

Public Works (1896) Department.

RAILWAY BRANCH.

G.O., No. 336 R

DATED 7th Septemb

[Despatch Abstract.]

Shoranur Cochin Railway. — Order on
the subject of the alignment of the pro-
posed.

BACK PAPERS.

[illegible]

FURTHER PAPERS.

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

13TH MAY 1895, No. 342 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 31st March 1895.

[Statement.

STATEMENT of late trains on the South Indian Railway including Méyavaram-Muttupet section for the quarter ended 31st March 1895.

No.	Description.	January 1895.						February 1895.						March 1895.						Average for the quarter.								
		Number of trains.		Percentage of late trains.				Number of trains.		Percentage of late trains.				Number of trains.		Percentage of late trains.												
				Total.						Total.						Total.												
		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.	Total minutes.	Total late.	Percentage of late trains.			
15.	Madras and Tuticorin .. (Mail)	62	1	2	25	2	30	1,447	48-39	56	2	5	8	1	..	16	536	28-57	62	5	15	3	..	23	561	87-09	38-02	
28.	Do. .. (Do.)	62	..	9	17	2	2	1,450	48-39	56	1	8	7	..	..	16	445	28-57	62	4	13	8	1	22	678	35-16	37-48	
31.	Madras and Chingleput (Mail and Mixed)	62	2	2	..	..	4	70	6-45	56	1	..	..	..	..	1	15	1-78	62	1	..	..	..	1	15	1-61	3-28	
13.	Beach to Villupuram and Villupuram to Madras .. (Mixed)	62	..	..	..	1	1	88	1-61	56	..	1	..	..	..	1	17	1-78	62	1	..	..	..	1	15	1-61	1-67	
25.	Beach and Pallavaram .. (Passenger)	62	..	1	..	..	1	17	1-61	56	..	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	0-64	
35.	Madras and Pallavaram (Do.)	62	..	..	..	..	..	..	..	56	..	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	
21.	Villupuram and Trichinopoly Fort .. (Mixed)	62	3	1	4	..	8	218	12-90	56	2	..	4	1	..	7	275	12-50	62	1	..	2	..	3	102	4-83	10-08	
40.	Máyavaram and Negapatam .. (Do.)	62	2	11	9	..	22	675	35-48	56	5	13	6	..	..	24	566	42-85	62	3	9	4	..	16	383	25-80	34-71	
45.	Dharmavaram and Pákala (Do.)	62	..	..	..	..	..	..	..	56	..	2	..	..	..	12	44	3-57	62	5	9	4	..	18	444	29-03	10-87	
07.	Nellore and Villupuram .. (Do.)	62	..	..	..	..	..	..	..	56	2	4	..	..	..	6	107	10-71	62	1	1	..	2	..	4	303	6-45	5-72
89.	Do. to do. and Pondicherry to Nellore .. (Do.)	62	2	1	..	..	4	248	6-45	56	..	..	..	..	..	..	..	..	62	2	1	..	..	3	47	4-83	3-75	
90.	Réniganta and Tirupati West (Do.)	62	..	..	..	..	..	..	..	56	..	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	
00.	Do. (Do.)	62	1	..	..	..	1	15	1-61	56	..	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	0-54	
85.	Chingleput and Arconam (Do.)	62	..	1	..	..	1	22	1-61	56	..	..	..	..	..	..	..	..	62	..	1	..	..	1	13	1-61	1-07	
11.	Do. (Mail)	62	..	1	1	..	2	59	8-23	56	..	2	..	..	..	2	44	8-57	62	..	..	1	..	..	1	46	1-61	2-80
2.	Pondicherry and Villupuram (Mail and Mixed)	62	1	..	..	..	1	15	1-61	56	..	2	1	..	..	3	81	5-35	62	1	1	1	..	3	97	4-83	3-93	
3.	Villupuram to Pondicherry .. (Do.)	31	1	..	..	..	1	175	6-45	28	..	..	..	..	..	..	..	..	31	..	..	..	..	..	..	..	2-15	
4.	Négapatam and Tanjore. (Mixed and Mail)	62	3	2	3	..	8	213	12-90	56	1	1	1	..	..	3	67	5-55	62	..	1	..	..	..	1	18	1-61	6-52
5.	Négapatam and Madura .. (Mixed)	62	1	4	4	..	9	296	14-52	56	..	..	1	..	..	1	45	1-78	62	..	..	2	..	..	2	90	3-22	6-51

[illegible]

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

MADRAS,
8th May 1895.

