

Public Works (1895) Department.

RAILWAY BRANCH.

G.O., No. 8-9R

DATED 26th August

[Despatch Abstract.]

Inspection Report. — The — of the Madras Railway for the half-year ended the 30th June 1895, Communicated to the Agent & Manager for information & necessary action and a copy of the Pros: ordered to be forwarded to the Govt of India.

Forwarding Pros: on the — of the Madras Railway for the half-year ended the 30th June 1895.

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
	1268	R	5-10-93				
	6	R	9-1-95				
	187	R	20-3-95				

FURTHER PAPERS.

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

13TH MAY 1895, No. 344 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read again the following paper:—

G.O., dated 5th October 1893, No. 1268 R., Public Works.

Read the following paper:—

From the Secretary to the Government of India, Public Works Department (General), to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Simla, the 18th September 1893, No. 2406 G.

I am directed to state that intimation has been received from the Secretary of State for India of the grant, with His Lordship's sanction, of an assisted passage to Madras for the wife and child of Mr. Turner, an uncovenanted driver in the service of the South Indian Railway. The cost of the passage is said to amount to £45, of which £15 has been contributed by the company and the remaining £30 will be treated as an advance repayable in India by instalments from driver Turner's pay.

2. I am to add that His Lordship has also authorised the same principle being adopted in similar cases in future, subject to the condition that an assisted passage shall not be granted in the case of a servant drawing pay of Rs. 300 per mensem or upwards.

Order—dated 5th October 1893, No. 1268 R., Public Works.

Communicated to the Agent, South Indian Railway, for information.

A copy of this letter will also be forwarded to the Agent and Manager, Madras Railway, with reference to paragraph 2 thereof.

(True Extract.)

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

Read also the following papers:—

From the Under Secretary to the Government of India, Public Works Department (General), to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Calcutta, the 26th December 1894, No. 3781 G.

With reference to your endorsement No. 580 R., dated 23rd October last, forwarding copy of South Indian Railway Minutes of Meeting No. 5 of 1894, I am directed to state that the modification in resolution No. 38 of the minutes regarding payment by the company of one-half instead of one-third of the passage money to railway employes requires the sanction of the Government of India.

From the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, to the Secretary to the Government of India, Public Works Department, dated 20th March 1895, No. 187 R.

In reply to your letter No. 462 G., dated 14th February 1895, I am directed to point out that there appears to be a misconception as to the ruling of the Secretary of State regarding the proportion of assisted passage money to be paid by the South Indian Railway Company in the case of employes drawing a salary under Rs. 300 per mensem.

2. In letter No. 136, dated 3rd August 1894, from the Board of Directors, South Indian Railway, to the Agent, it is explained that the total passage money for driver Turner's wife and child amounted to £45. Of this sum the cost of the wife's passage was £30, that of the child £15, so that the grant of £15 represented half of the wife's proportion and not one-third of the total sum. The Secretary of State in his letter to the Board of Directors, dated 18th August 1893, a copy of which is forwarded herewith, makes no allusion to the proportions of the amount to be paid by the company. I am therefore to request whether any further reference to the Board of Directors is required by the Government of India.

3. I am to add that resolution No. 38 recorded in the Official Minutes of Meeting No. 5 of 1894 of the South Indian Railway was inserted with the object of remedying what was considered an erroneous entry in Resolution No. 56 of 1893.

ENCLOSURES.

Extract from Board's letter to the Agent, South Indian Railway, dated 3rd August 1894, No. 136.

[Assisted passage for the intended wife of covenanted driver John Brown.]

