# 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 employes drawing salary under Rs. 300 per mensem, Communicated to the agent, South Indian Railways.

[P. W. 28.
1,000—11-8-94.]

Indexed.

## BACK PAPERS.

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

## FURTHER PAPERS.

| G.O. | No. | Department. | Date. | G.O. | No. | Department. | Date. |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

20TH AUGUST 1895, No. 527 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

**Railway.**

Read again the following paper:—

G.O., dated 5th August 1895, No. 502 R., Public Works.

Read the following paper:—

From the Officiating Agent and Manager, Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 10th July 1895, No. E-474/623.

I have the honour to forward, herewith, an estimate with plan No. 3494 for the proposed station-house, &c., at Gudupalle and to request that the sanction of Government may be conveyed to me for the required outlay, Rs. 6,070, chargeable in the proportion of Rs. 5,634 to Capital and Rs. 436 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. | |
|---|---|---|---|---|
| | Number. | Amount. | Tons. | Amount. |
| | | RS. | | RS. |
| June 1892 .. .. .. | 13,646 | 1,528 | 3 | 94 |
| December 1892 .. .. .. | 14,313 | 1,657 | 318 | 1,679 |
| June 1893 .. .. .. | 16,265 | 1,890 | 423 | 319 |
| December „ .. .. .. | 18,899 | 2,327 | 1,143 | 1,662 |
| 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.

*Order*—dated 5th August 1895, No. 502 R., Public Works.

The estimate 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 Reveuue. 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.

3. The Agent and Manager will be requested to submit a revised estimate in the light of the foregoing remarks.

(True Extract.)

(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.* *Enct.*

**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. 1.) 9 Endos.

No. E474

623

**MADRAS RAILWAY.**

AGENT AND MANAGER'S OFFICE,

Madras, 10th July 1895.

*From*

The Offg. Agent and Manager, M.R. Coy.

*To*

The Consulting Engineer for Railways, Madras

SIR,

I have the honour to forward herewith an estimate with plan No. 3494 for the proposed Station house, &c. at Gudupalle and to request that the sanction of Government may be conveyed to me for the required outlay, Rs. 6,070/- chargeable in the proportion of Rs. 5,634/- to Capital and Rupees 436/- 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

as under:—

| | Passengers. | | Goods. | |
|---|---|---|---|---|
| | No | Amount. | Tons. | Amount |
| | | Rs | | Rs |
| June 1892 | 13,646 | 1,528 | 3 | 94 |
| December | 11,313 | 1,657 | 318 | 1,679 |
| June 1893 | 16,265 | 1,890 | 423 | 319 |
| December | 18,899 | 2,327 | 1,143 | 1,662 |
| June 1894 | 25,910 | 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 Obedt Servant,

[illegible]

Offg. Agent & Manager.

C. No. 3018
Recd. 11.7.95

MADRAS RAILWAY.

From The Agent and Manager.

To The Consulting Engineer for Railways.

Dated

Recd.

No.

FORM No. 21.
300—11-94.

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

EXAMINER, RAILWAY ACCOUNTS, MADRAS.
No. 331
12 JUL. 95
Encls.

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.

[signature]
for E.R.

E.R.
The growth of traffic seems to warrant an improved and permanent station: the design is not extravagant, though a corr. iron goods shed might be more economical. Sanction & ask for revised est as per CRs note.
[signature] 17/7

[signature] 17/7

EXAMINER'S REPLY.

17/7

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.

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

[signature]
16.7.95.
[signature]

Section.

Department.

Indexed

Permanent station on the Madras Ry at Gudupalli Mile 160 Bangalore branch

This temporary station was opened in 90 and for the ½ year ending Dec. 1894 the passengers were

23,099 in number paying 352/

and goods were

1.554 tons paying 3,159/.

It is considered therefore time to convert it permanently into a station at a cost of 6,070/.

may be sanctioned

F Rm 25/7 95

His Excellency the Governor for approval.

Approved W
28 July

Rg. 26.7

H/- 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 } N.G. No. $\frac{E474}{623}$ of 10 July 95

The estimate amounting to Rs 6,070 for the proposed Station house at Gudiyatte 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 permanent station house the cost of such should be debited to Revenue by credit to Capital.

3

207
R2917

3. The Agent & Manager will be requested to submit a revised estimate in the light of the foregoing remarks. –

Fm
2/8

R

No. 502 R dated 5. 8. 95

To
The Agent & Man.r Madras Ry
& Ex. G.o Ry. Accts.
+ Deed
8/1/95 –

10/8
[illegible]

(No. II.)
No. E 474
717

**MADRAS RAILWAY.**

AGENT AND MANAGER'S OFFICE,

Madras, 12 August 1895

4 P

From

The Agent and Manager, Madras Railway

To

The Consulting Engineer for Railways, Madras.

Sir,

With reference to G.O. No. 502 R 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 including any changes in the temporary buildings is properly chargeable to Capital.

I have the honor to be,
Sir,
Your most obed.t Servt

[illegible]

Agent & Manager.

## BACK PAPERS.

| G.O. | No. | Department. | Date. | G.O. | No. | Department. | Date. |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

## 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 Máyavaram-Muttupet section, for the quarter ended the 30th June 1895.

[*Statement.*

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

| No. | Description. | April 1895. Number of trains. | Late minutes. 15 minutes. | Above 15 minutes. | Above 30 minutes. | Above 60 minutes. | Above 90 minutes. | Total. | Total minutes late. | Percentage of late trains. | May 1895. Number of trains. | Late minutes. 15 minutes. | Above 15 minutes. | Above 30 minutes. | Above 60 minutes. | Above 90 minutes. | Total. | Total minutes late. | Percentage of late trains. | June 1895. Number of trains. | Late minutes. 15 minutes. | Above 15 minutes. | Above 30 minutes. | Above 60 minutes. | Above 90 minutes. | Total. | Total minutes late. | Percentage of late trains. | Average for the quarter. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15. 28. | Madras and Tuticorin .. (Mail) | 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 |
| 31. 14. | Do. do. .. (Do.) | 60 | 2 | 8 | 1 | .. | .. | 11 | 270 | 18·33 | 62 | 1 | 11 | 3 | 1 | .. | 16 | 451 | 25·80 | 60 | 3 | 3 | 4 | .. | 1 | 11 | 485 | 18·33 | 20·82 |
| 13 62. | Madras and Chingleput (Mail and Mixed) | 60 | .. | 1 | .. | .. | .. | 1 | 19 | 1·67 | 62 | 1 | 1 | .. | .. | .. | 2 | 45 | 3·22 | 60 | .. | .. | 1 | .. | .. | 1 | 35 | 1·67 | 2·19 |
| 25. 58. | Beach to Villupuram and Villupuram to Madras .. (Mixed) | 60 | .. | .. | .. | .. | .. | .. | .. | .. | 62 | .. | 1 | .. | .. | .. | 1 | 16 | 1·61 | 60 | .. | 2 | .. | 1 | 1 | 4 | 243 | 6·67 | 2·76 |
| 35. 56. | Beach and Pallávaram .. (Passenger) | 60 | .. | .. | .. | .. | .. | .. | .. | .. | 62 | .. | .. | .. | .. | .. | .. | .. | .. | 60 | .. | 2 | .. | .. | .. | 2 | 34 | 3·33 | 1·11 |
| 211. 212. | Madras and Pallávaram (Do.) | 60 | .. | .. | .. | .. | .. | .. | .. | .. | 62 | .. | .. | .. | .. | .. | .. | .. | .. | 60 | .. | 1 | .. | .. | .. | 1 | 22 | 1·67 | 0·56 |
| 1. 40. | 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 |
| 41. 145. | Máyavaram 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 | 15·39 |
| 107. 110. | Dharmavaram and Pákala (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 |
| 89. 90. | Nellore and Villupuram .. (Do.) | 60 | .. | .. | .. | .. | .. | .. | .. | .. | 62 | 3 | 2 | .. | 1 | 1 | 7 | 273 | 11·29 | 60 | .. | 8 | 1 | .. | .. | 9 | 229 | 15·00 | 8·76 |
| 97. 100. | 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. 88. | Rénigunta and Tirupati West (Do.) | 60 | .. | .. | .. | .. | .. | .. | .. | .. | 62 | .. | .. | .. | .. | .. | .. | .. | .. | 60 | 1 | .. | .. | .. | .. | 1 | 15 | 1·67 | ·56 |
| 93. 94. | Do. do. (Do.) | 60 | .. | .. | .. | .. | .. | .. | .. | .. | 62 | .. | .. | .. | .. | .. | .. | .. | .. | 60 | 2 | 1 | .. | .. | .. | 3 | 55 | 5·00 | 1·67 |
| 111. 116. | Chingleput and Arkonam (Do.) | 60 | .. | .. | .. | .. | .. | .. | .. | .. | 62 | .. | .. | .. | .. | .. | .. | .. | .. | 60 | .. | 2 | 3 | .. | .. | 5 | 149 | 8·33 | 2·78 |
| 113. 112. | 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 |
| 123. 144. | 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 |
| 132. | Villupuram to Pondicherry .. (Do.) | 30 | .. | .. | .. | .. | .. | .. | .. | .. | 31 | .. | .. | .. | .. | .. | .. | .. | .. | 30 | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 141. 146. | Negapatam and Tanjore. (Mixed and Mail) | 60 | .. | .. | 1 | .. | .. | 1 | 31 | 1·67 | 62 | .. | .. | .. | .. | .. | .. | .. | .. | 60 | .. | 2 | .. | .. | .. | 2 | 43 | 3·33 | 1·67 |
| 43. 2. | 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 |
| 153. 156. | Negapatam and Tanjore .. (Mail) | 60 | 1 | .. | .. | .. | .. | 1 | 15 | 1·67 | 62 | .. | 1 | .. | .. | .. | 1 | 22 | 1·61 | 60 | 1 | .. | .. | .. | .. | 1 | 15 | 1·67 | 1·65 |
| 169. 184. | Trichinopoly Junction and Erode (Do.) | 60 | .. | .. | .. | .. | .. | .. | .. | .. | 62 | .. | 1 | .. | .. | .. | 1 | 23 | 1·61 | 60 | .. | 1 | .. | .. | .. | 1 | 20 | 1·67 | 1·09 |
| 179. 170. | Do. do. (Do.) | 60 | .. | 1 | .. | .. | .. | 1 | 25 | 1·67 | 62 | .. | 5 | .. | .. | .. | 5 | 114 | 8·06 | 60 | .. | 2 | 1 | .. | .. | 3 | 90 | 5·00 | 4·91 |
| 193. 198. | Maniyáchi and Tinnevelly .. (Mail and Mixed) | 60 | 9 | 4 | .. | .. | .. | 13 | 220 | 21·66 | 62 | .. | .. | .. | .. | .. | .. | .. | .. | 60 | .. | .. | .. | .. | .. | .. | .. | .. | 7·22 |
| 201. 204. | Do. do. .. (Mail and Mixed) | 60 | 10 | 4 | .. | .. | .. | 14 | 238 | 23·33 | 62 | .. | .. | .. | .. | .. | .. | .. | .. | 60 | .. | .. | .. | .. | .. | .. | .. | .. | 7·78 |
| 197. 200. | 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 |
| 205. 208. | Do. do. .. (Mixed and Mail) | 60 | 1 | 30 | 8 | .. | .. | 39 | 955 | 65·00 | 62 | .. | .. | .. | .. | .. | .. | .. | .. | 60 | .. | .. | .. | .. | .. | .. | .. | .. | 21·67 |
| 213. 214. | Dharmavaram and Pákala .. (Mixed) | 60 | .. | .. | .. | 1 | .. | 1 | 70 | 1·67 | 62 | 2 | 2 | 1 | .. | .. | 5 | 130 | 8·06 | 60 | 1 | 6 | 3 | .. | .. | 10 | 284 | 16·67 | 8·80 |
| 215. 216. | Máyavaram and Negapatam .. (Do.) | 60 | .. | .. | .. | .. | 1 | 1 | 134 | 1·67 | 62 | .. | 2 | .. | .. | 1 | 3 | 182 | 4·84 | 60 | 1 | .. | 1 | .. | .. | 2 | 62 | 3·33 | 3·28 |
| 219. 220. | Do. and Muttupet .. (Do.) | 60 | 1 | 1 | .. | .. | .. | 2 | 82 | 3·33 | 62 | .. | 2 | .. | .. | .. | 2 | 43 | 3·22 | 60 | .. | 3 | .. | .. | .. | 3 | 58 | 5·00 | 3·85 |
| 223 218. | Do. and Tiruválúr .. (Do.) | 60 | .. | .. | .. | .. | .. | .. | .. | .. | 62 | .. | 2 | .. | .. | .. | 2 | 47 | 3·22 | 60 | .. | 1 | 1 | .. | .. | 2 | 69 | 3·33 | 2·18 |
| 225. 226. | Do. and Negapatam .. (Do.) | 60 | .. | .. | .. | .. | .. | .. | .. | .. | 62 | .. | .. | 2 | .. | .. | 2 | 93 | 3·22 | 60 | .. | 1 | .. | .. | .. | 1 | 16 | 1·67 | 1·63 |
| 235. 234. | Tiruválúr and Muttupet .. (Do.) | 60 | .. | 4 | .. | .. | .. | 4 | 73 | 6·67 | 62 | .. | 4 | 1 | .. | .. | 5 | 147 | 8·06 | 60 | .. | 2 | .. | .. | .. | 2 | 38 | 3·33 | 6·02 |
| | Total .. | 1,890 | 29 | 100 | 25 | 2 | 1 | 157 | 3,895 | 8·30 | 1,953 | 20 | 62 | 36 | 3 | 3 | 124 | 3,906 | 6·35 | 1,890 | 22 | 74 | 48 | 10 | 5 | 159 | 5,703 | 8·41 | 7·69 |

