18.33	3	211	10.00	1.00
61 & 95	Chingleput and Conjeram .. (Mail)	60	64	4	6.67	62	261	11	4.19	60	261	11	18.33	3	211	10.00	1.00
63 & 113	Chingleput and Conjeram .. (Mixed)	60	64	4	6.67	62	261	11	4.19	60	261	11	18.33	3	211	10.00	1.00
65 & 121	Mayavaram and Negapatam .. (Mixed)	60	64	4	6.67	62	261	11	4.19	60	261	11	18.33	3	211	10.00	1.00
67 & 125	Mayavaram and Negapatam .. (Do.)	60	64	4	6.67	62	261	11	4.19	60	261	11	18.33	3	211	10.00	1.00
69 & 129	Mayavaram and Negapatam .. (Do.)	60	64	4	6.67	62	261	11	4.19	60	261	11	18.33	3	211	10.00	1.00
71 & 133	Mayavaram and Negapatam .. (Do.)	60	64	4	6.67	62	261	11	4.19	60	261	11	18.33	3	211	10.00	1.00
73 & 137	Mayavaram and Negapatam .. (Do.)	60	64	4	6.67	62	261	11	4.19	60	261	11	18.33	3	211	10.00	1.00
75 & 141	Mayavaram and Negapatam .. (Do.)	60	64	4	6.67	62	261	11	4.19	60	261	11	18.33	3	211	10.00	1.00
77 & 145	Mayavaram and Negapatam .. (Do.)	60	64	4	6.67	62	261	11	4.19	60	261	11	18.33	3	211	10.00	1.00
79 & 149	Mayavaram and Negapatam .. (Do.)	60	64	4	6.67	62	261	11	4.19	60	261	11	18.33	3	211	10.00	1.00
81 & 153	Mayavaram and Negapatam .. (Do.)	60	64	4	6.67	62	261	11	4.19	60	261	11	18.33	3	211	10.00	1.00
83 & 157	Mayavaram and Negapatam .. (Do.)	60	64	4	6.67	62	261	11	4.19	60	261	11	18.33	3	211	10.00	1.00
85 & 161	Mayavaram and Negapatam .. (Do.)	60	64	4	6.67	62	261	11	4.19	60	261	11	18.33	3	211	10.00	1.00
87 & 165	Mayavaram and Negapatam .. (Do.)	60	64	4	6.67	62	261	11	4.19	60	261	11	18.33	3	211	10.00	1.00
89 & 169	Mayavaram and Negapatam .. (Do.)	60	64	4	6.67	62	261	11	4.19	60	261	11	18.33	3	211	10.00	1.00
91 & 173	Mayavaram and Negapatam .. (Do.)	60	64	4	6.67	62	261	11	4.19	60	261	11	18.33	3	211	10.00	1.00
93 & 177	Mayavaram and Negapatam .. (Do.)	60	64	4	6.67	62	261	11	4.19	60	261	11	18.33	3	211	10.00	1.00
95 & 181	Mayavaram and Negapatam .. (Do.)	60	64	4	6.67	62	261	11	4.19	60	261	11	18.33	3	211	10.00	1.00
97 & 185	Mayavaram and Negapatam .. (Do.)	60	64	4	6.67	62	261	11	4.19	60	261	11	18.33	3	211	10.00	1.00
99 & 189	Mayavaram and Negapatam .. (Do.)	60	64	4	6.67	62	261	11	4.19	60	261	11	18.33	3	211	10.00	1.00
101 & 193	Mayavaram and Negapatam .. (Do.)	60	64	4	6.67	62	261	11	4.19	60	261	11	18.33	3	211	10.00	1.00
103 & 197	Mayavaram and Negapatam .. (Do.)	60	64	4	6.67	62	261	11	4.19	60	261	11	18.33	3	211	10.00	1.00
105 & 201	Mayavaram and Negapatam .. (Do.)	60	64	4	6.67	62	261	11	4.19	60	261	11	18.33	3	211	10.00	1.00
107 & 205	Mayavaram and Negapatam .. (Do.)	60	64	4	6.67	62	261	11	4.19	60	261	11	18.33	3	211	10.00	1.00
109 & 209	Mayavaram and Negapatam .. (Do.)	60	64	4	6.67	62	261	11	4.19	60	261	11	18.33	3	211	10.00	1.00
111 & 213	Mayavaram and Negapatam .. (Do.)	60	64	4	6.67	62	261	11	4.19	60	261	11	18.33	3	211	10.00	1.00
113 & 217	Mayavaram and Negapatam .. (Do.)	60	64	4	6.67	62	261	11	4.19	60	261	11	18.33	3	211	10.00	1.00
115 & 221	Mayavaram and Negapatam .. (Do.)	60	64	4	6.67	62	261	11	4.19	60	261	11	18.33	3	211	10.00	1.00