The Board has sanctioned the grant of one-half the passage money to India in this case, and the advance of the other half as recommended in your letter No. 330, and on the conditions as to repayment laid down in Board's letter No. 449, dated 1st June 1883, when a similar grant was made in favour of the intended wife of driver Hannen. Following the precedent in that case when these respective proportions were allowed, you are now authorised to make application to Government for the cost of a passage to Madras for the intended wife of driver John Brown, and to remit the amount to this country when the necessary arrangements will be made. In your letter above referred to you call attention to Resolution No. 56, recorded on page 165 of the Minutes of Official Meeting No. 6 of 1893, and you ask whether it is correctly worded. That resolution refers to the grant of an assisted passage to Madras for the wife and child of Mr. Turner, an uncovenanted driver in the service of the company, and was the first instance of the kind which had occurred. It is not therefore on all fours with the present case which is for the grant of an assisted passage for the intended wife of a covenanted employe of the company. The resolution referred to states that the company will pay one-third of the passage money and advance the remaining two-thirds to be recovered by instalments from the driver's pay, and it then proceeds as follows:—

"Recorded also the sanction of the Secretary of State to the above principle being adopted in similar cases in future, subject to the condition that an assisted passage shall not be granted in the case of a servant drawing a salary of Rs. 300 per mensem or upwards."

There appears to be a misconception as to the proportions of the passage money to be paid and advanced by the company, which probably arose in the following manner.

In their letter No. 256, dated 17th July 1893, the Board requested the sanction of the Secretary of State to an expenditure of £45 for the passage money of the wife and child of driver Turner, of which amount the contribution by the company would, it was stated, be £15, and the remaining £30 would be treated as an advance to be recovered in India from the driver's wages. The Board further recommended that should the application be granted the same principle should be adopted in similar cases, meaning that assisted passages should be granted in future to the wives and families of uncovenanted as well as to those covenanted servants of the company.

In the case in question the passage money for driver Turner's wife was £30, and that of the child £15 and it was intended that the company should pay one-half of the former £15 and recover the remainder £30 in the usual way. These amounts, as it happened, were one-third and two-thirds of the total amount; and hence has no doubt arisen the misapprehension to which reference is made.

In the letter from the Secretary of State, dated 18th August 1893, of which copy is enclosed for information, you will observe that no reference is made to the proportions of the amount to be paid by the company and to be recovered from the employe either in the particular instance then in question or in any similar cases which might occur in future.

From the Under Secretary of State for India, to the Managing Director, South Indian Railway Company, dated India office, 18th August 1893, No. 1191 P.W.

I am directed by the Secretary of State for India to acknowledge receipt of your letter No. 256 of the 17th July 1893, requesting sanction to the grant of an assisted passage to Madras for the wife and child of driver Turner employed on the South Indian Railway and who was engaged in India in 1877. The cost will amount to £15, of which £15 will be borne by the company and the remaining £30 will be recovered in India by instalments from driver Turner's pay.

The Directors of the South Indian Railway Company also recommend that the same principle should be adopted in similar cases in future on condition that an assisted passage shall not be granted in the case of a servant drawing pay of Rs. 300 per mensem or upwards.

In reply, I am directed to inform you that the Secretary of State for India in Council authorises the grant of an assisted passage for the wife and child of driver Turner to the extent mentioned in your letter under reply. The same principle may also be adopted in similar cases in future subject to the condition specified in paragraph 2 of this letter.

From the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, to the Secretary to the Government of India, Public Works Department, dated 9th January 1895, No. 6 R.

With reference to your letter No. 3781 G., dated 20th December 1894, I am directed to request the sanction of the Government of India to the amendment proposed in Resolution No. 38 of the South Indian Railway Minutes of Meeting No. 5 of 1894, in regard to payment by the company of one-half instead of one-third of the passage money to railway employes.

From the Secretary to the Government of India, Public Works Department (General), to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Calcutta, the 14th February 1895, No. 462 G.

With reference to correspondence ending with your letter No. 6 R., dated 9th January 1895, I am directed to state that the ruling in regard to the payment of one-third the passage money of the families of employes of the South Indian Railway was introduced by the Board of Directors and was also approved by the Secretary of State (*vide* paragraph 2 of Public Works Department letter No. 2406 G., dated 18th September 1893). The Government of India will therefore await the Board's sanction to the proposed amendment recorded in Resolution No. 38 of the Official Minutes of Meeting No. 5 of 1894 before considering the question.

From the Secretary to the Government of India, Public Works Department (General), to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Simla, 30th April 1895. No. 1231 G.