MADRAS,
12th August 1895.

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

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).
Máyavaram and Negapatam (mixed).
Dharmavaram and Pákala (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.

Exd. T. K. Narayana Aiyangar
Spare Copies

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

Investment page &c

[*Statement.*

STATEMENT of late trains on the South Indian Railway including Máyavaram-Muttupet section for the quarter ended ~~31st March~~ 30 June 1895.

| No. | Description. | April ~~January~~ 1895. Number of trains. | Late minutes. 15 minutes. | Above 15 minutes. | Above 30 minutes. | Above 60 minutes. | Above 90 minutes. | Total. | Total minutes late. | Percentage of late trains. | May ~~February~~ 1895. Number of trains. | Late minutes. 15 minutes. | Above 15 minutes. | Above 30 minutes. | Above 60 minutes. | Above 90 minutes. | Total. | Total minutes late. | Percentage of late trains. | June ~~March~~ 1895. Number of trains. | Late minutes. 15 minutes. | Above 15 minutes. | Above 30 minutes. | Above 60 minutes. | Above 90 minutes. | Total. | Total minutes late. | Percentage of late trains. | Average for the quarter. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15. 28. | Madras and Tuticorin .. (Mail) | 60 | " | 8 | 2 | " | " | 10 | 261 | 16.67 | 62 | 2 | 13 | 6 | 1 | 1 | 23 | 804 | 37.09 | 60 | 2 | 5 | 8 | 3 | 1 | 19 | 525 | 31.66 | 28.47 |
| 31. 14. | Do. do. .. (Do.) | 60 | 2 | 8 | 1 | " | " | 11 | 270 | 18.33 | 62 | 1 | 11 | 3 | 1 | " | 16 | 451 | 25.80 | 60 | 3 | 3 | 4 | " | 1 | 11 | 485 | 18.33 | 20.82 |
| 13. 62. | Madras and Chingleput (Mail and Mixed) | 60 | " | 1 | " | " | " | 1 | 19 | 1.67 | 62 | 1 | 7 | " | " | " | 2 | 45 | 3.22 | 60 | " | " | 1 | " | " | 1 | 35 | 1.67 | 2.19 |
| 25. 58. | Beach to Villupuram and Villupuram to Madras .. (Mixed) | 60 | " | " | " | " | " | " | " | " | 62 | " | 7 | " | " | " | 1 | 16 | 1.61 | 60 | " | 2 | " | 1 | 1 | 4 | 243 | 6.67 | 2.76 |
| 35. 56. | Beach and Pallávaram .. (Passenger) | 60 | " | " | " | " | " | " | " | " | 62 | " | " | " | " | " | " | " | " | 60 | " | 2 | " | " | " | 2 | 34 | 3.33 | 1.11 |
| 211. 212. | Madras and Pallávaram ( Do. ) | 60 | " | " | " | " | " | " | " | " | 62 | " | " | " | " | " | " | " | " | 60 | " | 1 | " | " | " | 1 | 22 | 1.67 | 0.56 |
| 1. 40. | 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 | 1208 | 35.00 | 19.78 |
| 41. 145. | Máyavaram 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 | 15.39 |
| 107. 110. | Dharmavaram and Pákala ( 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 |
| 89. 90. | Nellore and Villupuram .. ( Do. ) | 60 | " | " | " | " | " | " | " | " | 62 | 3 | 2 | " | 1 | 1 | 7 | 273 | 11.29 | 60 | " | 8 | 1 | " | " | 9 | 229 | 15.00 | 8.76 |
| 97. 100. | 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 | 3.87 |
| 85. 88. | Rénigunta and Tirupati West ( Do. ) | 60 | " | " | " | " | " | " | " | " | 62 | " | " | " | " | " | " | " | " | 60 | 1 | " | " | " | " | 1 | 15 | 1.67 | .56 |
| 93. 94. | Do. do. ( Do. ) | 60 | " | " | " | " | " | " | " | " | 62 | " | " | " | " | " | " | " | " | 60 | 2 | 1 | " | " | " | 3 | 55 | 5.00 | 1.67 |
| 111. 116. | Chingleput and Arkonam ( Do. ) | 60 | " | " | " | " | " | " | " | " | 62 | " | " | " | " | " | " | " | " | 60 | " | 2 | 3 | " | " | 5 | 149 | 8.33 | 2.78 |
| 113. 112. | 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 |
| 123. 144. | 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 |
| 132. | Villupuram to Pondicherry .. ( Do. ) | 30 | " | " | " | " | " | " | " | " | 31 | " | " | " | " | " | " | " | " | 30 | " | " | " | " | " | " | " | " | " |
| 141. 146. | Negapatam and Tanjore. (Mixed and Mail). | 60 | " | " | 1 | " | " | 1 | 31 | 1.67 | 62 | " | " | " | " | " | " | " | " | 60 | " | 2 | " | " | " | 2 | 48 | 3.33 | 1.67 |
| 43. 2. | 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 |
| 153. 156. | Negapatam and Tanjore .. ( Mail ) | 60 | 1 | " | " | " | " | 1 | 15 | 1.67 | 62 | " | 1 | " | " | " | 1 | 22 | 1.61 | 60 | 1 | " | " | " | " | 1 | 15 | 1.67 | 1.65 |
| 169. 184. | Trichinopoly Junction and Erode ( Do. ) | 60 | " | " | " | " | " | " | " | " | 62 | " | 1 | " | " | " | 1 | 23 | 1.61 | 60 | " | 1 | " | " | " | 1 | 20 | 1.67 | 1.09 |
| 179. 170. | Do. do. ( Do. ) | 60 | " | 1 | " | " | " | 1 | 25 | 1.67 | 62 | " | 5 | " | " | " | 5 | 114 | 8.06 | 60 | " | 2 | 1 | " | " | 3 | 90 | 5.00 | 4.97 |
| 193. 198. | Maniyáchi and Tinnevelly .. (Mail and Mixed) | 60 | 9 | 4 | " | " | " | 13 | 220 | 21.66 | 62 | " | " | " | " | " | " | " | " | 60 | " | " | " | " | " | " | " | " | 7.22 |
| 201. 204. | Do. do. .. (Mail and Mixed) | 60 | 10 | 4 | " | " | " | 14 | 238 | 23.33 | 62 | " | " | " | " | " | " | " | " | 60 | " | " | " | " | " | " | " | " | 7.78 |
| 197. 200. | 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 |
| 205. 208. | Do. do. .. (Mixed and Mail) | 60 | 1 | 30 | 8 | " | " | 39 | 955 | 65.00 | 62 | " | " | " | " | " | " | " | " | 60 | " | " | " | " | " | " | " | " | 21.67 |
| 213. 214. | Dharmavaram and Pákala .. (Mixed) | 60 | " | " | " | 1 | " | 1 | 70 | 1.67 | 62 | 2 | 2 | 1 | " | " | 5 | 130 | 8.06 | 60 | 1 | 6 | 3 | " | " | 10 | 284 | 16.67 | 8.98 |
| 215. 216. | Máyavaram and Negapatam .. ( Do. ) | 60 | " | " | " | " | 1 | 1 | 134 | 1.67 | 62 | " | 2 | " | " | 1 | 8 | 182 | 4.84 | 60 | 1 | " | 1 | " | " | 2 | 62 | 3.33 | 3.28 |
| 219. 220. | Do. and Muttupet .. ( Do. ) | 60 | 1 | 1 | " | " | " | 2 | 32 | 3.33 | 62 | " | 2 | " | " | " | 2 | 43 | 3.22 | 60 | " | 3 | " | " | " | 3 | 58 | 5.00 | 3.85 |
| 223. 218. | Do. and Tiruváiúr .. ( Do. ) | 60 | " | " | " | " | " | " | " | " | 62 | " | 2 | " | " | " | 2 | 47 | 3.22 | 60 | " | 1 | 1 | " | " | 2 | 69 | 3.33 | 2.18 |
| 225. 226. | Do. and Negapatam .. ( Do. ) | 60 | " | " | " | " | " | " | " | " | 62 | " | 2 | " | " | " | 2 | 93 | 3.22 | 60 | " | 1 | " | " | " | 1 | 16 | 1.67 | 1.63 |
| 235. 234. | Tiruválúr and Muttupet .. ( Do. ) | 60 | " | 4 | " | " | " | 4 | 73 | 6.67 | 62 | " | 4 | 1 | " | " | 5 | 147 | 8.06 | 60 | " | 2 | " | " | " | 2 | 38 | 3.33 | 6.02 |
| | Total .. | 1890 | 29 | 101 | 25 | 2 | 1 | 157 | 3898 | 8.30 | 1953 | 20 | 62 | 36 | 3 | 3 | 124 | 3906 | 6.35 | 1890 | 22 | 74 | 48 | 10 | 5 | 159 | 5703 | 8.41 | 7.69 |