ORDER—dated 13th May 1895, No. 342 R., Public Works.
Recorded.

2. During the quarter under review 7·54 per cent. of all trains ran late showing a slight decrease over the corresponding quarter of 1894 in which the percentage was 8·34. Of the percentage of 7·54, 3·49 per cent. is attributable to loss of time by the slowing of trains over the bridges between Trichinopoly and Tinnevely 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).
Dharmavaram and Pakala (mixed).
Maniyachi and Tinnevely (mixed and mail).
Do. (do.)
Tiruválúr and Muttapet (mixed).

(True Extract.)

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

To the Agent, South Indian Railway.

RAILWAY.

Govt. of Madras.
PUBLIC WORKS.

Dated May, 13th.

Recd.

Encl.

G.O., 13th May 1895, No. 342 R.

MAY.

Late Trains

Statement of — on the South Indian Railway including the Mayavaram-Muttupet section for the quarter ended the 31st March 1895, recorded with remarks.

16TH FEBRUARY 1895, No. 82 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 31st ~~December 1894~~ March 1895

[Statement.]

STATEMENT of late trains on the South Indian Railway including Mayavaram-Muttupet section for the quarter ended 31st December 1894.

12

16TH FEBRUARY 1895, No. 82 R., PUBLIC WORKS.

No.	Description.	January 1894. 1894										February 1895										Average for the quarter.	
		Late minutes.					Percentage of late trains.					Late minutes.					Percentage of late trains.						
		Above 15 minutes.	Above 30 minutes.	Above 60 minutes.	Above 90 minutes.	Total.	Number of trains.	15 minutes.	30 minutes.	60 minutes.	90 minutes.	Total.	Percentage of late trains.	Number of trains.	15 minutes.	30 minutes.	60 minutes.	90 minutes.	Total.	Percentage of late trains.			
16.	Madras and Tuticorin .. (Mail)	12	2	2	2	30	144	48	56	56	16	596	28	62	5	8	1	1	1	1	23	37.09	38.02
28.	Do. do. .. (Do.)	12	2	2	2	30	144	48	56	56	16	596	28	62	5	8	1	1	1	1	22	35.44	37.49
31.	Do. do. .. (Do.)	12	2	2	2	30	144	48	56	56	16	596	28	62	5	8	1	1	1	1	15	1.61	3.28
14.	Madras and Chingleput (Mail and Mixed)	12	2	2	2	30	144	48	56	56	16	596	28	62	5	8	1	1	1	1	15	1.61	1.67
62.	Beach to Villupuram and Villupuram to Madras .. (Mixed)	12	2	2	2	30	144	48	56	56	16	596	28	62	5	8	1	1	1	1	15	1.61	1.67
65.	Beach and Pallavaram .. (Passenger)	12	2	2	2	30	144	48	56	56	16	596	28	62	5	8	1	1	1	1	15	1.61	1.67
211.	Madras and Pallavaram (Do.)	12	2	2	2	30	144	48	56	56	16	596	28	62	5	8	1	1	1	1	15	1.61	1.67
1.	Villupuram and Trichinopoly Fort (Mixed)	12	2	2	2	30	144	48	56	56	16	596	28	62	5	8	1	1	1	1	15	1.61	1.67
145.	Mayavaram and Negapatam .. (Do.)	12	2	2	2	30	144	48	56	56	16	596	28	62	5	8	1	1	1	1	15	1.61	1.67
107.	Dharmavaram and Pakala (Do.)	12	2	2	2	30	144	48	56	56	16	596	28	62	5	8	1	1	1	1	15	1.61	1.67
89.	Nellore and Villupuram .. (Do.)	12	2	2	2	30	144	48	56	56	16	596	28	62	5	8	1	1	1	1	15	1.61	1.67
90.	Do. to do. and Pondicherry to Nellore .. (Do.)	12	2	2	2	30	144	48	56	56	16	596	28	62	5	8	1	1	1	1	15	1.61	1.67