With reference to correspondence ending with your letter No. 187 R., dated 20th March 1895, I am directed to state that under the explanation now afforded, the Government of India are pleased to approve of the proposed amendment to Resolution No. 56 of the South Indian Railway Minutes of Official Meeting No. 6 of 1893 recorded as Resolution No. 38 of the Minutes of Meeting No. 5 of 1894 regarding the proportion of assisted passage money to be paid by the company in the case of employes drawing salary under Rs. 300 per mensem.

ORDER—dated 13th May 1895, No. 344 R., Public Works.

Communicated to the Agent, South Indian Railway, for information.

(True Extract.)

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

To the Agent, South Indian Railway.
„ Examiner, Guaranteed Railway Accounts.

RAILWAY.

Govt. of {1895} Madras.
PUBLIC WORKS.

Dated May, 13th.

Recd.

Encl.

G.O., 13th May 1895, No. 344 R.

MAY.

Assisted passage money

Correspondence ending with letter from Government of India approving the proposed amendment to Resolution No. 56 of the South Indian Railway 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 Railway.

All communications
should be addressed
to the Secretary.

No. 2406.G.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

GENERAL.

To

The joint Secretary to the Government of Madras,
Public Works Department, Railway Branch.

Simla, the 18th. September 1893.

Sir,

I am directed to state that intimation has been received from the Secretary of State for India of the grant, with His Lordship's sanction, of an assisted passage to Madras for the wife and child of Mr. Turner, an uncovenanted Driver in the service of the South Indian Railway. The cost of the passage is said to amount to £ 45 of which £15 has been contributed by the Company and the remaining £30 will be treated as an advance repayable in India by instalments from Driver Turner's pay.

2. I am to add that His Lordship has also authorized the same principle being adopted in similar cases in future, subject to the condition that an assisted passage shall not be granted in the case of a servant drawing pay of Rs. 300 per mensem or upwards.

I have the honour to be,

Sir,

Your most obedient servant,

E. H. D. Walker

Under Secretary to the Govt. of India.

Documents accompanying.

Nil.

E.O.M.

Recd: 25-5-53
B. 11/10/10
No. 1268 R 25 Oct 193

Communicated to
the Agent S. I. Railway
for information.

A copy of this letter
will also be forwarded to the
Agent S. I. Railway
with reference to para 2
thereof.

DESPATCHED
7 OCT 33

Mr. R
2/10

To: Agent S. I. Ry. } 'this' ER
- Agent S. I. Ry. }
- Ex. Sec. Ry. Cds. }
R. 26/9 J.C. 10.4
11/10

All communications
should be addressed
to the Secretary.

Recd

No. 3781 G.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

GENERAL.

To

The Joint Secretary to the Government of Madras,
Public Works Department, Railway Branch.

Calcutta, the 20th December 1894.

Sir,

With reference to your endorsement No. 580 R., dated
23rd October last, forwarding copy of South-Indian Railway
Minutes of Meeting No. 5 of 1894, I am directed to state
that the modification in Resolution No. 38 of the Minutes
regarding payment by the Company of one-half instead of
one-third of the passage money to railway employes
requires the sanction of the Government of India.

I have the honour to be,

Sir,

Your most obedient servant,

C. H. Walker

Under Secy. to the Govt. of India.

Documents accompanying:-

Nil.

G.

M.L.H.

after holiday
11/10

Decr: 26. 12. 94

No. 6.R.

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

THE SECY. TO THE GOVT. OF INDIA,

P. W. DEPARTMENT.

9th January 1895.

SIR,

With reference to
your letter no: 3781 G,
dated 20th Decr: 1894. I am
directed to request the
sanction of the Govt. of
India to the ~~pro~~ amend-
ment proposed in Resolution
No: 38 of the S. I. R. Minutes
of meeting no: 5 of 1894
in regard to payment
by the Company of one-
half instead of one-third
of the passage money to
railway employees.

Ma
795

10 JAN 1895

All communications
should be addressed
to the Secretary.

No. 462 G.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

GENERAL.

To

The Joint Secretary to the Government of Madras,
Public Works Department, Railway Branch.

Calcutta, the 14th February 1895.

