

Public Works (1895) Department.

RAILWAY BRANCH.

G.O., No. 34 R

DATED 13th May

[Despatch Abstract.]

Assisted passage money. — Correspondence ending with letter from Govt of India approving the proposed amendment to Resolution no 56 of the S. I. Ry. minutes of official meeting no 6 of 1893, regarding the proportion of — to be paid by the Company in the case of employees drawing salary under Rs 300 per mensem, communicated to the agents, South Indian Railways.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
	502	R	5-8-95				

[illegible]

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

Read also the following paper :—

From the Agent and Manager, Madras Railway, to the Consulting Engineer for Railways, dated Madras, 12th August 1895, No. E-474/717.

With reference to G.O. No. 502 R., dated 5th August 1895, I have the honour to inform you that a revised estimate for the station-house, &c., at Gudupalle will not be necessary. The trial station at Gudupalle was sanctioned as a revenue new minor work at the official meeting held on 27th February 1890, and the cost of the permanent structure now sanctioned including any changes in the temporary buildings is properly chargeable to Capital.

ORDER—dated 20th August 1895, No. 527 R., Public Works.

The sanction accorded in G.O. No. 502 R., dated 5th August 1895, to the estimate amounting to Rs. 6,070, which is chargeable to Capital, has been registered as No. 16 R. of 1895-96.

(True Extract.)

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

To the Agent and Manager, Madras Railway.
,, Examiner, Guaranteed Railway Accounts.

Exd. T. K. Narayana Aiyangar.

Spare Copies

RAILWAY.

Govt. of {1895} Madras.
PUBLIC WORKS.

Dated August, 20th.

Recd.

Encl.

G.O., 20th Aug. 1895, No. 527 R.

AUGUST.

Station-house at Gudupalle,
Madras Railway

The estimate of Rs. 6,070 sanctioned in
G.O. No. 502 R., dated 5th August 1895,
for the proposed —, charged to Capital and
registered as No. 16 R. of 1895-96.

(A. & M. I.)

No. *E 1171*
623

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, *10th July* 18*95*.

From

The Offg. Agent and Manager,

To

The Consulting Engineer for Railways,

SIR,

Madras

I have the honour to forward
herewith an estimate with plan attached
for the proposed Station house, *etc* at
Gudupalle and to request that the sanc-
tion of Government may be conveyed
to me for the required outlay, *Rs. 6,070/-*,
chargeable in the proportion of *Rs. 5,125/-*
to Capital and *Rs. 945/-* to Revenue.

2. Gudupalle was opened
as a trial station in the year
1890 and the traffic in passengers
and goods dealt with at this station
during the past three years are

as under:-

	Passengers.		Goods.	
	At	Amount.	Tons.	Amount
June 1892	13,646	1528	3	94
December	11,313	1657	318	1679
June 1893	16,265	1890	423	319
December	18,899	2327	1,043	1662
June 1894	25,710	3,877	1,137	1,077
December	23,099	3,528	1,554	3,159

3. The matter was discussed both on Inspection and at an officers' meeting and approved.

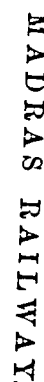
4. Information as to provision in the Budget and date on which sanction will lapse is given on the estimate.

I have the honour to be,
Sir,
Your most obedient servant,

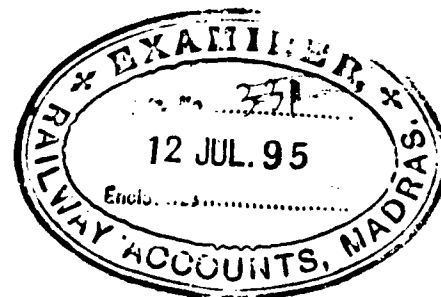
Henry Wreck

Offg. Agent & Manager.

WAC



OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,
Madras, 11th July 1895.



No. 2223.

OFFICE NOTE.

Letter from the Agent, *Manager Madras* Railway, No. E 474
623
dated *10th July* 1895, forwarded to the Examiner of Railway
Accounts. *for favor of remarks.*

S.R.

E.R.
The growth of traffic seems to warrant an improved and permanent station: the design is not extravagant, though a corr. wire goods shed might be more economical. Sanction & ask for revised est as per CRS ltr.

for E.R.

EXAMINER'S REPLY.

The cost of removing the existing fence should be charged to Revenue. If there are any existing buildings which are to be demolished on the construction of the permanent station house, the cost of such should be debited to Revenue by credit to Capital.

The estimate requires the sanction of the Local Government.

Local Government.
Funds are available from the grant for unsanctioned works, Schedule B of Budget 1895-96.

Erwachsen

16.7.95.

62

Ludox

Permanent Station on the
Madras Ry at Gunduballi
Mile 160 Bangalore branch

This temporary station was
opened in 90 and for the
1/2 year ending Dec. 1894 the
passengers were

23,059 in number paying 352

and goods were

1,584 tons paying 3,159/-

It is considered therefore
time to convert it perma-
nently into a station at a
cost of 6,070/-

may be sanctioned

W. M. 25/95

His Excellency the Governor
for approval.

Approved
W.
28 July

W. M. 26.7

B/- No. 502. Dated 5.8.95
PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

3
Read the following

Letter from the }
Agent & Manager Madras } H.B. No. E474 / 10 July 95
623

The estimate a.
amounting to Rs 6,070 for
the proposed Station house
at Gudupalle is sanctioned.

2. The cost of removing
the existing fence should be
charged to Revenue. If
there are any existing
buildings which are to
be demolished on the
construction of the per-
manent station house
the cost of such should
be debited to Revenue
by credit to Capital.

26.7
R29/7

3. The Agent & Manager
will be requested to submit
a revised estimate in the
light of the foregoing re-
marks. -

7/24

2
5

R

N. 502. Dated 5. 8. 95

By
The Agent & Manager
+ Ex. G. R. G. A. C. C.
+ Secy
10/8 9/15-
22/8

(No. II.)
No. 8474

717

MADRAS RAILWAY.

AGENT AND MANAGERS OFFICE,

Madras, 12 August 1895

From

The Agent and Manager
Madras Railway

To

The Consulting Engineer for Railways.
Madras.

SIR,

With reference to G.O. N. 502 R⁴
dated 5 August 1895, I have the honor to
inform you that a revised estimate for
the Station House &c at Gudupulli will
not be necessary. The trial station at
Gudupulli was sanctioned as a revenue new
minor work at the official meeting held
on 27 February 1890 and the cost of the
permanent structure now sanctioned in-
cluding any changes in the temporary &
buildings is properly chargeable to Capital.

I have the honor to be,
Sir,

Your most obed^t Serv^t

W. S. M. V. S.

Agent & Manager

W. S. M. V. S.

BACK PAPERS.

[illegible]

FURTHER PAPERS.

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

12TH AUGUST 1895, No. 518 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper :—

STATEMENT of late trains on the South Indian Railway, including Māyavaram-Muttupet section,
for the quarter ended the 30th June 1895.

[*Statement.*

STATEMENT of late trains on the South Indian Railway, including Mayavaram-Muttupet section, for the quarter ended 30th June 1895.

12TH AUGUST 1895, No. 518 R., PUBLIC WORKS.

Description.	April 1895.										May 1895.										June 1895.										Average for the quarter.
	Number of trains.	Late minutes.					Total minutes late.	Percentage of late trains.	Number of trains.	Late minutes.					Total minutes late.	Percentage of late trains.	Number of trains.	Late minutes.					Total minutes late.	Percentage of late trains.							
		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.									
No.	60	8	2	..	10	261	16-67	62	2	13	6	1	1	23	804	37-09	60	2	5	8	3	1	19	825	31-66	28-47					
15. Madras and Tuticorin .. (Mail)	60	2	8	1	..	11	270	18-33	62	1	11	3	1	..	16	451	25-83	60	3	3	4	..	1	11	485	18-33	20-82				
31. Do. .. (Do.)	60	..	1	..	1	19	1-67	62	1	1	..	..	..	2	45	3-22	60	..	..	1	..	..	1	35	1-67	2-19					
14. Madras and Chingleput (Mail and Mixed)	60	..	..	..	..	..	..	62	..	1	..	..	..	1	16	1-61	60	..	2	..	1	1	4	243	6-67	2-76					
62. Beach to Villupuram and Villupuram to Madras .. (Mixed)	60	..	..	..	..	..	..	62	..	62	..	..	..	..	..	..	60	..	2	..	..	..	2	34	8-33	1-11					
58. Villupuram to Madras .. (Mixed)	60	..	..	..	..	..	..	62	..	62	..	..	..	..	..	..	60	..	1	..	..	..	1	22	1-67	0-56					
35. Beach and Pallavaram .. (Passenger)	60	..	..	..	..	..	..	62	..	62	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..					
66. Madras and Pallavaram (Do.)	60	..	..	..	..	..	..	62	..	62	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..					
211. Villupuram and Trichinopoly Fort (Mixed)	60	..	2	1	3	152	5-00	62	2	1	9	..	..	12	416	19-35	60	3	4	9	3	2	21	1,208	35-00	19-78					
40. Mayavaram and Negapatam .. (Do.)	60	1	2	2	5	135	8-33	62	1	6	2	..	..	9	237	14-51	60	1	10	2	1	..	14	385	23-33	15-89					
145. Dharmavaram and Pakala .. (Do.)	60	2	2	1	5	110	8-33	62	3	2	3	..	..	8	202	12-90	60	..	8	2	1	..	11	340	18-33	13-19					
116. Nellore and Villupuram .. (Do.)	60	..	..	..	..	..	..	62	3	2	..	1	1	7	273	11-29	60	..	8	1	..	..	9	329	15-00	8-76					
97. Do. to do. and Pondicherry to Nellore .. (Do.)	60	..	1	..	1	53	1-67	62	1	2	..	..	..	3	54	4-84	60	..	2	1	..	..	3	79	5-00	3-84					
85. Rénigunta and Tirupati West (Do.)	60	..	..	..	..	..	..	62	..	62	..	..	..	..	..	..	60	1	..	..	..	..	1	15	1-67	0-56					
93. Do. do. (Do.)	60	..	..	..	..	..	..	62	..	62	..	..	..	..	..	..	60	2	1	..	..	..	3	55	5-00	1-67					
94. Chingleput and Arkonam (Do.)	60	..	..	..	..	..	..	62	..	62	..	..	..	..	..	..	60	..	2	3	..	..	5	149	8-33	2-78					
111. Do. do. (Mail)	60	4	..	..	4	89	6-67	62	..	1	..	..	..	1	30	1-61	60	1	4	5	..	..	10	368	16-67	8-32					
116. Pondicherry and Villupuram (Mail and Mixed)	60	2	..	..	2	41	3-33	62	1	..	1	..	2	72	3-22	60	..	3	..	..	..	..	3	69	5-00	3-85					
123. Villupuram to Pondicherry .. (Do.)	30	..	..	..	..	..	..	31	..	..	..	..	..	..	..	..	30	..	..	..	..	..	..	..	..	..					
141. Negapatam and Tanjore. (Mixed and Mail)	60	..	1	..	1	31	1-67	62	..	..	..	..	..	..	..	..	60	..	2	..	..	..	2	43	3-33	1-67					
43. Negapatam and Madura .. (Mixed)	60	1	..	..	1	15	1-67	62	..	3	8	..	..	11	460	17-74	60	3	1	6	1	..	11	422	18-33	12-58					