MADRAS,
8th May 1895.

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

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 Tinnevelly which are now being strengthened.

3. The trains chiefly at fault were—

Madras and Tuticorin (2 mails).
Villupuram and Trichinopoly Fort (mixed).
Máyavaram and Negapatam (mixed).
Dharmavaram and Pákala (mixed).
Maniyáchi and Tinnevelly (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.

Exd. C. A. Munisawmy.
Spare Copies

RAILWAY.

Govt. of {1895} 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 Máyavaram-Muttupet section for the quarter ended the 31st March 1895, recorded with remarks.

SOUTH INDIAN RAILWAY 195 9180 RAILWAY

# SOUTH INDIAN RAILWAY.

*including Mayavaram - Mutupet Section.*

ABSTRACT AND RETURN OF LATE TRAINS

*for the month of* April 1895.

2417

FILE

5/6

FROM

Ag:
THE AGENT,

South Indian Railway.

*Trichinopoly,*

To

THE CONSULTING ENGINEER
FOR RAILWAYS,

*Madras.*

Dated 4 } June 1895.
Received }

No. 515

ENCLOSURE. 1

The undersigned has the honor to forward herewith the Abstract and Return, of late trains, on the South Indian, and Marsavaram-Montnsfort, Railways, for the month of April, 1895

J. H. L. Meswier
for Ag: Agent.

Encl. by Bothwell

Stater
Railway
section 1
1895, re

# SOUTH INDIAN RAILWAY.

RETURN OF LATE TRAINS.

*Abstract for* April *1895.*

| Description and Number. | | Late Minutes. 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. | Total minutes late. | Percentage of late trains. | Remarks. |
|---|---|---|---|---|---|---|---|---|---|---|
| Nos. 13 & 62 | Madras and Shiyali | 60 | . | . | . | . | . | . | . | |
| " 13 & 28 | Madras and Tuticorin | 60 | 8 | 2 | . | . | 10 | 261 | 16.67 | |
| " 31 & 14 | Madras and Tuticorin | 60 | 8 | 1 | . | . | 11 | 270 | 18.33 | |
| " 25 & 58 | Erode to Villupuram & Villupuram to Marakkanam | 60 | . | . | . | . | . | . | . | |
| " 35 & 56 | Erode and Pallavaram | 60 | . | . | . | . | . | . | . | |
| " 21 & 212 | Madras and Pallavaram | 60 | . | . | . | . | . | . | . | |
| Carried over... | | 360 | 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. |
|---|---|---|---|---|---|---|
| Nos. 62 Train | . | . | . | . | . | . |
| " 28 | . | . | . | . | . | . |
| " 14 | . | . | . | . | . | . |
| " 58 | . | . | . | . | . | . |
| " 56 | . | . | . | . | . | . |
| " 212 | . | . | . | . | . | . |
| " 40 | . | . | 2 | 1 | . | 3 |
| " 45 | . | . | 2 | . | . | 2 |
| " 2 | 1 | . | . | . | . | 1 |
| " 88 | . | . | . | . | . | . |
| " 94 | . | . | . | . | . | . |
| " 90 | . | . | . | . | . | . |
| " 100 | . | . | 1 | . | . | 1 |
| " 110 | . | . | . | . | . | . |
| " 214 | . | . | . | 1 | . | 1 |
| " 116 | . | . | . | . | . | . |
| " 112 | . | 4 | . | . | . | 4 |
| " 144 | . | . | . | . | . | . |
| " 132 | . | . | . | . | . | . |
| " 146 | . | . | 1 | . | . | 1 |

# ABSTRACT OF LATE TRAINS.

| Description and Number. | | Late Minutes. 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. | Total minutes late. | Percentage of late trains. | Remarks. |
|---|---|---|---|---|---|---|---|---|---|---|
| Brought forward ... | 360 | 2 | 17 | 3 | . | . | 22 | 550 | 6.11 | |
| No. 140 Villupuram and Trichy Jork — Mixed | 60 | | | 2 | 1 | . | 3 | 152 | 5.00 | |
| " 41 & 145 Mayavaram and Negapatam — do | 60 | 1 | 2 | 2 | . | . | 5 | 135 | 8.33 | |
| " 43 & 2 Negapatam and Madura — do | 60 | 1 | . | . | . | . | 1 | 15 | 1.67 | |
| " 85 & 88 Reniguntah and Tirupatah west — do | 60 | | | | | | | | | |
| " 93 & 94 — do — and — do — do | 60 | | | | | | | | | |
| " 89 & 90 Nellore and Villupuram — do | 60 | | | | | | | | | |
| " 97 & 100 Nellore to Villupuram & Pondicherry to Nellore — do | 60 | . | . | 1 | . | . | 1 | 53 | 1.67 | |
| " 107 & 110 Dharmavaram and Pakala — do | 60 | 2 | 2 | 1 | . | . | 5 | 110 | 8.33 | |
| " 213 & 214 — do — and — do — do | 60 | . | . | . | 1 | . | 1 | 70 | 1.67 | |
| " 111 & 116 Chingleput and Aphonam — do | 60 | . | . | . | . | . | . | . | . | |
| " 113 & 112 — do — and — do — Mail | 60 | . | 4 | . | . | . | 4 | 89 | 6.67 | |
| " 123 & 144 Pondicherry and Villupuram — Mail & Mixed | 60 | . | 2 | . | . | . | 2 | 41 | 3.33 | |
| " 132 Villupuram to Pondicherry — do | 30 | . | . | . | . | . | . | . | . | |
| " 141 & 146 Negapatam and Tanjore — Mixed & Mail | 60 | . | . | 1 | . | . | 1 | 31 | 1.67 | |
| " 153 & 156 — do — and — do — Mail | 60 | 1 | . | . | . | . | 1 | 15 | 1.67 | |
| " 169 & 184 Trichy J and Erode — do | 60 | . | . | . | . | . | . | . | . | |
| " 179 & 170 — do — and — do — do | 60 | . | 1 | . | . | . | 1 | 25 | 1.67 | |
| " 193 & 198 Mannyachi and Tinnevelly — Mail & Mixed | 60 | 9 | 4 | . | . | . | 13 | 220 | 21.66 | |
| " 197 & 200 — do — and — do — Mixed & Mail | 60 | 1 | 29 | 7 | . | . | 37 | 957 | 61.67 | |
| " 201 & 204 — do — and — do — Mail & Mixed | 60 | 10 | 4 | . | . | . | 14 | 238 | 23.33 | |
| " 205 & 208 — do — and — do — Mixed & Mail | 60 | 1 | 30 | 8 | . | . | 39 | 955 | 65.00 | |
| " 215 & 216 Mayavaram and Negapatam — Mixed | 60 | . | . | . | . | 1 | 1 | 134 | 1.67 | |
| " 219 & 220 — do — and Mutupet — do | 60 | 1 | 1 | . | . | . | 2 | 32 | 3.33 | |
| " 223 & 218 — do — and Tiruvalur — do | 60 | . | . | . | . | . | . | . | . | |
| " 225 & 226 — do — and Negapatam — do | 60 | . | . | . | . | . | . | . | . | |
| " 235 & 234 Tiruvalur and Mutupet — do | 60 | . | 4 | . | . | . | 4 | 73 | 6.67 | |
| Total ... | 1890 | 29 | 100 | 25 | 2 | 1 | 157 | 3895 | 8.30 | |

Effective Engines account for 55 hrs, waited on for 29 hrs, time lost by drivers at Kandamangalam by customs 32 hrs, and waited for Foreign Railway trains at junctions 26 hrs.