Sir,

With reference to correspondence ending with
your letter No. G.R., dated 9th January 1895, I am directed
to state that the ruling in regard to the payment of one
third the passage money of the families of Employees of the
South Indian Railway was introduced by the Board of
Directors and was also approved by the Secretary of State
vide paragraph 2 of Public Works Department letter No. 2403 G,
dated 18th September 1893. The Government of India will
therefore await the Board's sanction to the proposed amend-
ment recorded in Resolution No. 38 of the official Minutes
of Meeting No. 5 of 1894 before considering the question.

I have the honour to be,

Sir,

Your most obedient servant,

G. H. Walker

Under Secy. to the Govt. of India.

Document accompanying:-

Nil.

N.K.R.

Dec: 19. 2. 95

Grant

Extract from Board's letter to the Agent, South Indian Railway, No 136, dated 3rd August 1894.

Assisted passage for the intended wife of Coenanted Officer John Brown.

The Board has sanctioned the grant of one half the passage money to India in this case, and the advance of the other half as recommended in your letter No 330, and on the conditions as to repayment laid down in Board's letter No 449, June 1st 1883, when a similar grant was made in favor of the intended wife of Officer Haunier. Following the precedent in that case when these respective proportions were allowed, you are now authorized to make application to Government for the cost of a passage to Madras for the intended wife of Officer John Brown, and to remit the amount to this country when the necessary arrangements will be made. In your letter above referred to you call attention to Resolution No 56, recorded on page 165 of the minutes of official Meeting No 6 of 1893, and you ask whether it is correctly worded. That Resolution refers to the grant of an assisted passage to Madras for the wife and child of Mr. Turner, an uncoenanted

unconvenanted driver in the service of the Company, and was the first instance of the kind which had occurred. It is not therefore on all fours with the present case which is for the grant of an assisted passage for the intended wife of a convenanted employe of the Company.

The Resolution referred to states that the Company will pay one-third of the passage money and advance the remaining two-thirds, to be recovered by instalments from the driver's pay, and it then proceeds as follows:—

"Recorded also the sanction of the Secretary of State to the above principle being adopted in similar cases in future, subject to the condition that an assisted passage shall not be granted in the case of a servant drawing a salary of Rs 300 per mensem or upwards."

There appears to be a misconception as to the proportions of the passage money to be paid and advanced by the Company, which probably arose in the following manner—

In their letter No 256, 17th July 1893, the Board requested the sanction of the Secretary of State to an expenditure of £45, for the passage money of the wife and child of Driver Turner, of which amount

the

the contribution by the Company would, it was stated, be £15, and the remaining £30 would be treated as an advance to be recovered in India from the driver's wages. The Board further recommended that should the application be granted the same principle should be adopted in similar cases, meaning that assisted passages should be granted in future to the wives and families of unconvenanted as well as to those convenanted servants of the Company.

In the case in question the passage money for Driver Turner's wife was £30, and that of the child £15, and it was intended that the Company should pay one half of the former—£15—and recover the remainder—£30—in the usual way. These amounts, as it happened, were one-third and two-thirds of the total amount, and hence has no doubt arisen the misapprehension to which reference is made.

In the letter from the Secretary of State, dated 18th August 1893, of which copy is enclosed for information, you will observe that no reference is made to the proportions of the amount to be paid by the Company and to be recovered from

from

BACK PAPERS.

[illegible]

FURTHER PAPERS.

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

13TH MAY 1895, No. 342 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper :—

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

[Statement.]

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

No.	Description.	January 1895.										February 1895.										March 1895.										Average for the quarter.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
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15.	Madras and Tuticorin .. (Mail)	62	1	2	25	2	30	1,447	48-39	56	2	5	8	1	16	596	28-57	62	5	15	3	..	23	561	37-09	38-02	561	37-09	38-02	561	37-09	38-02	561	37-09	38-02	561	37-09	38-02																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
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13.	Madras and Chingleput (Mail and Mixed)	62	2	2	..	4	70	6-45	66	1	..	..	..	..	1	17	1-78	62	1	..	..	..	1	15	1-61	1-67	62	1	..	..	..	1	15	1-61	1-67	62	1	..	..	1	15	1-61	1-67																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
23.	Beach to Villupuram and Villupuram to Madras .. (Mixed)	62	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

153.	Negapatam and Tanjore .. (Mail)	62	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
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ORDER—dated 13th May 1895, No. 342 R., Public Works.