12TH AUGUST 1895, No. 518 R., PUBLIC WORKS.

153.	Negapatam and Tanjore .. (Mail)	60	1	..	..	1	15	1-67	62	..	1	..	..	1	22	1-61	60	1	..	..	..	1	15	1-67	1-65																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
156.	Trichinopoly Junction and Erode (Do.)	60	..	..	..	..	..	..	62	..	1	..	..	1	23	1-61	60	..	1	..	..	..	1	20	1-67	1-09																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
179.	Do. do. (Do.)	60	..	1	..	1	25	1-67	62	..	5	..	..	5	114	8-06	60	..	2	1	..	3	90	5-00	4-91																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
183.	Maniyachi and Tinnevely .. (Mail and Mixed)	60	9	4	..	13	220	21-66	62	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	7-22																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
201.	Do. do. .. (Mail and Mixed)	60	10	4	..	14	238	23-33	62	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	7-78																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
197.	Do. do. .. (Mixed and Mail)	60	1	29	7	37	957	61-67	62	3	..	..	..	3	45	4-84	60	3	..	..	..	3	45	5-00	23-84																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
200.	Do. do. .. (Mixed and Mail)	60	1	30	8	39	955	65-00	62	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	21-67																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
205.	Do. do. .. (Mixed and Mail)	60	..	..	..	1	70	1-67	62	2	2	1	..	5	130	8-06	60	1	6	3	..	10	284	16-67	8-80																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
213.	Dharmavaram and Pakala .. (Mixed)	60	..	..	..	1	134	1-67	62	..	2	..	..	1	182	4-84	60	1	..	1	..	2	62	3-33	3-28																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
216.	Mayavaram and Negapatam .. (Do.)	60	..	..	..	1	82	3-33	62	..	2	..	..	2	43	3-22	60	..	3	..	..	3	58	5-00	3-85																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
219.	Do. and Muttupet .. (Do.)	60	1	1	..	..	..	..	62	..	2	..	..	2	47	3-22	60	..	1	1	..	2	69	8-33	2-18																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
223.	Do. and Tiruválár .. (Do.)	60	..	..	..	..	..	..	62	..	2	..	..	2	33	3-22	60	..	1	..	..	1	16	1-67	1-63																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
225.	Do. do. .. (Do.)	60	..	..	..	..	..	..	62	..	..	2	..	..	..	..	60	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

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

MADRAS,
12th August 1895.

ORDER—dated 12th August 1895, No. 518 R., Public Works.

Recorded.

2. During the quarter under review 7.69 per cent. of all trains ran late showing a considerable increase over the corresponding quarter of 1894, in which the percentage was 4.78. The increase is attributable to loss of time by the slowing of trains over the bridges between Madura and Tuticorin, and over the diversions at miles 251 and 409.

3. The trains chiefly at fault were—

Madras and Tuticorin (4 mails).
Villupuram and Trichinopoly Fort (mixed).
Mayavaram and Negapatam (mixed).
Dharmavaram and Pakala (2 mixed).
Nellore and Villupuram (mixed).
Negapatam and Madura (mixed).

(True Extract.)

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

To the Agent, South Indian Railway.

RAILWAY.

Govt. of {1895} Madras.
PUBLIC WORKS.

Dated August, 12th.

Recd.

Encl.

G.O., 12th August 1895, No. 518 R.

AUGUST.

Late Trains

Statement of — on the South Indian Railway, including the Māyavaram-Muttupet section, for the quarter ended the 30th June 1895, recorded with remarks.

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 Māyavaram-Muttupet section for the quarter ended the 31st March 1895.

*print sent
page 4c*

[Statement.]

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 Muttupet (mixed).

(True Extract.)

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

To the Agent, South Indian Railway.

RAILWAY.
Govt. of {1895} Madras.
PUBLIC WORKS.

Dated May, 13/11.

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.



SOUTH INDIAN RAILWAY.

including Mayavaram - Muttupet Section.

ABSTRACT AND RETURN OF LATE TRAINS

for the month of *April* 1895.

Dated 4. }
Received } June 1895.

The undersigned has the honor
to forward herewith *the Abstract
and Return, of late
trains, on the South
Indian, and Madras-
Mettur - Montpelier,
Railways, for the
month of April, 1895*
J. H. Meswiler
Encl. by Book Mail
for Agent.

Description and Number.	LATE MINUTES.						Total minutes late.	Percentage of late trains.	Remarks.
	Total.								
	15 minutes.	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.			
922 13462 Madras and Chingelput — Mail 11/12 60	.	1	.	.	.	1	19	1.67	
" 13428 Madras and Tuticottin — Mail 60	.	8	2	.	.	10	261	16.67	
" 31414 Madras and Tuticottin — do 60	2	8	1	.	.	11	270	18.33	
" 25458 Madras to Villupuram & Villupuram to Madras 60	.	.	.	.	.	.	.	.	
" 35456 Madras and Pallavaram — Passengers 60	.	.	.	.	.	.	.	.	
" 214212 Madras and Pallavaram — do 60	.	.	.	.	.	.	.	.	
Carried over...	360	2	17	3	.	22	550	6.11	

Down trains.	15 mts. late.	30 mts. late.	60 mts. late.	90 mts. late.	In excess of 90 mts. late.	Total in month late.
No. 62 train						
" 28						3
" 14						2
" 58						1
" 56						2
" 27						2
" 40						1
" 145						1
" 2						1
" 88						1
" 94						1
" 90						1
" 100						1
" 110						1
" 214						1
" 116						4
" 112						1
" 144						1
" 132						1
" 146						1

ABSTRACT OF LATE TRAINS.

ABSTRACT OF LATE TRAINS.									
Description and Number.		LATE MINUTES.						Percentage of late trains.	Remarks.
		15 minutes.				Total minutes late.	Percentage of late trains.		
		Above 15 and not exceeding 30 mts.	Above 30 and not exceeding 60 mts.	Above 60 and not exceeding 90 mts.	Above 90 mts.				
Brought forward ...		360	2	17	3	22	550	6.11	
122-1440 Villupuram and Tiruchirappalli		60				3	152	5.00	
141-145 Mayavaram and Regapattam		60	1	2		5	135	8.33	
143-142 Regapattam and Madurai		60	1	2		1	15	1.67	
185-188 Rengasoth and Tirupattur		60							
193-194 do and do		60							
194-190 Kollon and Villupuram		60							
197-100 Kollon to Villupuram & Pondicherry		60							
107-110 Bharanavaram and Pakala		60	2	1		1	53	1.67	
213-214 do and do		60				5	110	8.33	
111-116 Chingleput and Arkonam		60				1	70	1.67	
113-112 do and do		60	4			4	89	6.67	

Down trains.						Up trains.					
15 mts. late.	30 mts. late.	60 mts. late.	90 mts. late.	In excess of 90 mts. late.	Total in month late.	15 mts. late.	30 mts. late.	60 mts. late.	90 mts. late.	In excess of 90 mts. late.	Total in month late.
1	1				2	1	1				2
3	1				4	8	2				10
3					3	2	1				11
17	13	3			33						
4	13	4			21						
18					36						

16 mts. time lost by station signals 269 mts. detention
 16 mts. time lost by station signals 269 mts. detention
 16 mts. time lost by station signals 269 mts. detention

123 & 144 Pondicherry and Villupuram	mail 1/2 hrs	60	2				2	41	3.33	41	3.33	3					
132 Villupuram to Pondicherry	do	30															
141 & 146 Regapattam and Tirupattur	express 1/2 hrs	60					1	31	1.67								
153 & 156 do and do	mail	60	1				1	15	1.67								
169 & 184 Tiruchirappalli and Eroder	do	60															
179 & 170 do and do	do	60	1				1	25	1.67			5					
193 & 198 Mayavaram and Tiruvallur	mail 1/2 hrs	60	9	4			13	220	21.66								
197 & 200 do and do	express 1/2 hrs	60	1	29	7		37	997	61.67			2					
201 & 204 do and do	mail 1/2 hrs	60	10	4			14	238	23.33			1					
205 & 208 do and do	express 1/2 hrs	60	1	30	8		39	953	65.00								
215 & 216 Mayavaram and Regapattam	express	60					1	134	1.67			10					
219 & 220 do and Tirupattur	do	60	1	1			2	32	3.33			20					
223 & 218 do and Tiruvallur	do	60										10					
225 & 226 do and Regapattam	do	60										21					
235 & 234 Tiruvallur and Tirupattur	do	60	4				4	73	6.67			1					
Total										1890	29	100	25	2	1573	3895	8.30