Note.—The trains lost time at the Bridges between Kottaiyam and Nagercoil in the fearful state of the roads, consequent on the heavy rains of the month, stopping the goods sick having been conveyed in the Carriage 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. |
|---|---|---|---|---|---|---|
| No. 156 train | . | . | . | . | . | . |
| " 184 | . | . | . | . | . | . |
| " 170 | . | 1 | . | . | . | 1 |
| " 198 | 3 | . | . | . | . | 3 |
| " 200 | 1 | 13 | 3 | . | . | 17 |
| " 204 | 4 | . | . | . | . | 4 |
| " 208 | 1 | 13 | 4 | . | . | 18 |
| " 216 | . | . | . | . | . | . |
| " 220 | . | . | . | . | . | . |
| " 218 | . | . | . | . | . | . |
| " 226 | . | . | . | . | . | . |
| " 234 | . | 4 | . | . | . | 4 |
| **Up trains.** | | | | | | |
| No. 13 train | . | 1 | . | . | . | 1 |
| " 15 | . | 8 | 2 | . | . | 10 |
| " 31 | 2 | 8 | 1 | . | . | 11 |
| " 25 | . | . | . | . | . | . |
| " 35 | . | . | . | . | . | . |
| " 211 | . | . | . | . | . | . |
| " 1 | . | . | . | . | . | . |
| " 41 | 1 | 2 | . | . | . | 3 |
| " 43 | . | . | . | . | . | . |
| " 85 | . | . | . | . | . | . |
| " 93 | . | . | . | . | . | . |
| " 89 | . | . | . | . | . | . |
| " 97 | . | . | . | . | . | . |
| " 107 | 2 | 2 | 1 | . | . | 5 |
| " 213 | . | . | . | . | . | . |
| " 111 | . | . | . | . | . | . |
| " 113 | . | . | . | . | . | . |
| " 123 | . | 2 | . | . | . | 2 |
| " 141 | . | . | . | . | . | . |
| " 153 | 1 | . | . | . | . | 1 |
| " 169 | . | . | . | . | . | . |
| " 179 | . | . | . | . | . | . |
| " 193 | 6 | 4 | . | . | . | 10 |
| " 197 | . | 16 | 4 | . | . | 20 |
| " 201 | 6 | 4 | . | . | . | 10 |
| " 205 | . | 17 | 4 | . | . | 21 |
| " 215 | . | . | . | . | 1 | 1 |
| " 219 | 1 | 1 | . | . | . | 2 |
| " 223 | . | . | . | . | . | . |
| " 225 | . | . | . | . | . | . |
| " 235 | . | . | . | . | . | . |

SOUTH INDIAN RAILWAY.

# Return of late trains for the Month of April 1895.

## Down trains.

| Date. 1895. | | No. of Trains. | Proper time of arrival. | | Actual time of arrival. | | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|---|---|---|
| April | 1 | 112 | 8 | 45 | 9 | 7 | 22 | Waited at Dharmavaram for Guntakal 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, Passingto and Shunting. |

## Up trains.

| Date. 1895. | | No. of Trains. | Proper time of arrival. | | Actual time of arrival. | | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|---|---|---|
| April | 1 | 15 | 10 | 30 | 10 | 50 | 20 | Waited on foco and time lost by Caution Signals. |
| | | 31 | 18 | 10 | 18 | 31 | 21 | Waited on foco, time lost by Caution Signals & detained at meeting Stations. |
| | | 107 | 11 | 50 | 12 | 5 | 15 | Waited at Dharmavaram for Southern Mahratta 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 foco, time lost by Caution Signals and detained at meeting Stations. |
| | | 31 | 18 | 10 | 18 | 31 | 21 | Detained at meeting Stations, waited on foco, 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. 1895. | | No. of Trains. | Proper time of arrival. | | Actual time of arrival. | | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|---|---|---|
| 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. 1895. | | No. of Trains. | Proper time of arrival. | | Actual time of arrival. | | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|---|---|---|
| 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 | Passengers, 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. |

RAILWAY.

Return of Month of April 1895.

Down trains.

| Date. 1895. | | No. of Trains. | Proper time of arrival. | | Actual time of arrival. | | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|---|---|---|
| April | 7 | 112 | 8 | 45 | 9 | 10 | 25 | Waited at Ar Konam for Madras 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. |

Up trains.

| Date. 1895. | | No. of Trains. | Proper time of arrival. | | Actual time of arrival. | | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|---|---|---|
| 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 | 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 | 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. |
| | 6 | 15 | 10 | 30 | 10 | 48 | 18 | Waited on loco, time lost by Caution Signals & detained at meeting Stations. |
| | | 31 | 18 | 10 | 18 | 26 | 16 | Waited on loco, time lost by Caution Sigls 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 | 22 | 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 | Waited on loco, time lost by Caution Sigls and detained at meeting Stations. |

# Return of late trains.

## Down trains.

| Date. 1895. | | No. of Trains. | Proper time of arrival. | | Actual time of arrival. | | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|---|---|---|
| April | 9 | 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. 1895. | | No. of Trains. | Proper time of arrival. | | Actual time of arrival. | | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|---|---|---|
| April | 7 | 31 | 18 | 10 | 18 | 39 | 29 | Waited on foco, time lost by Caution Sigls 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 foco, time lost by Caution Signals & detained at meeting Stations |
| | | 31 | 18 | 10 | 18 | 38 | 28 | Waited on foco, 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 late trains.

## Down trains.

| Date. 1895. | | No. of Trains. | Proper time of arrival. | | Actual time of arrival. | | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|---|---|---|
| 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. |

## Up trains.

| Date. 1895. | | No. of Trains. | Proper time of arrival. | | Actual time of arrival. | | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|---|---|---|
| April | 9 | 15 | 10 | 30 | 10 | 55 | 25 | Waited on foco, time lost by Caution Signals & detained at meeting Stations. |
| | | 31 | 18 | 10 | 18 | 36 | 26 | Waited on foco, time lost by Caution Signals and detained at meeting Stations. |
| | | | | | | | | Waited at Dharmavaram for the Dy train. |
| | | 107 | 11 | 50 | 12 | 5 | 15 | Inwards train late in and time lost by Caution Signals. |
| | | 193 | 8 | 15 | 8 | 30 | 15 | |
| | | 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 | 58 | 28 | Detained at meeting Stations, waited on foco and time lost by Caution Signals. |
| | | 31 | 18 | 10 | 19 | 5 | 55 | Engine defective, waited on foco 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 the Dy train. |

# Return of late trains.

## Down trains.

| Date. 1895. | | No. of Trains. | Proper time of arrival. | | Actual time of arrival. | | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|---|---|---|
| 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 Pskonam 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. |

## Up trains.

| Date. 1895. | | No. of Trains. | Proper time of arrival. | | Actual time of arrival. | | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|---|---|---|
| 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 Dharmavaram for S. R. Ry 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 late trains.

## Down trains.

| Date. 1895. | | No. of Trains. | Proper time of arrival. | | Actual time of arrival. | | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|---|---|---|
| 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 Ashonam 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. |
| | | 224 | 17 | 30 | 17 | 51 | 21 | Inwards train late in and time lost by Caution Signals. |
| | 29 | 46 | 8 | 5 | 8 | 36 | 31 | Waited at Tanfore for the arrival of Mail from Madras and detained at meeting Stations. |

## Up trains.

| Date. 1895. | | No. of Trains. | Proper time of arrival. | | Actual time of arrival. | | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|---|---|---|
| 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. |

# Return of late trains.

| Down trains. | | | | | | Up trains. | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date. 1895. | | No. of trains. | Proper time of arrival. | Actual time of arrival. | Late minutes. | Cause of detention. | Date. 1895. | | No. of trains. | Proper time of arrival. | Actual time of arrival. | Late minutes. | Cause of detention. |
| | | | | | | | April | 23 | 197 | 10 50 | 11 8 | 18 | 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. |
| | | | | | | | | 24 | 31 | 18 10 | 18 25 | 15 | Shunting, time lost by drivers & Caution Signals, waited on poco and detained at meeting Stations. |
| | | | | | | | | 25 | 41 | 13 30 | 14 0 | 30 | Detained at meeting Stations and Shunting. |
| | | | | | | | | | 153 | 20 5 | 20 20 | 15 | Detained at meeting Stations. |
| | | | | | | | | | 219 | 14 50 | 15 7 | 17 | Detained at meeting Stations and time lost by Caution Signals. |
| | | | | | | | | 28 | 123 | 2 40 | 3 2 | 22 | Detained at Kandamangalam by Customs. |
| | | | | | | | | 30 | 13 | 8 15 | 8 34 | 19 | Detained at meeting Stations. |
| | | | | | | | | | 107 | 11 50 | 12 8 | 18 | Time lost by Caution Signals and detained at meeting Stations. |

The Madras Railway train arrived at Reniguntah late on 4 days, under the 15 mts, the restricted time for reports to Government.
The Madras Railway train arrived at Erode late on 4 days, one day under the 15 mts, the restricted time for reports to Government.
The Madras Railway North-west mail arrived at Arkonam late on 7 days, 2 days under the 15 mts, the restricted time for reports to Government.
The Southern Mahratta Railway train arrived at Dharmavaram late on 5 days

TRAFFIC MANAGER'S OFFICE,
Trichinopoly, 1st June 1895.

H Davies,
Ag. Traffic Manager.

ENC. No. ..... TO E. R's C. No. 2417 of 1895
LETTER No. 515 dt. 3.6.95
FROM A

C. No. 2902
Recd. 5.7.95

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

To
THE CONSULTING ENGINEER
FOR RAILWAYS,
*Madras.*

Dated 4th } July 1895.
Received }

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-Mutupet, Railways, for the month of May 1895.