85.	Rengusta and Tirupati West (Do.)	12	2	2	2	30	144	48	56	56	16	596	28	62	5	8	1	1	1	1	15	1.61	1.67
88.	Do. do. .. (Do.)	12	2	2	2	30	144	48	56	56	16	596	28	62	5	8	1	1	1	1	15	1.61	1.67
93.	Chingleput and Arkonam (Do.)	12	2	2	2	30	144	48	56	56	16	596	28	62	5	8	1	1	1	1	15	1.61	1.67
111.	Do. do. .. (Mail)	12	2	2	2	30	144	48	56	56	16	596	28	62	5	8	1	1	1	1	15	1.61	1.67
116.	Pondicherry and Villupuram (Mail and Mixed)	12	2	2	2	30	144	48	56	56	16	596	28	62	5	8	1	1	1	1	15	1.61	1.67
123.	Villupuram to Pondicherry .. (Do.)	12	2	2	2	30	144	48	56	56	16	596	28	62	5	8	1	1	1	1	15	1.61	1.67
141.	Negapatam and Tanjore. (Mixed and Mail)	12	2	2	2	30	144	48	56	56	16	596	28	62	5	8	1	1	1	1	15	1.61	1.67
146.	Negapatam and Madras .. (Mixed)	12	2	2	2	30	144	48	56	56	16	596	28	62	5	8	1	1	1	1	15	1.61	1.67
43.	2.	12	2	2	2	30	144	48	56	56	16	596	28	62	5	8	1	1	1	1	15	1.61	1.67
153.	Madras and Tanjore .. (Mail)	12	2	2	2	30	144	48	56	56	16	596	28	62	5	8	1	1	1	1	15	1.61	1.67
156.	Trichinopoly Junction and Erode (Do.)	12	2	2	2	30	144	48	56	56	16	596	28	62	5	8	1	1	1	1	15	1.61	1.67
181.	Do. do. .. (Do.)	12	2	2	2	30	144	48	56	56	16	596	28	62	5	8	1	1	1	1	15	1.61	1.67
178.	Do. do. .. (Do.)	12	2	2	2	30	144	48	56	56	16	596	28	62	5	8	1	1	1	1	15	1.61	1.67
170.	Maniyachi and Tinnevely .. (Mail and Mixed)	12	2	2	2	30	144	48	56	56	16	596	28	62	5	8	1	1	1	1	15	1.61	1.67
198.	Do. do. .. (Mail and Mixed)	12	2	2	2	30	144	48	56	56	16	596	28	62	5	8	1	1	1	1	15	1.61	1.67
201.	Do. do. .. (Mixed)	12	2	2	2	30	144	48	56	56	16	596	28	62	5	8	1	1	1	1	15	1.61	1.67
197.	Do. do. .. (Mixed)	12	2	2	2	30	144	48	56	56	16	596	28	62	5	8	1	1	1	1	15	1.61	1.67
204.	Do. do. .. (Mixed and Mail)	12	2	2	2	30	144	48	56	56	16	596	28	62	5	8	1	1	1	1	15	1.61	1.67
200.	Do. do. .. (Mixed and Mail)	12	2	2	2	30	144	48	56	56	16	596	28	62	5	8	1	1	1	1	15	1.61	1.67
205.	Do. do. .. (Mixed and Mail)	12	2	2	2	30	144	48	56	56	16	596	28	62	5	8	1	1	1	1	15	1.61	1.67
208.	Dharmavaram and Pakala .. (Mixed)	12	2	2	2	30	144	48	56	56	16	596	28	62	5	8	1	1	1	1	15	1.61	1.67
213.	Mayavaram and Negapatam .. (Do.)	12	2	2	2	30	144	48	56	56	16	596	28	62	5	8	1	1	1	1	15	1.61	1.67
215.	Do. do. .. (Do.)	12	2	2	2	30	144	48	56	56	16	596	28	62	5	8	1	1	1	1	15	1.61	1.67
216.	Do. do. .. (Do.)	12	2	2	2	30	144	48	56	56	16	596	28	62	5	8	1	1	1	1	15	1.61	1.67
218.	Do. do. .. (Do.)	12	2	2	2	30	144	48	56	56	16	596	28	62	5	8	1	1	1	1	15	1.61	1.67
220.	Do. do. .. (Do.)	12	2	2	2	30	144	48	56	56	16	596	28	62	5	8	1	1	1	1	15	1.61	1.67
223.	Do. do. .. (Do.)	12	2	2	2	30	144	48	56	56	16	596	28	62	5	8	1	1	1	1	15	1.61	1.67
225.	Do. do. .. (Do.)	12	2	2	2	30	144	48	56	56	16	596	28	62	5	8	1	1	1	1	15	1.61	1.67
226.	Do. do. .. (Do.)	12	2	2	2	30	144	48	56	56	16	596	28	62	5	8	1	1	1	1	15	1.61	1.67
234.	Tiruvallur and Muttupet .. (Do.)	12	2	2	2	30	144	48	56	56	16	596	28	62	5	8	1	1	1	1	15	1.61	1.67
234.	Total	1753	22	49	65	149	6085	1763	1764	1764	1764	1764	1764	1764	1764	1764	1764	1764	1764	1764	1764	1764	1764