Recorded.

2. During the quarter under review 7·54 per cent. of all trains ran late showing a slight decrease over the corresponding quarter of 1894 in which the percentage was 8·34. Of the percentage of 7·54, 3·49 per cent. is attributable to loss of time by the slowing of trains over the bridges between Trichinopoly and Tinnevely which are now being strengthened.

3. The trains chiefly at fault were—

Madras and Tuticorin (2 mails).
Villupuram and Trichinopoly Fort (mixed).
Mayavaram and Negapatam (mixed).
Dharmavaram and Pakala (mixed).
Maniyachi and Tinnevely (mixed and mail).
Do. (do.)
Tiruválur and Muttupet (mixed).

(True Extract.)

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

To the Agent, South Indian Railway.

RAILWAY.

Govt. of {1895} Madras.

PUBLIC WORKS.

Dated 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.

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

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

STATEMENT of late trains on the South Indian Railway including Máyavaram-Muttupet section for the quarter ended the 31st ~~December 1894~~ March 1895

[Statement.]

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

Description.		January October 1894. 1895										March December 1895										Average for the quarter.				
No.		Number of trains.	Late minutes.					Total late. minutes.	Percentage of late trains.	Number of trains.	Late minutes.					Total late. minutes.	Percentage of late trains.	Number of trains.	Total late. minutes.	Percentage of late trains.	Average for the quarter.					
			Above 15 minutes.	Above 30 minutes.	Above 60 minutes.	Above 90 minutes.	Total.				Above 15 minutes.	Above 30 minutes.	Above 60 minutes.	Above 90 minutes.	Total.											
16.	Madras and Tuticorin .. (Mail)	12	1	2	2	2	30	1447	46.59	56	2	5	8	1	10	596	28.57	62	5	15	3	23	561	37.09	38.02	
28.	Do. .. (Do.)	12	1	2	2	2	30	1447	46.59	56	1	8	7	1	10	445	28.57	62	4	13	3	1	22	678	35.48	37.49
31.	Do. .. (Do.)	12	2	2	2	2	4	70	62.5	56	1	1	1	1	1	15	1.78	62	1	1	1	1	15	1.61	3.28	
43.	Madras and Chingleput (Mail and Mixed)	12	1	1	1	1	1	88	1.61	56	1	1	1	1	1	17	1.78	62	1	1	1	1	15	1.61	1.67	
62.	Beach to Villupuram .. (Mixed)	12	1	1	1	1	1	17	1.61	56	1	1	1	1	1	1	1	62	1	1	1	1	15	1.61	1.67	
68.	Villupuram to Madras .. (Mixed)	12	1	1	1	1	1	17	1.61	56	1	1	1	1	1	1	1	62	1	1	1	1	15	1.61	1.67	
35.	Beach and Pallavaram .. (Passenger)	12	1	1	1	1	1	17	1.61	56	1	1	1	1	1	1	1	62	1	1	1	1	15	1.61	1.67	
66.	Do. .. (Do.)	12	1	1	1	1	1	17	1.61	56	1	1	1	1	1	1	1	62	1	1	1	1	15	1.61	1.67	