Effective Engines account for 5 1/2 hrs, waited on for 1 1/2 hrs, time lost by drivers at Sandamangalam for 5 1/2 hrs, waited on for 1 1/2 hrs, and waited for Foreign Railway at Sandamangalam for 5 1/2 hrs, waited on for 1 1/2 hrs, and waited for Foreign Railway at Sandamangalam for 5 1/2 hrs, waited on for 1 1/2 hrs, and waited for Foreign Railway at Sandamangalam for 5 1/2 hrs, waited on for 1 1/2 hrs, and waited for Foreign Railway at Sandamangalam for 5 1/2 hrs, waited on for 1 1/2 hrs, and waited for Foreign Railway at Sandamangalam for 5 1/2 hrs, waited on for 1 1/2 hrs, and waited for Foreign Railway at Sandamangalam for 5 1/2 hrs, waited on for 1 1/2 hrs, and waited for Foreign Railway at Sandamangalam for 5 1/2 hrs, waited on for 1 1/2 hrs, and waited for Foreign Railway at Sandamangalam for 5 1/2 hrs, waited on for 1 1/2 hrs, and waited for Foreign Railway at Sandamangalam for 5 1/2 hrs, waited on for 1 1/2 hrs, and waited for Foreign Railway at Sandamangalam for 5 1/2 hrs, 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16 mts. time lost by station signals 269 mts. detention
 16 mts. time lost by station signals 269 mts. detention
 16 mts. time lost by station signals 269 mts. detention

123 & 144 Pondicherry and Villupuram	mail	60	2	.	.	2	41	3.33
132 Villupuram to Pondicherry		do	30	.	.	.	.	.
141 & 146 Regapattam and Tanjore	express	60	.	1	.	1	31	1.67
153 & 156 do and do	mail	60	1	.	.	1	15	1.67
169 & 184 Tiruchirappalli and Eroder		do	60	.	.	.	.	.
179 & 170 do and do		do	60	1	.	1	25	1.67
193 & 198 Mayavaram and Tiruvallur	mail	60	9	4	.	13	220	21.66
197 & 200 do and do	express	60	1	29	7	37	997	61.67
201 & 204 do and do	mail	60	10	4	.	14	238	23.33
205 & 208 do and do	express	60	1	30	8	39	953	65.00
215 & 216 Mayavaram and Regapattam	express	60	.	.	.	1	134	1.67
219 & 220 do and Tirupattur		do	60	1	1	2	32	3.33
223 & 218 do and Tiruvallur		do	60	.	.	.	.	.
225 & 226 do and Regapattam		do	60	.	.	.	.	.
235 & 234 Tiruvallur and Tirupattur		do	60	4	.	4	73	6.67

16 mts. time lost by station signals 269 mts. detention
 16 mts. time lost by station signals 269 mts. detention
 16 mts. time lost by station signals 269 mts. detention

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.									
April 1	112	8 45	9 7	22	Waited at Ch. & K. for Southern Railway train.				
	200	9 22	9 47	25	Inwards train late in and time lost by Caution Signals.				
	208	17 3	17 27	24	Inwards train late in and time lost by Caution Signals.				
2	200	9 22	9 47	25	Inwards train late in and time lost by Caution Signals.				
	208	17 3	17 28	25	Inwards train late in and time lost by Caution Signals.				
3	40	20 25	21 10	45	Detained at meeting stations and shunting.				
	200	9 22	9 47	25	Inwards train late in and time lost by Caution Signals.				
	208	17 3	17 27	24	Inwards train late in and time lost by Caution Signals.				
4	40	20 25	21 10	45	Detained at meeting stations, passengers and shunting.				

RAILWAY.

Month of April 1895.

Up trains.									
Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.				
1895.									
April	1	15 10	30 10 50	20	Waited on loco and time lost by Caution Signals.				
	31	18 10	18 31	21	Waited on loco, time lost by Caution Signals & detained at meeting stations.				
	107	11 50	12 5	15	Waited at Dharmavaram for Southern Railway train.				
	193	8 15	8 30	15	Inwards train late in and time lost by Caution Signals.				
	197	10 50	11 15	25	Inwards train late in and time lost by Caution Signals.				
	201	15 55	16 10	15	Inwards train late in and time lost by Caution Signals.				
	205	18 35	19 0	25	Inwards train late and time lost by Caution Signals.				
2	15	10 30	10 48	18	Waited on loco, time lost by Caution Signals and detained at meeting stations.				
	31	18 10	18 31	21	Detained at meeting stations, waited on loco, and time lost by Caution Signals.				
	193	8 15	8 30	15	Inwards train late in and time lost by Caution Signals.				
	197	10 50	11 20	30	Inwards train late in and time lost by Caution Signals.				
	201	15 55	16 10	15	Inwards train late in & 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.									
April 4	145	18 20	18 54	34	Passengers, shunting and detained at meeting stations.				
	200	9 22	9 47	25	Inwards train late in and time lost by caution signals.				
	208	17 3	17 18	15	Inwards train late in and time lost by caution signals.				
	234	17 30	17 47	17	Inwards train late in and time lost by caution signals.				
5	200	9 22	9 37	15	Inwards train late in and time lost by caution signals.				
	208	17 3	17 27	24	Inwards train late in and time lost by caution signals.				
6	200	9 22	9 52	30	Inwards train late in and time lost by caution signals.				
	208	17 3	17 28	25	Inwards train late in and time lost by caution signals.				

RAILWAY.

Month of April 1895.

Up trains.									
Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.				
1895.									
April	2	205 18	35 19	5 30	Inwards train late in and time lost by caution signals.				
	3	15 10	30 11	15 45	Passenger, detained at meeting stations waited on loco, and time lost by caution signals.				
	31	18 10	18 25	15	Detained at meeting stations, waited on loco and time lost by caution signals.				
	193	8 15	8 30	15	Inwards train late in and time lost by caution signals.				
	197	10 50	11 18	28	Inwards train late in and time lost by caution signals.				
	201	15 55	16 10	15	Inwards train late in and time lost by caution signals.				
	205	18 35	19 0	25	Inwards train late in and time lost by caution signals.				
4	15	10 30	10 47	17	Waited on loco and time lost by caution signals.				
	31	18 10	18 33	23	Waited on loco, time lost by caution signals and detained at meeting stations.				
	41	13 30	13 50	20	Detained at meeting stations.				
	193	8 15	8 30	15	Inwards train late in and time lost by caution signals.				
	205	18 35	18 55	20	Inwards train late in and time lost by caution signals.				
	219	14 50	15 5	15	Detained at meeting stations, shunting & 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.						
April	7	112	8 45	9 10	25	Waited at Akonam for Malabar Railway train.
	200	9	22	9 47	25	Inwards train late in and time lost by Caution Signals.
	208	17	3	17 27	24	Inwards train late in and time lost by Caution Signals.
8	100	10	35	11 28	53	Waited at Pakala owing to the derailment of A 544 & 554 at South facing points.
	198	7	5	7 20	15	Time lost by Caution Signals.
	200	9	22	9 58	36	Inwards train late in and time lost by Caution Signals.
	204	14	45	15 0	15	Time lost by Caution Signals.
	208	17	3	17 41	38	Inwards train late in and time lost by Caution Signals.
	234	17	30	17 46	16	Inwards train late in and time lost by Caution Signals.

RAILWAY.

Month of April 1895.

Up trains.

Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.	
1895.						
April	5	15	10 30	10 55	25	Waited on loco, time lost by Caution Signals & detained at meeting stations.
	31	18	10 18	31 21	21	Waited on loco, time lost by drivers and Caution Signals.
	197	10	50	11 10	20	Inwards train late in and time lost by Caution Signals.
	201	15	53	16 10	15	Inwards train late in and time lost by Caution Signals.
	205	18	35	19 0	25	Inwards train late in and time lost by Caution Signals.
6	15	10 30	10 48	18	18	Waited on loco, time lost by Caution Signals & detained at meeting stations.
	31	18	10 18	26 16	16	Waited on loco, time lost by Caution Signals and detained at meeting stations.
	193	8	15	8 35	20	Inwards train late in and time lost by Caution Signals.
	197	10	50	11 20	32	Inwards train late in and time lost by Caution Signals.
	201	15	55	16 10	15	Inwards train late in and time lost by Caution Signals.
	205	18	35	19 10	35	Inwards train late in and time lost by Caution Signals.
7	15	10 30	10 56	26	26	Waited on loco, time lost by Caution Signals and detained at meeting stations.

Return of

late trains.

Down trains.

Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
1895.					
April 7	200	9 22	9 47	25	Inwards train late in and time lost by caution signals. —
	204	14 45	15 0	15	Time lost by caution signals. —
	208	17 3	17 38	35	Inwards train late in and time lost by caution signals. —
	214	12 30	13 40	70	Detained at meeting stations and time lost by caution signals. —
	234	17 30	17 49	19	Inwards train late in and time lost by caution signals. —
10	198	7 5	7 20	15	Time lost by caution signals. —
	200	9 22	9 57	35	Inwards train late in and time lost by caution signals. —
	204	14 45	15 0	15	Time lost by caution signals. —
	208	17 3	17 38	35	Inwards train late in and time lost by caution signals. —
11	198	7 5	7 20	15	Time lost by caution signals. —

Up trains.

Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
1895.					
April 7	31	18 10	18 39	29	Waited on loco, time lost by caution signals and detained at meeting stations. —
	123	2 40	2 59	19	Shunting and detained at Kandamangalam by Customs. —
	193	8 15	8 30	15	Detained at meeting stations and time lost by caution signals. —
	197	10 50	11 20	30	Inwards train late in and time lost by caution signals. —
	201	15 55	16 10	15	Inwards train late in and time lost by caution signals. —
	205	18 35	19 0	25	Inwards train late in and time lost by caution signals. —
8	15	10 30	11 9	39	Passengers, waited on loco, time lost by caution signals & detained at meeting stations. —
	31	18 10	18 38	28	Waited on loco, time lost by caution signals & detained at meeting stations. —
	193	8 15	8 36	21	Inwards train late in and time lost by caution signals. —
	197	10 50	11 30	40	Inwards train late in and time lost by caution signals. —
	201	15 55	16 18	23	Inwards train late in and time lost by caution signals. —
	205	18 35	19 20	45	Inwards train late in & 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.					
April	11	200	9 22	10 1	39 Inwards train late in and time lost by caution signals.
	204	14	45 15	0 15	Time lost by caution signals.
	208	17	3 17	43 40	Inwards train late in and time lost by caution signals.
12	200	9	22 9	43 21	Inwards train late in and time lost by caution signals.
	208	17	3 17	26 23	Inwards train late in and time lost by caution signals.
13	40	20	25 21	27 62	Detained at meeting stations and time lost by drivers.
	200	9	22 9	45 23	Inwards train late in and time lost by caution signals.
	208	17	3 17	26 23	Inwards train late in and time lost by caution signals.
14	200	9	22 9	45 23	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.					
April	9	15 10	30 10	55 25	Waited on loco, time lost by caution signals & detained at meeting stations.
	31	18 10	18 36	26	Waited on loco, time lost by caution signals and detained at meeting stations.
	107	11 50	12 5	15	Waited at Dharmavaram for S. & D. train.
	193	8 15	8 30	15	Inwards train late in and time lost by caution signals.
	201	15 55	16 15	20	Inwards train late in and time lost by caution signals.
	205	18 35	19 15	40	Inwards train late in and time lost by caution signals.
10	15	10 30	10 55	28	Detained at meeting stations, waited on loco and time lost by caution signals.
	31	18 10	19 5	55	Engine defective, waited on loco and time lost by caution signals.
	193	8 15	8 35	20	Inwards train late in and time lost by caution signals.
	197	10 50	11 32	42	Inwards train late in and time lost by caution signals.
	201	15 55	16 15	20	Inwards train late in and time lost by caution signals.
	205	18 35	19 12	37	Inwards train late in and time lost by caution signals.
11	107	11 50	12 35	45	Waited at Dharmavaram for S. & D. train.

Return of

Down trains.

Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
1895.					
April	14	208	17 3	17 20	17 Inwards train late in and time lost by caution signals.
	15	200	9 22	9 44	22 Inwards train late in and time lost by caution signals.
	208	17 3	17 20	17	Inwards train late in and time lost by caution signals.
	16	112	8 45	9 9	24 Waited at Pskomano for Madras Railway train.
	170	11 40	12 5	25	Waited at Erode for Madras Railway train.
	208	17 3	17 20	17	Inwards train late in and time lost by caution signals.
	18	200	9 22	9 39	17 Inwards train late in and time lost by caution signals.
	208	17 3	17 20	17	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.					
April	11	193	8 15	8 39	24 Inwards train late in and time lost by caution signals.
	197	10 50	11 40	50	Inwards train late in and time lost by caution signals.
	201	15 55	16 20	25	Inwards train late in and time lost by caution signals.
	12	197	10 50	11 19	29 Inwards train late in and time lost by caution signals.
	205	18 35	19 1	26	Inwards train late in and time lost by caution signals.
	13	107	11 50	12 7	17 Waited at Sharmavaram for S. R. train and time lost by caution signals.
	197	10 50	11 12	22	Inwards train late in and time lost by caution signals.
	205	18 35	18 59	24	Inwards train late in and time lost by caution signals.
	14	197	10 50	11 14	24 Inwards train late in and time lost by caution signals.
	205	18 35	18 53	18	Inwards train late in and time lost by caution signals.
	15	41	13 30	13 45	15 Shunting and waited on loco.
	197	10 50	11 16	26	Inwards train late in and time lost by caution signals.
	205	18 35	18 51	16	Inwards train late in and time lost by caution signals.

Return of

Down trains.

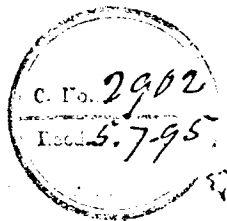
Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
1895.					
April 19	208	17 3	17 20	17	Inwards train late in and time lost by Caution Signals.
21	112	8 45	9 3	18	Waited at Asikona for Madras Railway train.
	200	9 22	9 39	17	Inwards train late in and time lost by Caution Signals.
25	2	17 55	18 10	15	Detained at meeting stations and shunting.
	145	18 20	18 56	36	Detained at meeting stations & shunting.
	234	17 30	17 51	21	Inwards train late in and time lost by Caution Signals.
29	46	8 5	8 36	31	Waited at Tanjore for the arrival of mail from Madras and detained at meeting stations.

late trains.

Up trains.

Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
1895.					
April 16	197	10 50	11 8	18	Inwards train late in and time lost by Caution Signals.
	205	18 35	18 53	18	Inwards train late in and time lost by Caution Signals.
	215	6 25	8 39	134	Time lost by driver and engine defective.
17	197	10 50	11 9	19	Inwards train late in and time lost by Caution Signals.
	205	18 35	18 51	16	Inwards train late in and time lost by Caution Signals.
18	197	10 50	11 11	21	Inwards train late in and time lost by Caution Signals.
	205	18 35	18 56	21	Inwards train late in and time lost by Caution Signals.
19	197	10 50	11 10	20	Inwards train late in and time lost by Caution Signals.
	205	18 35	18 56	21	Inwards train late in and time lost by Caution Signals.
20	197	10 50	11 6	16	Inwards train late in and time lost by Caution Signals.
	205	18 35	18 51	16	Inwards train late in and time lost by Caution Signals.
21	197	10 50	11 9	19	Inwards train late in and time lost by Caution Signals.
	205	18 35	18 51	16	Inwards train late in and time lost by Caution Signals.

ENC. No. TO E. R. S. C. No. 2417 1895
LETTER No. 575 C. 3.6.95
FROM A



FROM *ag*
THE AGENT,
South Indian Railway,
Trichinopoly,

TO
THE CONSULTING ENGINEER
FOR RAILWAYS,
Madras.

Dated 4th }
Received } July 1895.

No. 626
ENCLOSURE. 1

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
May 1895.

J. H. Mesurier
by *ag* for Ag. Agent.



SOUTH INDIAN RAILWAY.

ABSTRACT AND RETURN OF LATE TRAINS

for the month of *May* 1895.

SOUTH INDIAN RAILWAY.
RETURN OF LATE TRAINS.
 Abstract for May 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.				
22-13-62 Madras and Gingee 62	1	1	.	.	2	45	3.22		
15-428 Madras and Tuticorin 62	2	6	1	1	23	804	37.09		
31-14 do and do 62	1	3	1	.	16	451	25.80		
25-458 Beach to Villupuram & Villupuram to Beas 62	.	1	.	.	1	16	1.61		
35-456 Beach and Palluram 62	.	.	.	.	.	.	.		
21-212 Madras and Palluram 62	.	.	.	.	.	.	.		
Carried over...	372	426	9	2	142	1316	11.29		

Down trains.	15 mts. late.	30 mts. late.	60 mts. late.	90 mts. late.	In excess of 90 mts. late.	Total in month late.
22-62 train	1	.	.	.	.	1
" 28	.	1	.	.	.	2
" 14	.	1	1	.	.	2
" 58	.	1	.	.	.	1
" 56	.	.	.	.	.	.
" 212	2	1	3	.	.	6
" 40	.	.	.	.	.	.
" 145	.	1	1	5	.	2
" 2	.	.	.	.	.	5
" 88	.	.	.	.	.	.
" 94	.	.	.	.	.	.
" 90	3	1	.	1	1	6
" 100	.	1	.	.	.	1
" 110	.	.	.	.	.	3
" 214	1	1	1	1	.	1
" 116	.	.	.	.	.	1
" 112	.	1	.	.	.	1
" 144	.	.	.	.	.	1
" 132	.	.	.	.	.	.

ABSTRACT OF LATE TRAINS.