MADRAS,
15th February 1895.

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

16TH FEBRUARY 1895, No. 82 R., PUBLIC WORKS.

3

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 (Mails).
Villupuram and Trichingopoly Fort (mixed).
Mayavaram and Negapatam (mixed).
Nellore and Villupuram (mixed).
Negapatam and Madurai (mixed).
Mayavaram and Tanjore (mail).
Mayavaram and Muttupet (mixed).
Tiruválúr and Muttupet (mixed).

(True Extract.)

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

To the Agent, South Indian Railway.

Ex1. C. A. Muniswamy.
Spare Copies

RAILWAY.

Govt. of {1895} 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.

1077

FROM

THE AGENT,

South Indian Railway,

Trichinopoly,

TO

THE CONSULTING ENGINEER

FOR RAILWAYS,

Madras.

Dated & } knasew 1895.
Received } 93-95 S
 } 1898 -

No. 220

ENCLOSURE. 1 by book post.

The undersigned has the honor

to forward herewith the Abstract,

and Return of late trains,
on the South Indian, and
Mayavaram-Muttupet,
Railways for the month
of January 1895.

Encls by
Book Post
H. Le Moenier
for Agent.



Gobt. of
PUJ

Dated Feb

Recd.

G.O.

Late Trains

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



SOUTH INDIAN RAILWAY.

ABSTRACT AND RETURN OF LATE TRAINS

for the month of *January* 1895.

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SOUTH INDIAN RAILWAY.
RETURN OF LATE TRAINS.
Abstract for January 1895.

Description and Number.	LATE MINUTES.						Total minutes late.	Percentage of late trains.	Remarks.
	Above 15 and not exceeding 30 mts.	Above 30 and not exceeding 60 mts.	Above 60 and not exceeding 90 mts.	Above 90 mts.	Total.	Total.			
Reg. 13662 Madras and Gingelputh — Mail 62	2	2	.	.	4	70	6.45		
" 13728 Madras and Tuticorin — Mail 62	1	2	25	2	30	1447	48.39		
" 31414 — do — and do — 62	.	9	17	2	30	1450	48.39		
" 25458 Back to Villupuram & Villupuram to Madras 62	.	.	.	1	1	88	1.61		
" 35456 Back and Pallavaram — 62	.	1	.	.	1	17	1.61		
" 211212 Madras and Pallavaram — do 62	.	.	.	.	.	.	.		
Carried over...	372	3	14	42	5	2	66	3072	17.74

Down trains.	15 mts. late.	30 mts. late.	60 mts. late.	90 mts. late.	In excess of 90 mts. late.	Total in month late.
Reg. 62 train	.	.	.	.	.	.
" 28	.	.	.	.	.	.
" 14	.	.	.	.	.	.
" 58	.	.	.	.	.	.
" 56	.	.	.	.	.	.
" 212	.	.	.	.	.	.
" 40	2	.	4	.	.	6
" 145	1	.	8	.	.	9
" 2	.	.	4	.	.	4
" 88	.	.	.	.	.	.
" 94	.	.	.	.	.	.
" 90	.	.	.	.	.	.
" 100	2	.	.	.	.	4
" 110	.	.	.	.	.	.
" 214	.	.	.	.	.	2
" 116	.	.	.	.	.	.
" 112	.	.	.	.	.	2
" 144	.	.	.	.	.	.
" 132	1	.	.	.	.	2
" 146	.	2	1	.	.	3

ABSTRACT OF LATE TRAINS.