J. H. Le Mesurier
Encls. by Bp. Spencer for Ag: Agent.

SOUTH INDIAN
03 7 95
10956

# 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. 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. | Total minutes late. | Percentage of late trains. | Remarks. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| No. 13 & 62 Madras and Chingleput | Mail & Express | 62 | 1 | 1 | . | . | . | 2 | 45 | 3.22 | |
| " 15 & 28 Madras and Tuticorin | Mail | 62 | 2 | 13 | 6 | 1 | 1 | 23 | 804 | 37.09 | |
| " 31 & 14 do and do | do | 62 | 1 | 11 | 3 | 1 | . | 16 | 451 | 25.80 | |
| " 25 & 58 Beach to Villupuram & Villupuram to Madras | Express | 62 | . | 1 | . | . | . | 1 | 16 | 1.61 | |
| " 35 & 56 Beach and Pallavaram | Passenger | 62 | . | . | . | . | . | . | . | . | |
| " 211 & 212 Madras and Pallavaram | do | 62 | . | . | . | . | . | . | . | . | |
| Carried over... | | 372 | 4 | 26 | 9 | 2 | 1 | 42 | 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. |
|---|---|---|---|---|---|---|
| No. 62 train | 1 | . | . | . | . | 1 |
| " 28 | . | 1 | . | . | 1 | 2 |
| " 14 | . | 1 | 1 | . | . | 2 |
| " 58 | . | 1 | . | . | . | 1 |
| " 56 | . | . | . | . | . | . |
| " 212 | . | . | . | . | . | . |
| " 40 | 2 | 1 | 3 | . | . | 6 |
| " 145 | . | 1 | 1 | . | . | 2 |
| " 2 | . | . | 5 | . | . | 5 |
| " 88 | . | . | . | . | . | . |
| " 94 | . | . | . | . | . | . |
| " 90 | 3 | 1 | . | 1 | 1 | 6 |
| " 100 | . | 1 | . | . | . | 1 |
| " 110 | . | . | . | . | . | . |
| " 214 | 1 | 1 | 1 | . | . | 3 |
| " 116 | . | . | . | . | . | . |
| " 112 | . | 1 | . | . | . | 1 |
| " 144 | . | . | 1 | . | . | 1 |
| " 132 | . | . | . | . | . | . |

# ABSTRACT OF LATE TRAINS.

| Description and Number. | | Late Minutes. 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. | Total minutes late. | Percentage of late trains. | Remarks. |
|---|---|---|---|---|---|---|---|---|---|---|
| Brought forward ... | 372 | 4 | 26 | 9 | 2 | 1 | 42 | 1316 | 11·29 | |
| No. 1 & 40 Villupuram and Trichy Fort — Expd | 62 | 2 | 1 | 9 | . | . | 12 | 416 | 19·35 | |
| " 41 & 45 Mayavaram and Negapatam — do | 62 | 1 | 6 | 2 | . | . | 9 | 237 | 14·51 | |
| " 43 & 2 Negapatam and Madura — do | 62 | . | 3 | 8 | . | . | 11 | 460 | 17·74 | |
| " 85 & 88 Ringuntate and Tirupatiwesh — do | 62 | . | . | . | . | . | . | . | . | |
| " 93 & 94 — do — and — do — do | 62 | . | . | . | . | . | . | . | . | |
| " 89 & 90 Nellore and Villupuram — do | 62 | 3 | 2 | . | 1 | 1 | 7 | 273 | 11·29 | |
| " 97 & 100 Nellore to Villupuram & Pondicherry to Nellore — do | 62 | 1 | 2 | . | . | . | 3 | 54 | 4·84 | |
| " 107 & 110 Dharmavaram and Pakala — do | 62 | 3 | 2 | 3 | . | . | 8 | 202 | 12·90 | |
| " 213 & 214 — do — and — do — do | 62 | 2 | 2 | 1 | . | . | 5 | 130 | 8·06 | |
| " 111 & 116 Chingleput and Arkonam — do | 62 | . | . | . | . | . | . | . | . | |
| " 113 & 112 — do — and — do — mail | 62 | . | 1 | . | . | . | 1 | 30 | 1·61 | |
| " 123 & 144 Pondicherry and Villupuram — mail & Expd | 62 | 1 | . | 1 | . | . | 2 | 72 | 3·22 | |
| " 132 Villupuram to Pondicherry — Expd | 31 | . | . | . | . | . | . | . | . | |
| " 141 & 146 Negapatam and Tanjore — Expd & mail | 62 | . | . | . | . | . | . | . | . | |
| " 153 & 156 — do — and — do — mail | 62 | . | 1 | . | . | . | 1 | 22 | 1·61 | |
| " 169 & 184 Trichy & and Erode — do | 62 | . | 1 | . | . | . | 1 | 23 | 1·61 | |
| " 179 & 170 — do — and — do — do | 62 | . | 5 | . | . | . | 5 | 114 | 8·06 | |
| " 193 & 198 Tuticorin and Tinnevelly — mail & Expd | 62 | . | . | . | . | . | . | . | . | |
| " 197 & 200 — do — and — do — Expd & mail | 62 | 3 | . | . | . | . | 3 | 45 | 4·84 | |
| " 201 & 204 — do — and — do — mail & Expd | 62 | . | . | . | . | . | . | . | . | |
| " 205 & 208 — do — and — do — Expd & mail | 62 | . | . | . | . | . | . | . | . | |
| " 215 & 216 Mayavaram and Negapatam — Expd | 62 | . | 2 | . | . | 1 | 3 | 182 | 4·84 | |
| " 219 & 220 Mayavaram and Mutupet — do | 62 | . | 2 | . | . | . | 2 | 43 | 3·22 | |
| " 223 & 218 — do — and Tiruvalur — do | 62 | . | 2 | . | . | . | 2 | 47 | 3·22 | |
| " 225 & 226 — do — and Negapatam — do | 62 | . | . | 2 | . | . | 2 | 93 | 3·22 | |
| " 235 & 234 Tiruvalur and Mutupet — do | 62 | . | 4 | 1 | . | . | 5 | 147 | 8·06 | |
| Total ... | 1953 | 20 | 62 | 36 | 3 | 3 | 124 | 3906 | 6·35 | |

Deficit Receipts account for 290 bt, written on for 563 bt, time delay by Engineering disorganised 55 bt, detention at Tandarampattu by Goods train 18 bt, total 1 bt of written for Foreign Parcels at Junctions 156 bt.

Note. — The trains each time at the Junctions between Madras & Villupuram & Tanjore & Trichinopoly & Tuticorin & Tinnevelly & Stadium have been crowded up during morning & evening the goods & Parcels trains have been detained. Sir Cassels are interested in the receipts of late trains & the receipts of late trains are completed. Sir Cassels are interested in the receipts

| 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. 146 trains | . | . | . | . | . | . |
| " 156 | . | . | . | . | . | . |
| " 184 | . | 1 | . | . | . | 1 |
| " 170 | . | 2 | . | . | . | 2 |
| " 198 | . | . | . | . | . | . |
| " 200 | . | . | . | . | . | . |
| " 204 | . | . | . | . | . | . |
| " 208 | . | . | . | . | . | . |
| " 216 | . | 2 | . | . | . | 2 |
| " 220 | . | . | . | . | . | . |
| " 218 | . | 2 | . | . | . | 2 |
| " 226 | . | . | 1 | . | . | 1 |
| " 234 | . | 2 | 1 | . | . | 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. |
|---|---|---|---|---|---|---|
| No. 13 trains | . | 1 | . | . | . | 1 |
| " 15 | 2 | 12 | 6 | 1 | . | 21 |
| " 31 | 1 | 10 | 2 | 1 | . | 14 |
| " 25 | . | . | . | . | . | . |
| " 35 | . | . | . | . | . | . |
| " 211 | . | . | . | . | . | . |
| " 1 | . | . | 6 | . | . | 6 |
| " 41 | 1 | 5 | 1 | . | . | 7 |
| " 43 | . | 3 | 3 | . | . | 6 |
| " 85 | . | . | . | . | . | . |
| " 93 | . | . | . | . | . | . |
| " 89 | . | 1 | . | . | . | 1 |
| " 97 | 1 | 1 | . | . | . | 2 |
| " 107 | 3 | 2 | 3 | . | . | 8 |
| " 213 | 1 | 1 | . | . | . | 2 |
| " 111 | . | . | . | . | . | . |
| " 113 | . | . | . | . | . | . |
| " 123 | 1 | . | . | . | . | 1 |
| " 141 | . | . | . | . | . | . |
| " 153 | . | 1 | . | . | . | 1 |
| " 169 | . | . | . | . | . | . |
| " 179 | . | 3 | . | . | . | 3 |
| " 193 | . | . | . | . | . | . |
| " 197 | 3 | . | . | . | . | 3 |
| " 201 | . | . | . | . | . | . |
| " 205 | . | . | . | . | . | . |
| " 215 | . | . | . | . | 1 | 1 |
| " 219 | . | 2 | . | . | . | 2 |
| " 223 | . | . | . | . | . | . |
| " 225 | . | . | 1 | . | . | 1 |
| " 235 | . | 2 | . | . | . | 2 |

SOUTH INDIAN RAILWAY.

# Return of late trains for the Month of May 1895.

## Down trains.

| Date. 1895. | | No. of Trains. | Proper time of arrival. | | Actual time of arrival. | | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|---|---|---|
| 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 Mutchet owing to Engine being punk at points &c. & while Shunting. |

## Up trains.

| Date. 1895. | | No. of Trains. | Proper time of arrival. | | Actual time of arrival. | | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|---|---|---|
| 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 Manigachi 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 |

RAILWAY.

Month of May 1895.

Return of

Down trains.

| Date. 1895. | | No. of Trains. | Proper time of arrival. | | Actual time of arrival. | | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|---|---|---|
| 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 Erode for Madras Up 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. |
| | | 226 | 22 | 20 | 23 | 15 | 55 | Shunting, detained at Sikkil owing to driver being injured while jumping off the Engine. |

Up trains.

| Date. 1895. | | No. of Trains. | Proper time of arrival. | | Actual time of arrival. | | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|---|---|---|
| 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 Dharmavaram for Southern Mahratta Railway train, Shunting and time lost by Caution Signals. |
| | 12 | 107 | 11 | 50 | 12 | 5 | 15 | Waited at Dharmavaram for Southern Mahratta 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 Manyachi for the arrival of Mail from Madras. |
| | 14 | 15 | 10 | 30 | 10 | 50 | 20 | Time lost by Caution Signals & waited on loco. |

RAILWAY.

Return of

Month of May 1895.