117 & 225	Mayavaram and Negapatam .. (Do.)	60	64	4	6.67	62	261	11	4.19	60	261	11	18.33	3	211	10.00	1.00
119 & 229	Mayavaram and Negapatam .. (Do.)	60	64	4	6.67	62	261	11	4.19	60	261	11	18.33	3	211	10.00	1.00
121 & 233	Mayavaram and Negapatam .. (Do.)	60	64	4	6.67	62	261	11	4.19	60	261	11	18.33	3	211	10.00	1.00
123 & 237	Mayavaram and Negapatam .. (Do.)	60	64	4	6.67	62	261	11	4.19	60	261	11	18.33	3	211	10.00	1.00
125 & 241	Mayavaram and Negapatam .. (Do.)	60	64	4	6.67	62	261	11	4.19	60	261	11	18.33	3	211	10.00	1.00
127 & 245	Mayavaram and Negapatam .. (Do.)	60	64	4	6.67	62	261	11	4.19	60	261	11	18.33	3	211	10.00	1.00
129 & 249	Mayavaram and Negapatam .. (Do.)	60	64	4	6.67	62	261	11	4.19	60	261	11	18.33	3	211	10.00	1.00
131 & 253	Mayavaram and Negapatam .. (Do.)	60	64	4	6.67	62	261	11	4.19	60	261	11	18.33	3	211	10.00	1.00
133 & 257	Mayavaram and Negapatam .. (Do.)	60	64	4	6.67	62	261	11	4.19	60	261	11	18.33	3	211	10.00	1.00
135 & 261	Mayavaram and Negapatam .. (Do.)	60	64	4	6.67	62	261	11	4.19	60	261	11	18.33	3	211	10.00	1.00
137 & 265	Mayavaram and Negapatam .. (Do.)	60	64	4	6.67	62	261	11	4.19	60	261	11	18.33	3	211	10.00	1.00
139 & 269	Mayavaram and Negapatam .. (Do.)	60	64	4	6.67	62	261	11	4.19	60	261	11	18.33	3	211	10.00	1.00
141 & 273	Mayavaram and Negapatam .. (Do.)	60	64	4	6.67	62	261	11	4.19	60	261	11	18.33	3	211	10.00	1.00
143 & 277	Mayavaram and Negapatam .. (Do.)	60	64	4	6.67	62	261	11	4.19	60	261	11	18.33	3	211	10.00	1.00
145 & 281	Mayavaram and Negapatam .. (Do.)	60	64	4	6.67	62	261	11	4.19	60	261	11	18.33	3	211	10.00	1.00
147 & 285	Mayavaram and Negapatam .. (Do.)	60	64	4	6.67	62	261	11	4.19	60	261	11	18.33	3	211	10.00	1.00
149 & 289	Mayavaram and Negapatam .. (Do.)	60	64	4	6.67	62	261	11	4.19	60	261	11	18.33	3	211	10.00	1.00
151 & 293	Mayavaram and Negapatam .. (Do.)	60	64	4	6.67	62	261	11	4.19	60	261	11	18.33	3	211	10.00	1.00
153 & 297	Mayavaram and Negapatam .. (Do.)	60	64	4	6.67	62	261	11	4.19	60	261	11	18.33	3	211	10.00	1.00
155 & 301	Mayavaram and Negapatam .. (Do.)	60	64	4	6.67	62	261	11	4.19	60	261	11	18.33	3	211	10.00	1.00
157 & 305	Mayavaram and Negapatam .. (Do.)	60	64	4	6.67	62	261	11	4.19	60	261	11	18.33	3	211	10.00	1.00
159 & 309	Mayavaram and Negapatam .. (Do.)	60	64	4	6.67	62	261	11	4.19	60	261	11	18.33	3	211	10.00	1.00
161 & 313	Mayavaram and Negapatam .. (Do.)	60	64	4	6.67	62	261	11	4.19	60	261	11	18.33	3	211	10.00	1.00
163 & 317	Mayavaram and Negapatam .. (Do.)	60	64	4	6.67	62	261	11	4.19	60	261	11	18.33	3	211	10.00	1.00
165 & 321	Mayavaram and Negapatam .. (Do.)	60	64	4	6.67	62	261	11	4.19	60	261	11	18.33	3	211	10.00	1.00
167 & 325	Mayavaram and Negapatam .. (Do.)	60	64	4	6.67	62	261	11	4.19</								

3. The trains chiefly of
fault were:-

Beach and Tutcorin (2 mails)

Beach and Madurai (Passenger)

Nellur and Pondicherry (2 mails)

Channarayana and Palkala (-do-)

17/8

SR
13-8-97

To

The Agent P. J. P.

27/9/97