Description and Number.	LATE MINUTES.							Total minutes late.	Percentage of late trains.	Remarks.
	15 minutes.				Total.					
	Above 15 and not exceeding 30 mts.	Above 30 and not exceeding 60 mts.	Above 60 and not exceeding 90 mts.	Above 90 mts.	Total.					
Brought forward ...	372	3	14	42	5	2	66	3072	17.74	
82 140 Villupuram and Trichy Forth — days	62	3	1	4	.	.	8	218	12.90	
" 41 + 45 Mayavaram and Kizhappattam — do	62	2	11	9	.	.	22	675	35.48	
" 43 + 2 Kizhappattam and Kadavur — do	62	1	4	4	.	.	9	296	14.57	
" 85 + 88 Ringimuttai and Tirupattinam — do	62	.	.	.	.	.	.	.	.	
" 93 + 94 — do — do — do — do	62	1	.	.	.	.	1	15	1.61	
89 + 90 Bellur and Villupuram — do	62	.	.	.	.	.	.	.	.	
97 + 100 Bellur to Villupuram Bondichery to Bellur — do	62	2	1	.	1	1	4	243	6.45	
" 107 + 110 Thamaravaram and Pakhal — do	62	.	.	.	.	.	.	.	.	
" 213 + 214 — do — and — do — do	62	.	.	1	1	1	2	205	3.22	
" 111 + 116 Shingoleph and Aptonam — do	62	1	.	.	.	.	1	22	1.61	
" 113 + 112 — do — and — do — and	62	1	1	.	.	.	2	59	3.22	

Defective Engines account for 451st, worked on loco 305th, time 1960th, delivery at Sandaunangalan by locomotive 5th, and working 103rd.—The trains left this at 10. Bridges between Taling & Aretian, Philippines, the engines not having been purchased. It seems to the effect of 103rd.

123+44 Pondichery and Villupuram rail fares	62	1							1	15	1.61																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
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SOUTH INDIAN
Return of late trains for the

Down trains.

Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.	
1895.						
January	1	132	14 50	15 5	15	Waited on traffic. —
	2	184	18 15	20 30	135	Detained at Kulitalai owing to the derailment of a truck & Van of Battast train at facing points. —
	3	100	10 35	13 56	201	Time lost by driver and engine defective. —
	4	100	10 35	10 50	15	Waited at Perungudi for Madras Railway train. —
		170	11 40	11 57	17	Detained at meeting stations. —
	5	28	18 55	19 34	39	Time lost by Caution signals and waited on loco. —
		100	10 35	10 50	15	Waited at Perungudi for Madras Railway train, and time lost by Caution signals. —
		145	18 20	19 13	53	Detained at meeting stations and shunting. —

RAILWAY.

Month of *January* 1895.

Up trains.

Date.		No. of Trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.
1895.								
January	1	1	17	5	17	20	15	Detained at meeting stations and waited on loco.
		15	10	30	11	10	40	Time lost by Caution signals, waited on loco and detained at meeting stations.
		31	18	10	18	48	38	Passengers, time lost by Caution signals and waited on loco.
		43	19	5	19	20	15	Time lost by Caution signals.
	2	15	10	30	10	45	15	Time lost by Caution signals.
		31	18	10	18	32	22	Time lost by Caution signals & drivers.
		43	19	5	19	32	27	Detained at meeting stations and time lost by Caution signals.
		179	17	40	22	47	307	Detained at Kulitalai owing to main line being blocked by the derailment of a truck and a Van of Battast train and at meeting stations.
	3	15	10	30	10	50	20	Detained at meeting stations and time lost by Caution signals.
		31	18	10	18	50	40	Time lost by Caution signals & drivers and waited on loco.
		41	13	30	13	53	23	Detained at meeting stations and time lost by drivers.
	4	31	18	10	18	56	46	Time lost by Caution signals, waited on loco, and detained at meeting stations.
		41	13	30	13	50	20	Detained at meeting stations.
	5	15	10	30	11	30	60	Time lost by Caution signals, waited on loco and detained at meeting stations.
		31	18	10	19	48	98	Time lost by Caution signals, & drivers waited on loco, and detained at meeting stations.
	6	1	17	5	17	25	20	Detained at meeting stations.
		13	8	15	8	30	15	Detained at meeting stations.
		15	10	30	11	40	70	Detained at meeting stations, waited on loco and time lost by Caution signals.