Down trains.

| Date. 1895. | | No. of Trains. | Proper time of arrival. | | Actual time of arrival. | | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|---|---|---|
| May | 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 Ro/frods. |
| | | 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. |

Up trains.

| Date. 1895. | | No. of Trains. | Proper time of arrival. | | Actual time of arrival. | | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|---|---|---|
| May | 14 | 197 | 10 | 50 | 11 | 5 | 15 | Waited at Kamyachi 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 | Waited on loco and time lost by Caution Signals. |
| | | 89 | 21 | 45 | 22 | 5 | 20 | Passengers, Shunting, and detained at meeting Stations. |
| | | 107 | 11 | 50 | 12 | 8 | 18 | Time lost by Caution Signals and stoppage of train at 4 $\frac{308}{4}$ mile between Buttalapuram & Tummunguttah owing to a man run over by the train. |
| | | 213 | 23 | 50 | 0 | 5 | 15 | Shunting. |
| | 16 | 15 | 10 | 30 | 10 | 59 | 29 | Time lost by Caution Signals and waited on loco. |
| | | 31 | 18 | 10 | 18 | 30 | 20 | Time lost by Caution Signals and drivers and waited on loco. |
| | | 41 | 13 | 30 | 13 | 45 | 15 | Detained at meeting Stations, Shunting and time lost by Caution Signals. |
| | | 43 | 19 | 5 | 19 | 52 | 47 | Detained at meeting Stations, time lost by Caution Signals & waited on loco. |

## Return of late trains.

### Down trains.

| Date. 1895. | | No. of Trains. | Proper time of arrival. | | Actual time of arrival. | | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|---|---|---|
| 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 Varthisuerankoil owing to the derailment of 50 E 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. |

### Up trains.

| Date. 1895. | | No. of Trains. | Proper time of arrival. | | Actual time of arrival. | | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|---|---|---|
| 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 late trains.

## Down trains.

| Date. 1895. | | No. of Trains. | Proper time of arrival. | | Actual time of arrival. | | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|---|---|---|
| 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. |

## Up trains.

| Date. 1895. | | No. of Trains. | Proper time of arrival. | | Actual time of arrival. | | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|---|---|---|
| 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 Mahratta 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 | Luggages, 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 Sigls. |
| | | 41 | 13 | 30 | 13 | 48 | 18 | Detained at meeting Stations & Shunting. |
| | | 43 | 23 | 50 | 0 | 10 | 20 | Time lost by Caution Signals & waited on loco. |
| | 24 | 1 | 17 | 5 | 17 | 46 | 41 | Loading, Shunting and detained at meeting Stations. |

# Return of late trains.

## Down trains.

| Date. 1895. | | No. of Trains. | Proper time of arrival. | | Actual time of arrival. | | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|---|---|---|
| May | 30 | 145 | 18 | 20 | 18 | 44 | 24 | Time lost by Caution Signals and detained at meeting Stations. |
| | | 218 | 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 foco, and detained at meeting Stations. |
| | | 40 | 20 | 25 | 20 | 40 | 15 | Time lost by drivers and detained at meeting Stations. |

## Up trains.

| Date. 1895. | | No. of Trains. | Proper time of arrival. | | Actual time of arrival. | | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|---|---|---|
| May | 24 | 15 | 10 | 30 | 11 | 25 | 55 | Time lost by Caution Signals, waited on foco and detained at meeting Stations. |
| | | 31 | 18 | 10 | 19 | 17 | 67 | Time lost by drivers and Caution Signals, waited on foco, 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 foco. |
| | | 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 foco. |
| | | 31 | 18 | 10 | 18 | 35 | 25 | Waited on foco and time lost by Caution Signals. |
| | 27 | 15 | 10 | 30 | 10 | 49 | 19 | Time lost by Caution Signals and waited on foco. |
| | | 31 | 18 | 10 | 18 | 33 | 23 | Waited on foco & time lost by Caution Sigls. |
| | | 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 foco and time lost by Caution Signals. |

# Return of late trains.

| Down trains. | | |

# Return of late trains.

| Down trains. | | | | | | Up trains. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Date. 1895. | No. of trains. | Proper time of arrival. | Actual time of arrival. | Late minutes. | Cause of detention. | Date. 1895. | | No. of trains. | Proper time of arrival. | | Actual time of arrival. | | Late minutes. | Cause of detention. |
| | | | | | | May | 30 | 41 | 13 | 30 | 14 | 15 | 45 | Detained at meeting Stations, Shunting waited on Loco, and time lost by Caution Signals. |
| | | | | | | | | 219 | 14 | 50 | 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 Madras Railway train arrived at Ratpadi late on 7 days under the 15 Mts, the restricted time for reports to Government.
The Madras Railway train arrived at Renigunta late on 2 days, 1 day under the 15 Mts, the restricted time for reports to Government.
The Madras Railway North-west Mail arrived at Arkonam late on 3 days, 1 day under the 15 Mts, the restricted time for reports to Government.
The Madras Railway train arrived at Erode late on one day.
The Southern Mahratta Railway train arrived at Dharmavaram late on 4 days, 2 days under the 15 Mts, the restricted time for reports to Government.

TRAFFIC MANAGER'S OFFICE,
Trichinopoly, 2nd July 1895.

H. Davies
Ag Traffic Manager.

ENC. 1 TO C.R.S.R. No. 2902 1895
LETTER No. 626 dt 4-7-95
A

3414
6.8.95

FROM

THE Ag. AGENT,

South Indian Railway,

*Trichinopoly,*

To

THE CONSULTING ENGINEER

FOR RAILWAYS,

*Madras.*

Dated 3d } August 1895.
Received }

No. 737

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-Mutupet, Railway for the month of June 1895.

J. H. L. Mesurier
for Ag. Agent.

SOUTH INDIAN RAILWAY
2.8.95
AGENT
13017

# SOUTH INDIAN RAILWAY.

## ABSTRACT AND RETURN OF LATE TRAINS

*for the month of* June *1895.*

# SOUTH INDIAN RAILWAY.

## RETURN OF LATE TRAINS.

*Abstract for* June *1895.*

| Description and Number. | | Late Minutes. 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. | Total minutes late. | Percentage of late trains. | Remarks. |
|---|---|---|---|---|---|---|---|---|---|---|
| No. 13 & 62 Madras and Chingleput — Mail & fixed | 60 | . | . | 1 | . | . | 1 | 35 | 1.67 | |
| " 15 & 28 Madras and Tuticorin — Mail | 60 | 2 | 5 | 8 | 3 | 1 | 19 | 825 | 31.66 | |
| " 31 & 14 — do — and — do — do | 60 | 3 | 3 | 4 | . | 1 | 11 | 485 | 18.33 | |
| " 25 & 58 Beach to Villupuram & Villupuram to Madras — Fixed | 60 | . | 2 | . | 1 | 1 | 4 | 243 | 6.67 | |
| " 35 & 56 Beach and Pallavaram — Passenger | 60 | . | 2 | . | . | . | 2 | 34 | 3.33 | |
| " 211 & 212 Madras and Pallavaram — do | 60 | . | 1 | . | . | . | 1 | 22 | 1.67 | |
| Carried over... | 360 | 5 | 13 | 13 | 4 | 3 | 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. |
|---|---|---|---|---|---|---|
| No. 62 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 | . | . | . | 1 |
| " 132 | . | . | . | . | . | . |

# ABSTRACT OF LATE TRAINS.

| Description and Number. | | Late Minutes. 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. | Total minutes late. | Percentage of late trains. | Remarks. |
|---|---|---|---|---|---|---|---|---|---|---|
| Brought forward ... | 360 | 5 | 13 | 13 | 4 | 3 | 38 | 1644 | 10.55 | |
| Rc. 1 & 40 Villupuram and Trichy ——— Pass | 60 | 3 | 4 | 9 | 3 | 2 | 21 | 1208 | 35.00 | Arrivers 104 hrs, time lost by Railway Trains at Junctions 0 hrs 64 hrs. Detention at Stations 0 hrs 13 hrs. |
| " 41 & 145 Mayavaram and Negapatam ——— do | 60 | 1 | 10 | 2 | 1 | . | 14 | 385 | 23.33 | |
| " 43 & 2 Negapatam and Madura ——— do | 60 | 3 | 1 | 6 | 1 | . | 11 | 422 | 18.33 | |
| " 85 & 88 Renigunta and Tirupati week ——— do | 60 | 1 | . | . | . | . | 1 | 15 | 1.67 | |
| 93 & 94 ——— do ——— and ——— do ——— do | 60 | 2 | 1 | . | . | . | 3 | 55 | 5.00 | |
| 89 & 90 Nellore and Villupuram ——— do | 60 | . | 8 | 1 | . | . | 9 | 229 | 15.00 | |
| 97 & 100 Nellore to Villupuram & Pondicherry to Nellore do | 60 | . | 2 | 1 | . | . | 3 | 79 | 5.00 | |
| 107 & 110 Dharmavaram and Pakala ——— do | 60 | . | 8 | 2 | 1 | . | 11 | 340 | 18.33 | |
| 213 & 214 ——— do ——— and ——— do ——— do | 60 | 1 | 6 | 3 | . | . | 10 | 284 | 16.67 | |
| 111 & 116 Chingleput and Arkonam ——— do | 60 | . | 2 | 3 | . | . | 5 | 149 | 8.33 | |
| 113 & 112 ——— do ——— and ——— do ——— Mail | 60 | 1 | 4 | 5 | . | . | 10 | 368 | 16.67 | |
| Rc. 123 & 144 Pondicherry and Villupuram ——— Mail & Pass | 60 | . | 3 | . | . | . | 3 | 69 | 5.00 | |
| " 132 Villupuram to Pondicherry ——— Pass | 30 | . | . | . | . | . | . | . | . | |
| " 141 & 146 Negapatam and Tanjore ——— Pass & Mail | 60 | . | 2 | . | . | . | 2 | 43 | 3.33 | |
| " 153 & 156 ——— do ——— and ——— do ——— Mail | 60 | 1 | . | . | . | . | 1 | 15 | 1.67 | |
| " 169 & 184 Trichy & Erode ——— do | 60 | . | 1 | . | . | . | 1 | 20 | 1.67 | |
| " 179 & 170 ——— do ——— and ——— do ——— do | 60 | . | 2 | 1 | . | . | 3 | 90 | 5.00 | |
| " 193 & 198 Manipadai and Tinnevelly ——— Mail & Pass | 60 | . | . | . | . | . | . | . | . | |
| " 197 & 200 ——— do ——— and ——— do ——— Pass & Mail | 60 | 3 | . | . | . | . | 3 | 45 | 5.00 | |
| " 201 & 204 ——— do ——— and ——— do ——— Mail & Pass | 60 | . | . | . | . | . | . | . | . | |
| " 205 & 208 ——— do ——— and ——— do ——— Pass & Mail | 60 | . | . | . | . | . | . | . | . | |
| " 215 & 216 Mayavaram and Negapatam ——— Pass | 60 | 1 | . | 1 | . | . | 2 | 62 | 3.33 | |
| " 219 & 220 ——— do ——— and Kuttapet ——— do | 60 | . | 3 | . | . | . | 3 | 58 | 5.00 | |
| " 223 & 218 ——— do ——— and Tiruvalur ——— do | 60 | . | 1 | 1 | . | . | 2 | 69 | 3.33 | |
| " 225 & 226 ——— do ——— and Negapatam ——— do | 60 | . | 1 | . | . | . | 1 | 16 | 1.67 | |
| " 235 & 234 Tiruvalur and Kuttapet ——— do | 60 | . | 2 | . | . | . | 2 | 38 | 3.33 | |
| Total ... | 1890 | 22 | 74 | 48 | 10 | 5 | 159 | 5703 | 8.41 | |

Detention Engines account for 91 hrs, waited on foreign 679 hrs, time lost by detention at Standaramgalam by Customs 3 hrs & waited for foreign.