211.	Madras and Pallavaram .. (Do.)	12	1	1	1	1	1	17	1.61	56	1	1	1	1	1	1	1	62	1	1	1	1	15	1.61	1.67	
212.	Villupuram and Trichinopoly .. (Do.)	12	1	1	1	1	1	17	1.61	56	1	1	1	1	1	1	1	62	1	1	1	1	15	1.61	1.67	
40.	Fort (Mixed)	12	3	4	4	4	8	218	12.97	56	2	4	1	1	7	275	12.50	62	1	2	2	3	102	4.83	10.08	
41.	Do. (Do.)	12	2	9	9	9	22	635	35.28	56	5	13	6	1	24	586	42.85	62	3	9	4	16	388	25.4	34.71	
145.	Mayavaram and Negapatam .. (Do.)	12	1	1	1	1	1	1	1	56	2	2	1	1	2	44	3.57	62	5	9	4	18	444	24.03	10.87	
107.	Dharmavaram and Pakala .. (Do.)	12	1	1	1	1	1	1	1	56	2	4	1	1	6	107	10.71	62	1	1	1	4	203	6.45	5.72	
110.	Do. .. (Do.)	12	1	1	1	1	1	1	1	56	2	4	1	1	6	107	10.71	62	1	1	1	4	203	6.45	5.72	
89.	Nellore and Villupuram .. (Do.)	12	1	1	1	1	1	1	1	56	2	4	1	1	6	107	10.71	62	1	1	1	4	203	6.45	5.72	
90.	Do. to do. .. (Do.)	12	1	1	1	1	1	1	1	56	2	4	1	1	6	107	10.71	62	1	1	1	4	203	6.45	5.72	
97.	Pondicherry to Nellore .. (Do.)	12	1	1	1	1	1	1	1	56	2	4	1	1	6	107	10.71	62	1	1	1	4	203	6.45	5.72	
100.	Do. .. (Do.)	12	1	1	1	1	1	1	1	56	2	4	1	1	6	107	10.71	62	1	1	1	4	203	6.45	5.72	
85.	Rénigunta and Tirupati West .. (Do.)	12	1	1	1	1	1	1	1	56	2	4	1	1	6	107	10.71	62	1	1	1	4	203	6.45	5.72	
88.	Do. .. (Do.)	12	1	1	1	1	1	1	1	56	2	4	1	1	6	107	10.71	62	1	1	1	4	203	6.45	5.72	
93.	Do. .. (Do.)	12	1	1	1	1	1	1	1	56	2	4	1	1	6	107	10.71	62	1	1	1	4	203	6.45	5.72	
94.	Do. .. (Do.)	12	1	1	1	1	1	1	1	56	2	4	1	1	6	107	10.71	62	1	1	1	4	203	6.45	5.72	
111.	Chingleput and Arkonam .. (Do.)	12	1	1	1	1	1	1	1	56	2	4	1	1	6	107	10.71	62	1	1	1	4	203	6.45	5.72	
116.	Do. .. (Do.)	12	1	1	1	1	1	1	1	56	2	4	1	1	6	107	10.71	62	1	1	1	4	203	6.45	5.72	
112.	Do. .. (Mail)	12	1	1	1	1	1	1	1	56	2	4	1	1	6	107	10.71	62	1	1	1	4	203	6.45	5.72	
123.	Pondicherry and Villupuram (Mail and Mixed)	12	1	1	1	1	1	1	1	56	2	4	1	1	6	107	10.71	62	1	1	1	4	203	6.45	5.72	
144.	Do. .. (Do.)	12	1	1	1	1	1	1	1	56	2	4	1	1	6	107	10.71	62	1	1	1	4	203	6.45	5.72	
132.	Villupuram to Pondicherry .. (Do.)	12	1	1	1	1	1	1	1	56	2	4	1	1	6	107	10.71	62	1	1	1	4	203	6.45	5.72	
141.	Negapatam and Tanjore. (Mixed and Mail)	12	3	3	3	3	8	213	12.97	56	1	1	1	1	3	67	5.35	62	1	1	1	1	18	1.61	2.15	
46.	Do. .. (Do.)	12	1	1	1	1	1	1	1	56	2	4	1	1	6	107	10.71	62	1	1	1	4	203	6.45	5.72	
43.	Negapatam and Madras .. (Mixed)	12	1	1	1	1	1	1	1	56	2	4	1	1	6	107	10.71	62	1	1	1	4	203	6.45	5.72	
2.	Do. .. (Mixed)	12	1	1	1	1	1	1	1	56	2	4	1	1	6	107	10.71	62	1	1	1	4	203	6.45	5.72	

MADRAS, 15th February 1895.
 (Signed) A. D. G. SHELLEY, Captain, R.E.,
 for Consulting Engineer for Railways.

ORDER—dated 16th February 1895, No. 82 R., Public Works.

Recorded.