Return of

Down trains.

Date. 1895.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
January	5	170	11 40	12 0	20 Loading luggages & and detained at meeting stations.
	6	40	20 25	21 0	35 Shunting.
	112	8 45	9 25	40	Waited at Appinam for Goods Railway train.
	145	18 20	19 0	40	Detained at meeting stations and Shunting.
	170	11 40	12 0	20	Waited at Erode for Goods Railway train.
	184	18 15	18 30	15	Detained at meeting stations.
	234	17 30	17 45	15	Inwards train late in and time lost by caution signals.
	7	14 8	10 8	31	21 Time lost by caution signals and detained at meeting stations.
	40	20 25	21 0	35	Detained at meeting stations.
	145	18 20	18 56	36	Detained at meeting stations.
	170	11 40	12 17	37	Waited at Erode for Goods Railway train.

RAILWAY.

Month of January 1895.

Up trains.

Date. 1895.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
January	6	31	18 10	19 14	64 Time lost by caution signals, detained at meeting stations & waited on loco.
	35	18 38	18 55	17	Detained at meeting stations.
	41	13 30	13 59	29	Detained at meeting stations & Shunting.
	43	19 5	19 25	20	Detained at meeting stations and time lost by caution signals.
	111	12 0	12 22	22	Inwards train late in.
	141	14 10	14 25	15	Loading perishables articles.
	219	14 50	15 10	20	Time lost by caution signals and detained at meeting stations.
	7	13 8	15 8	35	20 Detained at meeting stations.
	15	10 30	11 42	72	Detained at meeting stations, time lost by caution signals and waited on loco.
	31	18 10	19 20	70	Detained at meeting stations, time lost by caution signals and waited on loco.
	41	13 30	14 0	30	Detained at meeting stations & loading.
	141	4 10	4 43	33	Detained at meeting stations, Shunting, and waited on loco.
	179	17 40	18 1	21	Detained at meeting stations.
	219	14 50	15 9	19	Detained at meeting stations and time lost by caution signals.
	8	13 8	15 8	35	20 Detained at meeting stations.
	15	10 30	11 30	60	Detained at meeting stations, waited on loco, and time lost by caution signals.
	31	18 10	22 50	280	Time lost by caution signals, waited on loco and detained at Kalligudi owing to the derailment of engine of 12 trains at facing points.
	43	19 5	19 25	20	Waited on loco, detained at meeting stations & time lost by caution signals.

Return of

Down trains.

Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
1895.					
January 7					Receiving train, and time lost by Caution signals.
	216	7 15	7 30	15	Detained at meeting stations.
	234	17 30	17 51	21	Inward train late in and time lost by Caution signals.
8	2	17 55	18 40	45	Detained at meeting stations and time lost by Caution signals.
9	40	20 25	20 40	15	Detained at meeting stations & Shunting.
	100	10 35	10 52	17	Detained at meeting stations and time lost by Caution signals.
	145	18 20	19 6	46	Detained at meeting stations, Shunting and Passengers.
10	40	20 25	20 40	15	Detained at meeting stations & Shunting.
	145	18 20	18 35	15	Shunting.
	216	7 15	7 56	41	Detained at meeting stations & Shunting.
11	2	17 55	18 44	49	Detained at meeting stations.
	145	18 20	19 4	44	Detained at meeting stations & Shunting.

late trains.

Up trains.

Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
1895.					
January 9	15	10 30	11 30	60	Detained at meeting stations, time lost by Caution signals & waited on loco.
	31	18 10	19 5	55	Shunting, detained at meeting stations and time lost by Caution signals.
	41	13 30	13 45	15	Detained at meeting stations.
10	13	8 15	8 30	15	Detained at meeting stations.
	15	10 30	11 25	55	Detained at meeting stations, time lost by Caution signals & waited on loco.
	31	18 10	18 35	25	Waited on loco and time lost by Caution signals.
11	15	10 30	11 21	51	Detained at meeting stations, time lost by Caution signals & waited on loco.
	31	18 10	18 32	22	Time lost by Caution signals, and waited on loco.
	41	13 30	14 0	30	Detained at meeting stations.
	219	14 50	15 12	22	Detained at meeting stations and time lost by Caution signals.
12	15	10 30	11 20	50	Detained at meeting stations, time lost by Caution signals & waited on loco.
	31	18 10	18 55	45	Detained at meeting stations, time lost by Caution signals, & waited on loco.
	41	13 30	13 50	20	Shunting and detained at meeting stations.
13	15	10 30	11 20	50	Detained at meeting stations, time lost by Caution signals & waited on loco.
	31	18 10	18 53	43	Detained at meeting stations, time lost by Caution signals & waited on loco.
	41	13 30	13 47	17	Detained at meeting stations.
	141	4 10	4 25	15	Shunting.
14	15	10 30	11 18	48	Time lost by Caution signals, waited on loco & detained at meeting stations.
	31	18 10	18 35	25	Time lost by Caution signals and waited on loco.

Return of

Down trains.

Date. 1895.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
January	11	214	12 30	14 49	139 Engine defective.
	234	17 30	17 50	20	Inwards train late in and time lost by caution signals.
	12	2 17	55 18	40 45	Detained at meeting stations.
	13	145	18 20	19 0	40 Detained at meeting stations & hunting.
	146	8 5	8 22	17	waited at Tappan for the arrival of mail from Titicut.
	17	112	8 45	9 4	19 Waited at Apponaug for business Railroad train.
	19	214	12 30	13 36	66 Detained at meeting stations and time lost by Drivers.
	21	132	14 50	17 30	160 Waited on loco, time lost by driver and engine defective.
	23	145	18 20	18 57	37 Detained at meeting stations and waited on loco.
	24	2 17	55 18	40 45	Detained at meeting stations and Passengers.

late trains.

Up trains.

Date. 1895.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
January	15	15 10	30 11	18 48	Detained at meeting stations and time lost by caution signals.
	31	18 10	18 35	25	Time lost by caution signals and waited on loco.
	16	15 10	30 11	20 50	Detained at meeting stations, time lost by caution signals & waited on loco.
	31	18 10	18 53	43	Detained at meeting stations, time lost by caution signals & waited on loco.
	17	15 10	30 11	20 50	Detained at meeting stations, time lost by caution signals & waited on loco.
	31	18 10	18 52	42	Detained at meeting stations, time lost by caution signals & waited on loco.
	18	15 10	30 11	20 50	Detained at meeting stations, time lost by caution signals & waited on loco.
	31	18 10	18 59	49	Waited on loco, time lost by caution signals & detained at meeting stations.
	19	15 10	30 10	50 20	Waited on loco and time lost by caution signals.
	25	21 20	22 48	88	Detained at meeting stations.
	31	18 10	18 35	25	Waited on loco and time lost by caution signals.
	20	15 10	30 11	18 48	Detained at meeting stations, time lost by caution signals & waited on loco.
	31	18 10	18 52	42	Time lost by caution signals, waited on loco and detained at meeting stations.
	21	15 10	30 11	20 50	Time lost by caution signals, waited on loco, and detained at meeting stations.
	31	18 10	18 55	45	Time lost by caution signals, waited on loco, and detained at meeting stations.
	22	15 10	30 11	20 50	Detained at meeting stations, time lost by caution signals & waited on loco.
	31	18 10	18 48	38	Time lost by caution signals, waited on loco and detained at meeting stations.

Return of

Down trains.

Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
1895.					
January 24	40	20 25	21 0	35	Detained at meeting stations & Shunting.
	146	8 5	8 45	40	Detained at meeting stations.
	170	11 40	11 57	17	Detained at meeting stations.
	218	9 50	10 5	15	Detained at meeting stations.
	234	17 30	17 45	15	Inwards train late in and time lost by caution signals.
28	234	17 30	17 50	20	Inwards train late in and time lost by caution signals.
29	145	18 20	18 56	36	Detained at meeting stations and time lost by caution signals.
30	40	20 25	21 13	48	Detained at meeting stations, Shunting and waited on loco.
30	146	8 5	8 23	18	Waited at Tanjore for the arrival of mail from Madras.
31	234	17 30	17 46	16	Inwards train late in and time lost by caution signals.

late trains.

Up trains.

Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
1895.					
January 22	41	13 30	13 50	20	Detained at meeting stations & Shunting.
23	15	10 30	11 25	55	Detained at meeting stations, time lost by caution signals and waited on loco.
	31	18 10	18 55	45	Detained at meeting stations, time lost by caution signals & waited on loco.
24	15	10 30	11 10	40	Detained at meeting stations and time lost by caution signals.
	31	18 10	19 0	50	Detained at meeting stations, time lost by caution signals.
	41	13 30	14 0	30	Detained at meeting stations.
	141	4 10	5 10	60	Shunting and time lost by drivers.
	219	14 50	15 9	19	Detained at meeting stations and time lost by caution signals.
25	15	10 30	11 21	51	Detained at meeting stations, time lost by caution signals & waited on loco.
	31	18 10	18 49	39	Waited on loco, time lost by caution signals & detained at meeting stations.
26	15	10 30	11 30	60	Detained at meeting stations, time lost by caution signals & waited on loco.
	31	18 10	18 47	37	Time lost by caution signals, detained at meeting stations & waited on loco.
27	15	10 30	11 10	40	Detained at meeting stations, time lost by caution signals & waited on loco.
	31	18 10	18 49	39	Time lost by caution signals, waited on loco and detained at meeting stations.
	43	19 5	19 35	30	Detained at meeting stations, and time lost by caution signals.
28	15	10 30	11 19	49	Detained at meeting stations, time lost by caution signals & waited on loco.
	31	18 10	18 30	20	Time lost by caution signals.
	41	13 30	14 14	44	Detained at meeting stations, waited on loco and time lost by drivers.
	219	14 50	15 15	25	Detained at meeting stations and time lost by caution signals.

Return of

Down trains.

Date.	No. of trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
1895.					

late trains.

Up trains.

Date.	No. of trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.	
1895.						
January	29	15	10 30	11 19	49	Detained at meeting stations, time lost by caution signals & waited on loco. —
	30	15	10 30	11 17	47	Detained at meeting stations, time lost by caution signals, & waited on loco. —
	31	18	10 18	27 17		Time lost by caution signals & waited on loco. —
	41	13	30 13	55 25		Detained at meeting stations & shunting.
	41	4	10 4	25 15		Shunting. —
	31	41	13 30	13 55	25	Detained at meeting stations & shunting. —
	93	15	20 15	35 15		Waited at Perungudi for Madras City.
	123	2	46 3	1 15		Waited on loco, shunting, and detained at Hindamangalam by fast train. —

The Madras Railway train arrived at Perungudi late on 3 days.
 The Madras Railway train arrived at Erode late on 2 days.
 The Madras Railway North West Mail arrived late at Chingleput on 8 days, 3 days.
 The Southern Railway train arrived at Chingleput late on 2 days, on

under the 15th, the permitted time for reports to Government.
 under the 15th, the permitted time for reports to Government.

TRAFFIC MANAGER'S OFFICE,
 Trichinopoly, 7 March 1895.

H. Davis
 Traffic Manager.

1488

FROM

THE AGENT,

South Indian Railway,

Trichinopoly,

TO

THE CONSULTING ENGINEER

FOR RAILWAYS,

Madras.

Dated 2nd } April 1895.
Received }

No. 308

ENCLOSURE. 1

The undersigned has the honor
to forward herewith

*the Abstract
and Return of Late
trains, on the South
Indian, and Mayavaram
Mudupet, Railways, for
the month of February,
1895.*

J. H. Mesurier
for Agent.