Note. — Six trains took time at the various stations between Madura and Tuticorin and Tuticorin Pontio, & 407 " " Tinnevelly and Kadambur owing to the Sick Cholera and Inundation in the vicinity of later trains to the.

| Down trains. | 15 mts. late. | 30 mts. late. | 60 mts. late. | 90 mts. late. | In excess of 90 mts. late. | Total in month late. |
|---|---|---|---|---|---|---|
| Rc. 146 | . | 1 | . | . | . | 1 |
| " 156 | . | . | . | . | . | . |
| " 184 | . | . | . | . | . | . |
| " 170 | . | 2 | 1 | . | . | 3 |
| " 198 | . | . | . | . | . | . |
| " 200 | . | . | . | . | . | . |
| " 204 | . | . | . | . | . | . |
| " 208 | . | . | . | . | . | . |
| " 216 | . | . | . | . | . | . |
| " 220 | . | 1 | . | . | . | 1 |
| " 218 | . | . | 1 | . | . | 1 |
| " 226 | . | 1 | . | . | . | 1 |
| " 234 | . | 2 | . | . | . | 2 |
| **Up trains.** | | | | | | |
| Rc. 13 train | . | . | 1 | . | . | 1 |
| " 15 | 2 | 5 | 4 | 3 | 1 | 15 |
| " 31 | 3 | 2 | 4 | . | 1 | 10 |
| " 25 | . | 2 | . | . | 1 | 3 |
| " 35 | . | 2 | . | . | . | 2 |
| " 211 | . | . | . | . | . | . |
| " 1 | 2 | . | 6 | 1 | 2 | 11 |
| " 41 | . | 8 | . | . | . | 8 |
| " 43 | 2 | . | 1 | . | . | 3 |
| " 85 | 1 | . | . | . | . | 1 |
| " 93 | 2 | 1 | . | . | . | 3 |
| " 89 | . | 7 | . | . | . | 7 |
| " 97 | . | 1 | . | . | . | 1 |
| " 107 | . | 8 | 2 | 1 | . | 11 |
| " 213 | . | 1 | . | . | . | 1 |
| " 111 | . | 1 | 3 | . | . | 4 |
| " 113 | . | . | 1 | . | . | 1 |
| " 123 | . | 2 | . | . | . | 2 |
| " 141 | . | 1 | . | . | . | 1 |
| " 153 | 1 | . | . | . | . | 1 |
| " 169 | . | 1 | . | . | . | 1 |
| " 179 | . | . | . | . | . | . |
| " 193 | . | . | . | . | . | . |
| " 197 | 3 | . | . | . | . | 3 |
| " 201 | . | . | . | . | . | . |
| " 205 | . | . | . | . | . | . |
| " 215 | 1 | . | 1 | . | . | 2 |
| " 219 | . | 2 | . | . | . | 2 |
| " 223 | . | 1 | . | . | . | 1 |
| " 225 | . | . | . | . | . | . |
| " 235 | . | . | . | . | . | . |

No. 5 Rc. of 12 Mr. Gurney 1/

No. 518 R of 12 [illegible]

SOUTH INDIAN RAILWAY.

*Return of late trains for the Month of June 1895.*

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. |

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 Maniyachi 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 RAILWAY.

Month of June 1895.

Down trains.

| Date. 1895. | | No. of Trains. | Proper time of arrival. | | Actual time of arrival. | | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|---|---|---|
| June | 7 | 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 Arkonam 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. |

Up trains.

| Date. 1895. | | No. of Trains. | Proper time of arrival. | | Actual time of arrival. | | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|---|---|---|
| June | 6 | 123 | 2 | 40 | 3 | 0 | 20 | Detained at Kandamangalam 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 $\frac{266}{6}$ mile owing to a man found lying accross the line. |
| | 9 | 107 | 11 | 50 | 12 | 35 | 45 | Waited at Dharmavaram for S.M. 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. |

RAILWAY.

Month of June 1895.

Return of

Down trains.

| Date. 1895. | | No. of Trains. | Proper time of arrival. | | Actual time of arrival. | | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|---|---|---|
| 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 | 21 | 15 | 50 | Detained at meeting stations and waited on loco. |
| | | 112 | 8 | 45 | 9 | 15 | 30 | Waited at Arkonam for Madras Up train. |

Up trains.

| Date. 1895. | | No. of Trains. | Proper time of arrival. | | Actual time of arrival. | | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|---|---|---|
| June | 11 | 93 | 15 | 20 | 15 | 35 | 15 | Waited at Perungulatur 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 Perungulatur for Madras Railway train. |
| | | 107 | 11 | 50 | 12 | 17 | 27 | Waited at Dharmavaram for Southern Mahratta 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 S.M. 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 late trains.

## Down trains.

| Date. 1895. | | No. of Trains. | Proper time of arrival. | | Actual time of arrival. | | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|---|---|---|
| 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 Arkonam 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 foods, 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. |

## Up trains.

| Date. 1895. | | No. of Trains. | Proper time of arrival. | | Actual time of arrival. | | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|---|---|---|
| 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 Katpady 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 Mannyachi 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 146/14 mile between Porto Novo & Kille owing to a 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 Reniguntala for Madras Railway train. |
| | | 213 | 23 | 50 | 0 | 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 late trains.

## Down trains.

| Date. 1895. | | No. of Trains. | Proper time of arrival. | | Actual time of arrival. | | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|---|---|---|
| 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. |

## Up trains.

| Date. 1895. | | No. of Trains. | Proper time of arrival. | | Actual time of arrival. | | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|---|---|---|
| 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 Trichy J 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 | 1 | 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 M 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 M Ry train. |
| | | 111 | 12 | 0 | 12 | 35 | 35 | Inwards train No. 112 late in, which was detained at Arkonam for M Ry train. |

# Return of late trains.

## Down trains.

| Date. 1895. | | No. of Trains. | Proper time of arrival. | | Actual time of arrival. | | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|---|---|---|
| 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 Renigunta for Madras Railway train. |
| | 30 | 112 | 8 | 45 | 9 | 41 | 56 | Waited at Arkonam for Madras Ry train. |

## Up trains.

| Date. 1895. | | No. of Trains. | Proper time of arrival. | | Actual time of arrival. | | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|---|---|---|
| June | 22 | 113 | 18 | 50 | 19 | 40 | 50 | Detained at meeting Stations. |
| | | 141 | 4 | 0 | 4 | 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 defective. |
| | | 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. Time lost by drivers & Shunting. |
| | 24 | 1 | 17 | 5 | 17 | 50 | 45 | Time lost by drivers & Caution Signals |
| | | 15 | 10 | 30 | 12 | 1 | 91 | 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 Shelly 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. M. Ry train and time lost by drivers. |

No. 3 / 8 R

# Return of late trains.

| Down trains. | | |

# Return of late trains.

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

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

The Madras Railway train arrived at Katpadi late on 8 days, 6 days under the 15 hrs, the restricted time for reports to Government.
The Madras Railway train arrived at Renguntah late on 12 days, 7 days under the 15 hrs, the restricted time for reports to Government.
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 15 hrs, the restricted time for reports to Government.
The Southern Mahratta Railway train arrived at Dharmavaram late on 7 days, 2 days under the 15 hrs, the restricted time for reports to Government.

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

H. Gvich
For Ag Traffic Manager.

No: 518 R of 12 August 1895

(R) Form No. 3.

A

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

# PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following

Statement of Late trains on the S. I. Ry ~~for~~ including Mayanaram Mutupet 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 ~~large~~ considerable increase over the corresponding ~~for~~ quarter of 1894 in which the percentage was 4-78: The increase is attributable to loss of time by the slowing of trains on the bridges between Madras and Tuticorin & over the diversion at miles 251 ~~from 251/4 to 251/14 mile between~~ Trichinopoly Jn and Kolat South and 409/9 ~~mile between Kumarapuram & Kadam~~ which are being strengthen

3

3. The trains chiefly at fault were:—

Madras & Tuticorin (4 mails 2 mails)
~~Villupuram & Trichy Fort (mixed)~~ Stet
~~Mayavaram & Negapatam (-do-)~~ Stet
Dharmavaram & Pakala (2-do-)
Vellore & Villupuram (-do-
~~Chingleput & Arkonam (mail)~~
Negapatam & Madura (mixed)
~~Mangachi & Tinnevelly~~ (2 mails & mixed).

[illegible] 9/8

[illegible] 14/8 R 9-8-95 A No: 518 R a/12.8.95

To The Agent S. I. R.

[illegible] 9.8

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 Máyavaram-Muttupet section for the quarter ended the 30th June 1894.

[Statement.