Down trains.	15 mts. late.					30 mts. late.			60 mts. late.			90 mts. late.			In excess of 90 mts. late.		Total in month late.
<u>No. 146 train</u>	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1
" 156	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	2
" 184	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1
" 170	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	2
" 198	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1
" 200	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1
" 204	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1
" 208	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1
" 216	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	2
" 220	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1
" 218	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	2
" 226	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1
" 234	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	3

Up trains.	15 mts. late.					30 mts. late.			60 mts. late.			90 mts. late.			In excess of 90 mts. late.		Total in month late.
<u>No. 13 train</u>	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1
" 15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	2
" 31	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1
" 25	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1
" 35	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1
" 211	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1

Description and Number.	LATE MINUTES.							Total minutes late.	Percentage of late trains.	Remarks.
	15 minutes.									
	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	4	26	9	2	1	42	1316	11.29	
872 1040 Villupuram and Tiruchirappalli	62	2	1	9	.	.	12	416	19.35	
- 41 & 45 Nagapattinam and Nagapattinam	do	62	1	6	2	.	9	237	14.51	
- 43 & 2 Nagapattinam and Madurai	do	62	.	3	8	.	11	460	17.74	
- 55 & 88 Arungudi and Tirupattinam	do	62	.	.	.	.	.	.	.	
- 93 & 94 do do do	do	62	.	.	.	.	.	.	.	
- 89 & 90 Villupuram and Villupuram	do	62	3	2	1	1	7	273	11.29	
- 97 & 100 Villupuram and Villupuram to Villupuram	do	62	1	2	.	.	3	54	4.84	
- 107 & 110 Dharmapattinam and Pakhal.	do	62	3	2	3	.	8	202	12.90	
- 213 & 214 do do do	do	62	2	2	1	.	5	130	8.06	
- 111 & 116 Tiruchirappalli and Arakonam	do	62	.	.	.	.	.	.	.	
- 113 & 112 do do do	do	62	1	.	.	.	1	30	1.61	
by division 340 mts. time lost by cutting down at junction 849 mts. us 15 mts. & waited for 5 mts. in railway time at junction 136 mts. in division 51.25 mts. between 51.25 mts. & 51.25 mts. & 51.25 mts. to the south of station in the goods line the train to the south of 51.25 mts.										

[illegible][illegible]

Defective engines account for 200 Lbs, wasted on 1000 563 Lbs, loss
delay by engineering department 55 Lbs, deficiency of Standardizing Comby-
ole. - The latter took time at the 3000 lbs below standard of efficiency
for the latter 1000 Lbs. While the latter 1000 Lbs. were in the Standardizing
flaming when completed. This caused an increase in the foregoing

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.									
May	1	144	0 40	1 37	57		Waited at Villupuram for the arrival of mail from Madras and detained at meeting stations.		
	2	2	18 0	18 50	50		Detained at meeting stations.		
	3	112	8 45	9 15	30		Waited at Arkonam for Madras Railway train.		
	9	90	21 55	22 10	15		Waited on loco.		
	10	90	21 55	22 10	15		Shunting.		
		100	10 35	10 54	19		Time lost by caution signals and drivers.		
	12	58	12 35	12 51	16		Shunting and heavy Passengers		
		62	15 20	15 35	15		Shunting and heavy Passengers.		
		234	17 30	18 20	50		Detained at Mettupet owing to engine being stuck at points No. 9 while shunting.		

RAILWAY.

Month of May 1895.

Up trains.									
Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.				
1895.									
May	2	1	17 5	17 47	42	Detained at meeting stations. —			
		15	10 30	11 30	60	Detained at meeting stations, time lost by caution signals & waited on loco. —			
		179	17 40	18 0	20	Detained at meeting stations. —			
		215	6 27	8 46	139	waited at Mayavaram for the arrival of mail train from Madras. —			
	3	15	10 30	10 45	15	Time lost by caution signals and waited on loco. —			
	4	15	10 30	11 11	41	Detained at meeting stations, time lost by caution signals & waited on loco. —			
	6	197	10 50	11 5	15	Waited at Maniyachi for the arrival of mail train from Madras. —			
	7	41	13 30	13 52	22	Shunting, loading and detained at meeting stations. —			
	8	31	18 10	18 32	22	Detained at meeting stations, time lost by caution signals & waited on loco. —			
	9	15	10 30	10 45	15	Time lost by caution signals and waited on loco. —			
		31	18 10	18 53	43	Time lost by caution signals; Stoppages			

Return of

Down trains.

Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
1895.					
May	15	90 21 55	22 10	15	Shunting, Passengers, and time lost by caution signals.
	16	2 18 0	18 52	52	Detained at meeting stations and time lost by caution signals & drivers.
	170	11 40 12	10 30		Waited at Gore for head-on train, and time lost by caution signals.
	18	90 21 55	24 0	125	Detained at meeting stations and time lost by caution signals.
	19	40 20 25	20 40	15	Detained at meeting stations, loading and unloading and time lost by drivers.
	126	22 20 23	15 55		Shunting, detained at Pkhal owing to driver being injured while jumping off the engine.

RAILWAY.

Month of May 1895.

Up trains.

Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
1895.					
May	9	31			Stoppage of train at 347 ⁸ mile owing to a man knocked over by engine, waited on loco and detained at meeting stations.
	11	107 11 50	12 31	41	Waited at Dharmaram for the Mahatma Railway train, shunting and time lost by caution signals.
	12	107 11 50	12 5	15	Waited at Dharmaram for the Mahatma Railway train, detained at meeting stations and time lost by caution signals.
	153	20 0 20	22 22		Time lost by caution signals and detained at meeting stations.
	235	20 45 21	12 27		Detained at meeting stations & shunting
	13	43 19 5	19 52	47	Time lost by caution signals, waited on loco and detained at meeting stations.
	123	2 40 2	55 15		Detained at Kandamangalam by Customs.
	197	10 50 11	5 15		Waited at Manyasli for the arrival of mail from Madras.
	14	15 10 30	10 50	20	Time lost by caution signals & waited on loco.

Return of

Down trains.

Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.		
May 1895.							
20	40	20	25	21	0 35	Detained at meeting stations and shunting.	
214	12	30	12	50	20	Shunting, time lost by caution signals and detained at meeting stations.	
21	184	18	15	18	38	23	Passengers.
214	12	30	13	30	60		Detained at meeting stations, shunting and time lost by drivers.
22	40	20	25	20	44	19	Detained at meeting stations shunting and R. goods.
90	21	55	22	13	18		Detained at meeting stations and shunting.
25	2	18	0	18	52	52	Detained at meeting stations and time lost by caution signals.

RAILWAY.

Month of May 1895.

Up trains.

Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.	
1895.						
May	14	197	10 50	11 5	15	Waited at Maniyachin for the arrival of mail train from Madras. —
	15	15	10 30	10 48	18	Time lost by Caution signals and waited on loco. —
	21	18	10 18	27 17	17	Waited on loco and time lost by Caution signals. —
	89	21	45 22	5 20	20	Passengers, shunting, and detained at meeting stations. —
	107	11	50 12	8 18	18	Time lost by Caution signals and stoppage of train at $\frac{308}{4}$ mile between Butta-lapuram & Thumunguttah owing to a man run over by the train. —
	213	23	50 0	5 15	15	Shunting. —
	16	15	10 30	10 59	29	Time lost by Caution signals and waited on loco. —
	31	18	10 18	30 20	20	Time lost by Caution signals and drivers and waited on loco. —
	41	13	30 13	45 15	15	Detained at meeting stations, Shunting and time lost by Caution signals. —
	43	19	5 19	52 47	47	Detained at meeting stations, time lost by Caution signals & waited on loco. —

Return of

Down trains.

Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
1895.					
May 25	216	7 15	7 42	27	Detained at meeting stations and time lost by caution signals.
	218	9 50	10 10	20	Detained at meeting stations.
27	28	18 55	20 37	102	Time lost by Caution signals, detained at meeting stations and detained at Vauhioeranki owing to the derailment of 50 & on the main line.
	145	18 20	19 8	48	Detained at meeting stations.
	214	12 30	12 45	15	Detained at meeting stations, time lost by caution signals & drivers.
28	2	18 0	18 52	52	Detained at meeting stations and time lost by caution signals.
	14	8 10	8 40	30	Time lost by Caution signals and drivers, waited on loco & detained at meeting stations.

late trains.

Up trains.

Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
1895.					
May 17	15	10 30	10 51	21	Time lost by caution signals & waited on loco.
	31	18 10	18 31	21	Time lost by caution signals and drivers and waited on loco.
	43	19 5	19 52	47	Detained at meeting stations, time lost by caution signals & waited on loco.
	18	15 10	30 11	50	80 Detained at meeting stations, time lost by caution signals and waited on loco.
	31	18 10	18 37	27	Unloading luggages, time lost by caution signals and waited on loco.
	41	13 30	13 48	18	Detained at meeting stations, and time lost by caution signals.
	43	19 5	19 34	29	Detained at meeting stations and time lost by caution signals.
	179	17 40	18 3	23	Detained at meeting stations and time lost by caution signals.
	19	15 10	30 11	0	30 Time lost by caution signals and waited on loco.
	31	18 10	18 45	35	Waited on loco, time lost by caution signals and drivers.
	225	21 15	21 53	38	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.					
May 28	170	11 40	11 58	18	Time lost by caution signals and detained at meeting stations.
	216	7 15	7 31	16	Time lost by caution signals and detained at meeting stations.
29	40	20 25	21 10	45	Detained at meeting stations and time lost by drivers.
	234	17 30	17 57	27	Inwards train late in and waited on loco.
30	2	18 0	18 50	50	Detained at meeting stations and time lost by caution signals.
	28	18 55	19 13	18	Time lost by caution signals and detained at meeting stations.
	40	20 25	21 5	40	Detained at meeting stations.
	90	21 55	23 0	65	Detained at meeting stations and engine defective.

late trains.

Up trains.

Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
1895.					
May 20	15	10 30	11 30	60	Time lost by caution signals, passengers, waited on loco & detained at meeting stations.
	43	19 5	19 21	16	Detained at meeting stations, time lost by caution signals, and waited on loco.
	107	11 50	12 25	35	Waited at Dharmavaram for Southern Railway train, time lost by caution signals and waited on loco.
21	1	17 5	17 46	41	Time lost by drivers and detained at meeting stations.
	15	10 30	11 5	35	Luggage, time lost by caution signals, and waited on loco.
	97	12 10	12 25	15	Detained at meeting stations.
22	15	10 30	10 50	20	Time lost by caution signals & waited on loco.
	31	18 10	18 34	24	Time lost by drivers and caution signals and waited on loco.
	107	11 50	12 35	45	Time lost by caution signals & drivers.
23	15	10 30	10 52	22	Time lost by caution signals and waited on loco.
	31	18 10	18 25	15	Waited on loco and time lost by caution signals.
	41	13 30	13 48	18	Detained at meeting stations & shunting.
	243	23 50	0 10	20	Time lost by caution signals & waited on loco.
24	1	17 5	17 46	41	Shunting, shunting and detained at meeting stations.

Return of

Down trains.						Cause of detention.
Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.		
1895.						
May 30	45	18	20	18	44	24 Time lost by caution signals and detained at meeting stations.
	28	9	50	10	17	27 Detained at meeting stations and shunting.
	234	17	30	17	57	27 Inwards train late in shunting.
31	14	8	10	8	52	42 Time lost by Caution signals and drivers, waited on loco, and detained at meeting stations.
	40	20	25	20	40	15 Time lost by drivers and detained at meeting stations.

late trains.

Up trains.						Cause of detention.
Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.		
1895.						
May 24	15	10	30	11	25	55 Time lost by caution signals, waited on loco and detained at meeting stations.
	31	18	10	19	17	67 Time lost by drivers and caution signals, waited on loco, and detained at meeting stations.
	107	11	50	12	8	18 Detained at meeting stations and time lost by caution signals.
	25	15	10	30	10	55 25 Time lost by caution signals & waited on loco.
	179	17	40	18	3	23 Detained at meeting stations and time lost by Caution signals.
	26	15	10	30	10	50 20 Time lost by Caution signals and waited on loco.
	31	18	10	18	35	25 Waited on loco and time lost by caution signals.
	27	15	10	30	10	49 19 Time lost by Caution signals and waited on loco.
	31	18	10	18	33	23 Waited on loco & time lost by Caution signals.
	41	13	30	13	50	20 Detained at meeting stations, unloading and time lost by caution signals.
	43	19	5	19	23	18 Detained at meeting stations and time lost by Caution signals.
	107	11	50	12	5	15 Waited on loco and time lost by Caution signals.

Return of

[illegible]

late trains.

Up trains.									
Date.	No. of Trains.		Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.	
1895.									
May	28	1	17	5	17	46	41	Detained at meeting stations and engine defective. —	
	31	18	10	18	30	20	Waited on loco and time lost by caution signals. —		
	107	11	50	12	5	15	Shunting, time lost by caution signals and detained at meeting stations. —		
29	1	17	5	17	46	41	Detained at meeting stations and time lost by drivers. —		
	13	8	15	8	45	30	Detained at meeting stations. —		
	15	10	30	10	57	27	Time lost by caution signals and waited on loco. —		
	31	18	10	18	30	20	Waited on loco and time lost by caution signals. —		
	41	13	30	13	57	27	Detained at meeting stations and time lost by caution signals. —		
	97	12	10	12	30	20	Detained at meeting stations. —		
	217	14	50	15	10	20	Detained at meeting stations, waited on loco and time lost by drivers. —		
	235	20	45	21	1	16	Inwards train late in, and shunting. —		
30	1	17	5	17	46	41	Time lost by drivers, shunting and detained at meeting stations. —		
	15	10	30	11	20	50	Detained at meeting stations time lost by caution signals and waited on loco. —		

Return of

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

The Madras Railway train arrived at Daffad's late on 7 days under the 15 hrs, the
 The Madras Railway train arrived at Brignatals late on 2 days, 1 day under the 15
 The Madras Railway north-west rail arrived at Brignatals late on 2 days, 1 day under the 15
 The Madras Railway train arrived at Brignatals late on 2 days, 1 day under the 15
 The Southern Railway train arrived at Brignatals late on 2 days, 1 day under the 15

TRAFFIC MANAGER'S OFFICE,

Trichinopoly, 2nd July 1895.

late trains.

Up trains.							
Date.	No. of trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.		
1895.							
May 30	41	13 30	14 15	45	Detained at meeting stations, Shunting waited on loco, and time lost by Caution Signals.		
	219	14 57	15 13	23	Detained at meeting stations.		
31	15	10 30	10 52	22	Shunting, time lost by Caution Signals and waited on loco.		

the restricted time for reports to Government.
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 the restricted time for reports to Government.

S. Davies.

Ag Traffic Manager.



SOUTH INDIAN RAILWAY.

ABSTRACT AND RETURN OF LATE TRAINS

for the month of *June* 1895.

FROM
THE AGENT,
South Indian Railway,
Trichinopoly,

TO
THE CONSULTING ENGINEER
FOR RAILWAYS,
Madras.

Dated } *August* 1895.
Received }

No. *737*
ENCLOSURE. *1. by book*

The undersigned has the honor
to forward herewith the Abstract,
and Return, of late trains
on the South Indian, and
Mayavaram - Madras, Railway,
for the month of June 1895.

J. H. Mesurier
Agent.

La

1 TO C. I. S. R. 2902 205
LETTER No. *626* of *4-7-95*
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3414
6-8-95

M. S.

SOUTH INDIAN RAILWAY.
RETURN OF LATE TRAINS.
 Abstract for June 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.				
13 & 162 Madras and Gingelputh — mail 60	.	1	.	.	1	35	1.67		
15 & 28 Madras and Tuticorin — mail 60	2	5	8	3	19	825	31.66		
31 & 14 — do — do — do 60	3	3	4	.	11	485	18.33		
25 & 58 Back to Villupuram & Villupuram to Madras — Express 60	.	2	.	1	4	243	6.67		
35 & 56 Back and Pallavaram — Passenger 60	.	2	.	.	2	34	3.33		
211 & 212 Madras and Pallavaram — do 60	.	1	.	.	1	22	1.67		
Carried over....	5	13	13	4	38	1644	10.55		

Down trains.	15 mts. late.	30 mts. late.	60 mts. late.	90 mts. late.	In excess of 90 mts. late.	Total in month late.
13 & 162 train	.	.	.	.	.	.
" 28	.	.	4	.	.	4
" 14	.	1	.	.	.	1
" 58	.	.	.	1	.	1
" 56	.	.	.	.	.	.
" 212	.	1	.	.	.	1
" 40	1	4	3	2	.	10
" 145	1	2	2	1	.	6
" 2	1	1	5	1	.	8
" 88	.	.	.	.	.	.
" 94	.	.	.	.	.	.
" 90	.	1	1	.	.	2
" 100	.	1	1	.	.	2
" 110	.	.	.	.	.	.
" 214	1	5	3	.	.	9
" 116	.	1	.	.	.	1
" 112	1	4	4	.	.	9
" 144	.	.	.	.	.	1
" 132	.	.	.	.	.	.

ABSTRACT OF LATE TRAINS.

Down trains.	15 mts. late.	30 mts. late.	60 mts. late.	90 mts. late.	In excess of 90 mts. late.	Total in month late.
Dec 146	1	1				1
156						
184						
190		2	1			3
198						
200						
204						
208						
216		1				1
220						
218			1			1
226						
234		2				2

Up trains.	15 mts. late.	30 mts. late.	60 mts. late.	90 mts. late.	In excess of 90 mts. late.	Total in month late.
Dec 13 train						
15	2	3	4	3	1	13
31	3	2	4	1	1	12
25		2				2
35		2				2
211						
1	2	6	1	2		11

Description and Number.	LATE MINUTES.							Total minutes late.	Percentage of late trains.	Remarks.
	15 minutes.	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.			
					Above 90 mts.	Total.				
Brought forward ... 360	5	13	13	4	3	38	1644	10.55		
82+40 Villupuram and Tiruchir 7	3	4	9	3	2	21	1208	35.00		
44+45 Mayamuram and Rajapattanam	1	10	2	1	.	14	385	23.33		
43+2 Rajapattanam and Madurai	3	1	6	1	.	11	422	18.33		
85+88 Benignatole and Tirupate week	1	.	.	.	.	1	15	1.67		
93+94 do and do	2	1	.	.	.	3	55	5.00		
89+90 Kollon and Villupuram	.	8	1	.	.	9	229	15.00		
97+100 Kollon to Villupuram & Benignatole to Kollon	.	2	1	.	.	3	77	5.00		
107+110 Shanmuguram and Pakala	.	8	2	1	.	11	340	18.33		
213+214 do and do	1	6	3	.	.	10	284	16.67		
111+116 Singampet and Arthanam	.	2	3	.	.	5	149	8.33		
do and do	1	4	5	.	.	10	368	16.67		
									ent 1074 hch, time lost by Southon flagman 413 hch, very heavy at Junctions 864 hch. <	

Director Enquires account for 91st, worth no less 679 wth, time lost by
detention at Sandusky and by Customs again and waited for foreign
Boats. - She came ashore at the wharves where Hudson and Jackson and
Stewart parted, & 409. 100. 100. 100. 100. 100. 100. 100. 100. 100. 100. 100.
This caused an increase in the percentage of rate loans to the

No. 123 & 144 Pondichery and Villupuram hats + boxes	60	3	.	.	3	69	5.00
" 132 Villupuram to Pondichery boxes	30	.	.	.	.	.	.
" 141 & 146 Kanyakumaram and Tanjore hats	60	2	.	.	2	43	3.33
" 153 & 156 do and do hats	60	1	.	.	1	15	1.67
" 169 & 184 Trichy and Erode do	60	1	.	.	1	20	1.67
" 179 & 170 do and do do	60	2	1	.	3	90	5.00
" 193 & 198 Kanyakumari and Tanjore hats	60	.	.	.	.	.	.
" 197 & 200 do and do hats	60	3	.	.	3	45	5.00
" 201 & 204 do and do hats	60	.	.	.	.	.	.
" 205 & 208 do and do hats	60	.	.	.	.	.	.
" 215 & 216 Kanyakumaram and Kanyakumaram boxes	60	1	1	.	2	62	3.33
" 219 & 220 do and Kanyakumari do	60	3	.	.	3	58	5.00
" 223 & 218 do and Tanjore hats	60	1	1	.	2	69	3.33
" 225 & 226 do and Kanyakumari do	60	1	.	.	1	16	1.67
" 235 & 234 Tanjore and Kanyakumari do	60	2	.	.	2	38	3.33
Total ...	189022	74	48	10	5	159	5703
							8.44

Director Enquires account for 91st, worth no less 679 wth, time lost by
detention at Sandusky and by Customs again and waited for foreign
Boats. - She came ashore at the wharves where Hudson and Jackson and
Stewart parted, & 409. 100. 100. 100. 100. 100. 100. 100. 100. 100. 100. 100.
This caused an increase in the percentage of rate loans to the

SOUTH INDIAN

Return of late trains for the

Down trains.