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

| No. | Description. | April 1894. Number of trains. | Late minutes. 15 minutes. | Above 15 minutes. | Above 30 minutes. | Above 60 minutes. | Above 90 minutes. | Total. | Total minutes late. | Percentage of late trains. | May 1894. Number of trains. | Late minutes. 15 minutes. | Above 15 minutes. | Above 30 minutes. | Above 60 minutes. | Above 90 minutes. | Total. | Total minutes late. | Percentage of late trains. | June 1894. Number of trains. | Late minutes. 15 minutes. | Above 15 minutes. | Above 30 minutes. | Above 60 minutes. | Above 90 minutes. | Total. | Total minutes late. | Percentage of late trains. | Average for the quarter. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15. 28. | Madras and Tuticorin .. (Mail) | 60 | .. | .. | 1 | .. | .. | 1 | 38 | 1·67 | 62 | .. | .. | 1 | .. | .. | 1 | 38 | 1·61 | 60 | .. | 1 | 1 | .. | .. | 2 | 54 | 3·33 | 2·20 |
| 31. 14. | Do. do. .. (Do.) | 60 | .. | .. | 1 | .. | .. | 1 | 53 | 1·67 | 62 | .. | .. | 1 | .. | .. | 1 | 36 | 1·61 | 60 | .. | .. | .. | .. | .. | .. | .. | .. | 1·09 |
| 13. 62. | Madras and Chingleput (Mail and Mixed) | 60 | .. | .. | .. | .. | .. | .. | .. | .. | 62 | .. | .. | .. | .. | .. | .. | .. | .. | 60 | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 25. 58. | Beach to Villupuram and Villupuram to Madras .. (Mixed) | 60 | .. | .. | .. | .. | .. | .. | .. | .. | 62 | .. | 1 | .. | .. | .. | 1 | 17 | 1·61 | 60 | .. | .. | .. | .. | .. | .. | .. | .. | ·54 |
| 35. 55. | Beach and Pallávaram .. (Passenger) | 60 | .. | .. | .. | .. | .. | .. | .. | .. | 62 | .. | .. | .. | .. | .. | .. | .. | .. | 60 | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 211. 212. | Madras and Pallávaram ( Do. ) | 60 | .. | .. | .. | .. | .. | .. | .. | .. | 62 | .. | 4 | .. | .. | .. | 4 | 95 | 6·45 | 60 | .. | .. | .. | .. | .. | .. | .. | .. | 2·15 |
| 1. 40. | Villupuram and Trichinopoly Fort .. .. .. (Mixed) | 60 | 3 | 3 | 4 | .. | .. | 10 | 280 | 16·67 | 62 | .. | 1 | 1 | .. | .. | 2 | 58 | 3·22 | 60 | 4 | 3 | 2 | .. | .. | 9 | 207 | 15·00 | 11·63 |
| 41. 145. | Máyavaram and Negapatam .. ( Do. ) | 60 | 2 | 4 | 2 | .. | .. | 8 | 215 | 13·33 | 62 | 1 | 1 | 2 | .. | .. | 4 | 127 | 6·45 | 60 | 3 | 6 | 2 | .. | .. | 11 | 271 | 18·33 | 12·70 |
| 107. 110. | Dharmavaram and Pákala ( Do. ) | 60 | 3 | 1 | .. | .. | .. | 4 | 63 | 6·67 | 62 | 1 | 4 | .. | .. | 3 | 8 | 517 | 12·90 | 60 | 2 | 9 | 2 | .. | .. | 13 | 310 | 21·66 | 13·71 |
| 89. 90. | Nellore and Villupuram .. ( Do. ) | 60 | 3 | 1 | 1 | .. | .. | 5 | 96 | 8·33 | 62 | 1 | 5 | 1 | .. | .. | 7 | 152 | 11·29 | 60 | 4 | 14 | 3 | .. | .. | 21 | 484 | 35·00 | 18·21 |
| 97. 100. | Do. to do. and Pondicherry to Nellore .. ( Do. ) | 60 | 1 | 29 | .. | .. | .. | 30 | 648 | 50·00 | 62 | .. | 31 | .. | .. | .. | 31 | 669 | 50·00 | 60 | 1 | 20 | 8 | .. | .. | 29 | 754 | 48·33 | 49·44 |
| 85. 88. | Rénigunta and Tirupati West ( Do. ) | 60 | .. | .. | .. | .. | .. | .. | .. | .. | 62 | .. | .. | .. | .. | .. | .. | .. | .. | 60 | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 93. 94. | Do. do. ( Do. ) | 60 | .. | .. | .. | .. | .. | .. | .. | .. | 62 | .. | 1 | .. | .. | .. | 1 | 30 | 1·61 | 60 | .. | .. | .. | .. | .. | .. | .. | .. | ·54 |
| 111. 116. | Chingleput and Arkónam ( Do. ) | 60 | .. | .. | .. | .. | .. | .. | .. | .. | 62 | .. | .. | .. | .. | .. | .. | .. | .. | 60 | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 113. 112. | Do. do. ( Mail ) | 60 | .. | .. | .. | .. | .. | .. | .. | .. | 62 | .. | .. | .. | .. | .. | .. | .. | .. | 60 | .. | 1 | 1 | .. | .. | 2 | 62 | 3·33 | 1·11 |
| 123. 144. | Pondicherry and Villupuram (Mail and Mixed). | 60 | 2 | 2 | .. | .. | .. | 4 | 71 | 6·67 | 62 | 1 | 4 | 1 | .. | .. | 6 | 127 | 9·68 | 60 | .. | 2 | .. | .. | .. | 2 | 49 | 3·33 | 6·56 |
| 132. | Villupuram to Pondicherry .. ( Do. ) | 30 | .. | .. | .. | .. | .. | .. | .. | .. | 31 | .. | .. | .. | .. | .. | .. | .. | .. | 30 | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 141. 146. | Negapatam and Tanjore. (Mixed and Mail) | 60 | .. | 1 | .. | .. | .. | 1 | 16 | 1·67 | 62 | 1 | 1 | .. | .. | .. | 2 | 32 | 3·22 | 60 | 1 | .. | .. | .. | .. | 1 | 15 | 1·67 | 2·19 |
| 43. 2. | Negapatam and Madura .. (Mixed) | 60 | .. | .. | .. | .. | .. | .. | .. | .. | 62 | .. | .. | .. | .. | 1 | 1 | 142 | 1·61 | 60 | .. | 1 | 1 | .. | .. | 2 | 62 | 3·33 | 1·65 |
| 153. 156. | Máyavaram and Tanjore .. ( Mail ) | 60 | 1 | .. | 1 | .. | .. | 2 | 62 | 3·33 | 62 | .. | 1 | .. | .. | .. | 1 | 17 | 1·61 | 60 | .. | .. | .. | .. | .. | .. | .. | .. | 1·65 |
| 169. 184. | Trichinopoly Junction and Erode ( Do. ) | 60 | .. | 1 | .. | .. | .. | 1 | 20 | 1·67 | 62 | .. | 1 | .. | .. | .. | 1 | 23 | 1·61 | 60 | .. | .. | .. | .. | .. | .. | .. | .. | 1·09 |
| 179. 170. | Do. do. ( Do. ) | 60 | .. | 1 | .. | .. | .. | 1 | 20 | 1·67 | 62 | .. | .. | .. | .. | .. | .. | .. | .. | 60 | .. | .. | .. | .. | .. | .. | .. | .. | ·56 |
| 193. 198. | Maniyáchi and Tinnevelly .. (Mail and Mixed) | 60 | .. | .. | .. | .. | .. | .. | .. | .. | 62 | .. | .. | .. | .. | .. | .. | .. | .. | 60 | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 201. 204. | Do. do. .. (Mail and Mixed) | 60 | .. | .. | .. | .. | .. | .. | .. | .. | 62 | 2 | .. | .. | .. | .. | 2 | 30 | 3·22 | 60 | .. | .. | .. | .. | .. | .. | .. | .. | 1·07 |
| 197. 200. | Do. do. .. (Mixed and Mail) | 60 | .. | .. | .. | .. | .. | .. | .. | .. | 62 | .. | .. | .. | .. | .. | .. | .. | .. | 60 | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 205. 208. | Do. do. .. (Mixed and Mail) | 60 | .. | .. | .. | .. | .. | .. | .. | .. | 62 | .. | 1 | 1 | .. | .. | 2 | 70 | 3·22 | 60 | .. | .. | .. | .. | .. | .. | .. | .. | 1·07 |
| 213. 214. | Dharmavaram and Pákala .. (Mixed) | 60 | .. | 2 | .. | .. | .. | 2 | 43 | 3·33 | 62 | 1 | 2 | .. | 1 | 1 | 5 | 239 | 8·06 | 60 | 2 | 6 | 1 | .. | .. | 9 | 183 | 15·00 | 8·80 |
| 215. 216. | Máyavaram and Negapatam .. ( Do. ) | 58 | .. | .. | 1 | .. | 1 | 2 | 140 | 3·44 | 62 | .. | .. | .. | .. | 1 | 1 | 110 | 1·61 | 60 | .. | .. | .. | .. | .. | .. | .. | .. | 1·68 |
| 219. 220. | Do. and Muttupet .. ( Do. ) | 58 | .. | 4 | 1 | .. | .. | 5 | 142 | 8·62 | 62 | .. | 2 | 1 | .. | .. | 3 | 81 | 4·84 | 60 | .. | 2 | .. | .. | .. | 2 | 48 | 3·33 | 5·60 |
| ·223. 218. | Do. and Tiruválúr .. ( Do. ) | 58 | .. | .. | .. | .. | .. | .. | .. | .. | 62 | 1 | .. | .. | .. | .. | 1 | 15 | 1·61 | 60 | .. | .. | .. | .. | .. | .. | .. | .. | ·54 |
| 225. 226. | Do. and Negapatam .. ( Do. ) | 58 | .. | .. | .. | .. | .. | .. | .. | .. | 62 | .. | .. | .. | .. | .. | .. | .. | .. | 60 | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | Total .. | 1,822 | 15 | 49 | 12 | .. | 1 | 77 | 1,902 | 4·22 | 1,891 | 9 | 60 | 9 | 1 | 6 | 85 | 2,625 | 4·49 | 1,830 | 17 | 65 | 21 | .. | .. | 103 | 2,499 | 5·63 | 4·78 |

Madras,
1st August 1894.

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).
Máyavaram 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).
Máyavaram 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.

Exd. C. A. Munisawmy.
Spare Copies

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.



GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

**Railway.**

Read the following paper :—

Statement of late trains on the South Indian Railway including Máyavaram-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).
Máyavaram 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).
Máyavaram 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.

Exd. C. A. Munisawmy.
Spare Copies

RAILWAY.

# Govt. of {1894} Madras.

## PUBLIC WORKS.

*Dated August, 3rd.*

*Recd.* *Encl.*

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

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**AUGUST.**

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## Late Trains

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