Date. 1895.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
June	1	14	8 10 8	40 30	Detained at meeting stations, waited on loco and traffic.
	2	2	18 0 18	52 52	Detained at meeting stations and waited on loco.
	145	18	20 19 1	41	Detained at meeting stations and time lost by caution signals.
	3	2	18 0 18	52 52	Detained at meeting stations and time lost by caution signals.
	4	220	15 5 15	27 22	Detained at meeting stations.
	5	100	10 35 11	9 34	Detained at meeting stations, passengers and shunting.
	7	90	21 55 22	15 20	Detained at meeting stations, shunting and time lost by drivers.
	170	11	40 12 20	40	Waited at Erode for Madras Railway train.
	8	214	12 30 13	15 45	Detained at meeting stations, shunting and time lost by drivers.
	9	2	18 0 18	16 16	Detained at meeting stations and time lost by drivers.

RAILWAY.

Month of June 1895.

Up trains.

Date. 1895.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
June	1	15	10 30 10	45 15	Time lost by caution signals & drivers and waited on loco.
	31	18	10 18 27	17	Time lost by drivers & caution signals and waited on loco.
	97	12	10 12 30	20	Detained at meeting stations.
	215	6	27 6 42	15	Waited at Mayavaram for the arrival of Mail train from Madras.
	2	1	17 5 17	40 35	Detained at meeting stations and waited on loco.
	13	8	15 8 50	35	Detained at meeting stations.
	43	19	5 19 20	15	Time lost by caution signals and detained at meeting stations.
	89	21	45 22 10	25	Detained at meeting stations & shunting.
	3	31	18 10 18	30 20	Waited on loco and time lost by caution signals.
	197	10	50 11 5	15	Waited at Mainyashli for the arrival of Mail train from Madras.
	4	1	16 35 21	5 270	Detained at meeting stations and waited on loco.
	41	13	30 13 50	20	Detained at meeting stations and shunting.
	223	16	30 16 50	20	Detained at meeting stations.
	5	15	10 30 10	50 20	Waited on loco, shunting 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.								
June	9	212	19	45	20	7	22	Waited on loco. —
	13	144	0	40	1	3	23	Time lost by drivers, detained at meeting stations and shunting. —
	14	214	12	30	12	55	25	Detained at meeting stations. —
	15	40	20	25	20	44	19	Detained at meeting stations and time lost by drivers. —
	16	40	20	25	20	48	23	Detained at meeting stations and time lost by drivers. —
	58	12	35	13	36	61		Engine defective. —
	112	8	45	9	11	26		Waited at Ankouam for Madras Railway train, and Passengers. —
	214	12	30	13	30	60		Detained at meeting stations, time lost by drivers, waited on loco, and time lost by caution signals. —
	17	214	12	30	12	50	20	Detained at meeting stations and time lost by caution signals. —
	18	2	18	0	18	15	15	Detained at meeting stations and time lost by caution signals. —

RAILWAY.

Month of June 1895.

Up trains.

Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
1895.					
June	6	123	2 40	3 0 20	Detained at Sandamangalam by Customs & Shunting. —
	7	15	10 30	10 49 19	Time lost by drivers & Caution signals and waited on loco. —
	31	18	10 18	25 15	Waited on loco, time lost by Caution signals and detained at meeting Stations. —
	41	13	30 13	47 17	Detained at meeting Stations, Shunting and time lost by Caution signals. —
	89	21	45 22	5 20	Detained at meeting Stations and waited at Katpady for Madras Railway train. —
	8	15	10 30	10 49 19	Time lost by Caution signals and waited on loco. —
	31	18	10 19	8 58	Time lost by drivers & Caution signals waited on loco and detained at meeting Stations. —
	153	20	0 20	15 15	Time lost by Caution signals and Stoppage of train at N ^o 266 th mile owing to a man found lying across the line. —
	9	107	11 50	12 35 45	Waited at Dharmavaram for S. R. Ry train and time lost by drivers. —
	10	41	13 30	13 50 20	Detained at meeting Stations, Shunting and time lost by Caution signals and drivers. —

Return of

Down trains.

Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.			
1895.								
June	18	40	20	25	21	10	45	Detained at meeting stations.
	19	40	20	25	20	45	20	Detained at meeting stations, shunting, and Road side goods.
	145	18	20	18	39	19		Detained at meeting stations.
	146	7	50	8	13	23		Detained at meeting stations and time lost by Caution signals.
	20	2	18	0	18	52	52	Detained at meeting stations and time lost by Caution signals.
	28	18	55	19	27	32		Detained at meeting stations.
	40	20	25	21	40	75		Detained at meeting stations and time lost by drivers.
	116	16	10	16	33	23		Time lost by drivers.
	21	2	18	0	18	52	52	Detained at meeting stations and time lost by Caution signals.
	28	18	55	19	35	40		Detained at meeting stations.
	40	20	25	24	15	50		Detained at meeting stations and waited on loco.
	112	8	45	9	15	30		Waited at Arkonam for Madras Ry train.

RAILWAY.

Month of June 1895.

Up trains.

Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.			
1895.								
June	11	93	15	20	15	35	15	Waited at Perungutale for Madras Railway train.
	12	15	10	30	10	55	25	Time lost by Caution signals & drivers and waited on loco.
	31	18	10	18	25	15		Waited on loco and time lost by Caution signals.
	93	15	20	15	45	25		Waited at Perungutale for Madras Railway train.
	107	11	50	12	17	27		Waited at Dharmavaram for Northern Madras Railway train, waited on loco and time lost by Caution signals.
	13	1	17	5	17	20	15	Detained at meeting stations.
	31	18	10	18	53	43		Detained at meeting stations, time lost by Caution signals and waited on loco.
	89	21	45	22	5	20		Passengers, detained at meeting stations and loading.
	14	89	21	45	22	5	20	Detained at meeting stations.
	107	11	50	12	40	50		Waited at Dharmavaram for the Railway train, time lost by Caution signals and shunting.
	197	10	50	11	5	15		Waited at Manyadi for the arrival of mail train from Madras.
	15	15	10	30	11	23	53	Detained at meeting stations, time lost by Caution signals & drivers and waited on loco.
	107	11	50	12	8	18		Detained at meeting stations.
	16	31	18	10	18	25	15	Time lost by Caution signals & waited on loco.

Return of

Down trains.

Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
1895.					
June	21	214	12 30	13 2	32 Detained at meeting stations, time lost by drivers and waited on loco.
	22	40	20 25	20 50	25 Detained at meeting stations.
	112	8	45 9	40 55	Waited at ar Konam for Madras Ry train.
	145	18	20 18	50 30	Detained at meeting stations.
	214	12	30 12	50 20	Detained at meeting stations.
	234	17	30 17	52 22	Inwards train late in and shunting.
23	2	18	0 19	3 63	Detained at meeting stations and time lost by caution signals.
	40	20	25 21	30 65	Waited on loco, Rs fords, and detained at meeting stations.
	112	8	45 9	0 15	Waited on loco.
	145	18	20 19	37 77	Detained at meeting stations and time lost by caution signals.
	226	22	20 22	36 16	Detained at meeting stations and time lost by caution signals.
	234	17	30 17	46 16	Inwards train late in.

late trains.

Up trains.

Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
1895.					
June	16	41	13 30	13 48	18 Detained at meeting stations.
	89	21	45 22	8 23	Detained at meeting stations shunting.
	17	1	17 5	17 50	45 Time lost by drivers.
	15	10	30 11	17 47	Time lost by caution signals, waited on loco and detained at meeting stations.
	31	18	10 18	52 42	Detained at meeting stations, time lost by drivers & caution signals and waited on loco.
	89	21	45 22	10 25	Detained at meeting stations, and waited at Kappady for Madras Ry train.
	107	11	50 12	17 27	Detained at meeting stations and time lost by caution signals.
	197	10	50 11	5 15	Waited at Manjachi for the arrival of mail from Madras.
	18	1	17 5	17 46	41 Detained at meeting stations and time lost by drivers.
	15	10	30 10	52 22	Stoppage of train at $\frac{146}{14}$ mile between Posto hors & Kille owing to W man was found crossing the line and time lost by caution signals.
	41	13	30 13	52 22	Detained at meeting stations.
	93	15	20 15	35 15	Waited at Pringutale for bus as Railway train.
	213	23	50 3	10 20	Time lost by drivers & caution signals.
	19	41	13 30	13 57	27 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.					
June 24	28	18 55	19 35	40	Detained at meeting stations and time lost by caution signals.
	40	20 25	21 0	35	Detained at meeting stations.
	214	12 30	12 45	15	Detained at meeting stations and time lost by drivers.
25	112	8 45	9 5	20	Waited at Arkonam for Madras Ry train.
	145	18 20	18 35	15	Detained at meeting stations.
	170	11 40	12 5	25	Waited at Erode for Madras Ry train.
	214	12 30	13 0	30	Detained at meeting stations and time lost by drivers.
	218	9 50	10 39	49	Detained at meeting stations.
26	28	18 55	19 42	47	Detained at meeting stations.
	90	21 55	22 55	60	Detained at meeting stations, engine defective and time lost by drivers.
	112	8 45	9 33	48	Waited at Arkonam for Madras Railway train.

late trains.

Up trains.

Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
1895.					
June 19	43	19 5	19 20	15	Time lost by caution signals & drivers.
	123	2 40	3 6	26	Detained at Kandamangalam by Customs and Shunting.
	169	11 45	12 5	20	Waited at Epily for the arrival of mail train from Madras.
	215	6 27	7 14	47	Waited at Mayavaram for the arrival of mail train from Madras and detained at meeting stations.
20	1	16 35	18 5	90	Time lost by drivers and detained at meeting stations.
	21	17 5	17 46	41	Time lost by drivers & waited on loco.
	25	21 20	20 37	17	Detained at meeting stations, unloading and Shunting.
	35	18 38	18 54	16	Detained at meeting stations.
	107	11 50	12 8	18	Waited at Dharmavaram for S. R. Ry train, and detained at meeting stations.
22	15	10 30	11 27	57	Detained at meeting stations, time lost by caution signals and waited on loco.
	25	21 20	23 42	142	Detained at meeting stations, engine defective and waited on loco.
	35	18 38	18 56	18	Detained at meeting stations.
	89	21 45	22 1	16	Detained at meeting stations.
	107	11 50	12 18	28	Waited at Dharmavaram for S. R. Ry train.
	111	12 0	12 35	35	Madras train No. 112 late, which was detained at Arkonam for S. R. Ry train.

Return of

Down trains.

Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
1895.					
June 27	2	18 0	18 52	52	Detained at meeting stations and time lost by Caution signals.
	112	8 45	9 31	46	Waited at Arkonam for Madras Railway train.
	145	18 20	18 52	32	Time lost by caution signals and detained at meeting stations.
	170	11 40	12 5	25	Detained at meeting stations.
	214	12 30	12 47	17	Shunting and detained at meeting stations.
28	40	20 25	20 40	15	Detained at meeting stations and Shunting.
	112	8 45	9 7	22	Waited at Arkonam for Madras Railway train.
29	100	10 35	11 0	25	Detained at meeting stations and waited at Beniguntale for Madras Railway train.
30	112	8 45	9 41	56	Waited at Arkonam for Madras Rly train.

late trains.

Up trains.

Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
1895.					
June 22	113	18 50	19 40	50	Detained at meeting stations.
	141	7 0	7 20	20	Time lost by Caution signals & Shunting.
	219	14 50	15 10	20	Waited on loco.
23	1	16 35	19 53	198	Waited on loco, time lost by drivers and engine defects.
	41	13 30	13 57	27	Detained at meeting stations, Shunting and time lost by Caution signals.
	219	14 50	15 6	16	Shunting and detained at meeting stations.
24	1	17 5	17 50	45	Time lost by drivers & Shunting.
	15	10 30	12 1	91	Time lost by drivers & Caution signals waited on loco and detained at meeting stations.
	31	18 10	21 10	180	Time lost by drivers & Caution signals waited on loco and detained at meeting stations.
25	25	21 20	21 43	23	Detained at meeting stations.
	41	13 30	13 50	20	Detained at meeting stations.
	107	11 50	12 18	28	Waited at Dharmavaram for S. L. Ry train, and detained at meeting stations.
26	1	17 5	17 20	15	Detained at meeting stations and time lost by drivers.
	15	10 30	11 36	66	Detained at meeting stations, time lost by Caution signals & waited on loco.
	31	18 10	19 0	50	Waited on loco and time lost by Caution signals & drivers.
	107	11 50	12 55	65	Waited at Dharmavaram for S. L. Ry train and time lost by drivers.

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.									
June	26	111	12 0	12 35	35 Inwards train No. 112 late in, which was detained at Arkonam for Madras Railway train.				
	27	1	17 5	17 46	41 Detained at meeting stations & shunting.				
		15	10 30	11 20	50 Detained at meeting stations, time lost by caution signals & waited on loco.				
	43	19	5	19 43	38 Detained at meeting stations, time lost by caution signals & waited on loco.				
	107	11	50	12 7	17 Waited at Dharmavaram for Port Blair Railway train & shunting.				
	111	12	0	12 23	23 Inwards train late in, which was detained at Arkonam for Madras Railway train.				
	28	15	10 30	11 55	85 Time lost by caution signals and drivers and waited on loco.				
	29	15	10 30	10 45	15 Time lost by caution signals and drivers.				
	30	15	10 50	11 52	82 Detained at meeting stations, time lost by caution signals and waited on loco.				
	85	6	5	6 20	15 Waited at Panguatla for Madras Railway train.				
	107	11	50	12 7	17 Detained at meeting stations.				
	111	12	0	12 33	33 Inwards train No. 112 train late in, which was detained at Arkonam for Madras Railway train.				

Return of

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

The Madras Railway train arrived at Kattadi late on 8 days, 6 days under
 The Madras Railway train arrived at Venguntate late on 12 days, 7 days under the
 The Madras Railway North-west mail arrived at Arkonam late on 5 days.
 The Madras Railway train arrived at Erode late on 3 days, one day under
 The Southern Railway train arrived at Ocharuvaram late on 1 day.

TRAFFIC MANAGER'S OFFICE,
 Trichinopoly, 1st August 1895. } *AB*

late trains.

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

the 15th late, the restricted time for reports to Government.
 15 late, the restricted time for reports to Government.
 the 15th late, the restricted time for reports to Government.
 2 days under the 15th late, the restricted time for reports to Government.

A. Birch
 For Ag Traffic Manager.

No. 518 R of 12 August 1895

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

Statement of Late trains ^{on the} P. 912 for including
Mayanarum Nuntupah Section for the quarter
ended the 30th June 1895.

Recorded.

2. During the quarter under
review 7.69 per cent of all
trains ran late showing
a ^{considerable} ~~large~~ increase over the
corresponding quarter of
1894 in which the percen-
tage was 4.78. The increa-
se is attributable to loss of time
by the slowing of trains on
the bridges between Madras
and Tuticorin ^{over the} ~~in~~ division
at miles $\frac{251}{4}$ to $\frac{251}{14}$ mile between
Enochp. by ~~the~~ and Kolat
North and $\frac{409}{9}$ mile between
Kumarapuram & Kadur
which are being strengthened

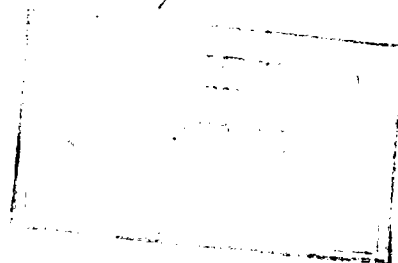
3. The trains chiefly at
fault were:—

Inachoo & Tutuorum (2nd mail)
~~Vellore & Tutuorum (mixed)~~ Stet
Mazamam & Nagapattam (-do-) Stet
Sharmamam & Pallala (2nd -do-)
Nellore & Vellore (-do-)
Chingipet & Arkoam (mail)
Nagapattam & Inachoo (mixed)
Mazamam & Tutuorum (2nd mail
& mixed).

MM. 9/8

Full 14
R 9-8-55
A
No. 578 R a 12.8.95

To The Agent S. R.



3RD AUGUST 1894, No. $\frac{415}{A}$ 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 June 1894.

[Statement.]

ORDER—dated 3rd August 1894, No. $\frac{415}{A}$ R., Public Works.

Recorded.

2. During the quarter under review 4.78 per cent. of all trains on the South Indian Railway ran late, showing a slight improvement over the corresponding quarter of 1893, in which the percentage was 5.90. But the unpunctuality is attributable to the reduced speed of the trains over the portions of the line breached in November last and also to delay on account of traffic.

3. The trains chiefly at fault were—

Villupuram and Trichinopoly Fort (mixed).
Májavaram and Negapatam (mixed).
Dharmavaram and Pákalá (mixed).
Nellore and Villupuram (mixed).
Nellore to Villupuram and Pondicherry to Nellore (mixed).
Pondicherry and Villupuram (mail and mixed).
Májavaram 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.

Govt. of {1894} Madras.
PUBLIC WORKS.

Dated August, 3rd.

Recd.

Encl.

G.O., 3rd Aug. 1894, No. $\frac{415}{A}$ R.

AUGUST.

Late Trains

Statement of — on the South Indian
Railway for the quarter ended the 30th
June 1894, recorded with remarks.

3RD AUGUST 1894, No. $\frac{415}{A}$ R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.
PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper :—

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

[Statement.]

ORDER—dated 3rd August 1894, No. $\frac{415}{A}$ R., Public Works.

Recorded.

2. During the quarter under review 4.78 per cent. of all trains on the South Indian Railway ran late, showing a slight improvement over the corresponding quarter of 1893, in which the percentage was 5.90. But the unpunctuality is attributable to the reduced speed of the trains over the portions of the line breached in November last and also to delay on account of traffic.

3. The trains chiefly at fault were—

Villupuram and Trichinopoly Fort (mixed).
Májavaram and Negapatam (mixed).
Dharmavaram and Pákala (mixed).
Nellore and Villupuram (mixed).
Nellore to Villupuram and Pondicherry to Nellore (mixed).
Pondicherry and Villupuram (mail and mixed).
Májavaram 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.

Govt. of {1894} Madras.

PUBLIC WORKS.

Dated August, 3rd.

Recd.

Encl.

G.O., 3rd Aug. 1894, No. $\frac{415}{A}$ R.

AUGUST.

Late Trains

Statement of — on the South Indian
Railway for the quarter ended the 30th
June 1894, recorded with remarks.