2. During the quarter under review 12.96 per cent. of all trains ran late showing a considerable increase over the corresponding quarter of 1893 in which the percentage was 9.24. Of the percentage of 12.96, 9.70 per cent. is attributable to loss of time by the slowing of trains over the bridges on the main line which are now being strengthened.

3. The trains chiefly at fault were—

Madras and Tuticorin (Mails).
Villupuram and Trichinopoly Fort (mixed).
Mayavaram and Negapatam (mixed).
Nellore and Villupuram (mixed).
Negapatam and Madurai (mixed).
Mayavaram and Tanjore (mail).
Mayavaram and Muttupet (mixed).
Tiruválur and Muttupet (mixed).

(True Extract.)

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

To the Agent, South Indian Railway.

RAILWAY.

Govt. of Madras.
PUBLIC WORKS.

Dated February, 16th.

Recd.

Encl.

G.O., 16th Feb. 1895, No. 82 R.

FEBRUARY.

Late Trains

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

1077

FROM

THE AGENT,

South Indian Railway,
Trichinopoly,

To

THE CONSULTING ENGINEER

FOR RAILWAYS,

Madras.



Dated 8th } Enacted 1895.
Received } 9.3.95 S
 } 1898

No. 220

ENCLOSURE. 1 by bookpost.

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

Encls by
Bookpost
H. Le Meunier
for Agent.

Y.

S

Gobt. of
PUJ

Dated Feb

Recd.

G.O.

Late Trains

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



SOUTH INDIAN RAILWAY.

ABSTRACT AND RETURN OF LATE TRAINS

for the month of *January* 1895.

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

Description and Number.	LATE MINUTES.						Total minutes late.	Percentage of late trains.	Remarks.
	Total.								
	15 minutes.	Above 15 and not exceeding 30 mts.	Above 30 and not exceeding 60 mts.	Above 60 and not exceeding 90 mts.	Above 90 mts.				
No. 13462 Madras and Gingee Ex. — mail train	2	2	.	.	.	4	70	6.45	
" 15428 Madras and Tuticorin — mail	62	1	2	25	2	30	1447	48.39	
" 31414 — do — and do — do	62	.	9	17	2	30	1450	48.39	
" 25458 Beach to Villupuram & Villupuram to Beach — passenger	62	.	.	.	1	1	88	1.61	
" 35456 Beach and Pallavaram — passenger	62	1	.	.	.	1	17	1.61	
" 214212 Madras and Pallavaram — do	62	.	.	.	.	.	.	.	
Carried over...	372	3	14	42	5	2	66	3072	17.74

Down trains.	15 mts. late.	30 mts. late.	60 mts. late.	90 mts. late.	In excess of 90 mts. late.	Total in month late.
No. 62 train	.	.	.	.	.	.
" 28	.	.	.	.	.	.
" 14	.	.	.	.	.	.
" 58	.	.	.	.	.	.
" 56	.	.	.	.	.	.
" 212	.	.	.	.	.	.
" 40	2	.	4	.	.	6
" 145	1	.	8	.	.	9
" 2	.	.	4	.	.	4
" 88	.	.	.	.	.	.
" 94	.	.	.	.	.	.
" 90	.	.	.	.	.	.
" 100	2	1	.	.	1	4
" 110	.	.	.	.	.	.
" 214	.	.	.	1	1	2
" 116	.	.	.	.	.	.
" 112	.	1	.	.	.	2
" 144	.	.	.	.	.	.
" 132	1	.	.	.	.	2
" 146	.	2	1	.	.	3

ABSTRACT OF LATE TRAINS.

Down trains.	15 mts. late.	30 mts. late.	60 mts. late.	90 mts. late.	In excess of 90 mts. late.	Total in month late.
84 156 train	1	.	.	.	1	2
" 184	.	.	.	.	.	5
" 170	4	.	1	.	.	5
" 198	.	.	.	.	.	.
" 200	.	.	.	.	.	.
" 204	.	.	.	.	.	.
" 208	.	.	.	.	.	.
" 216	1	.	1	.	.	2
" 220	.	.	.	.	.	1
" 218	1	.	.	.	.	1
" 226	.	.	.	.	.	1
" 234	2	4	.	.	.	1
.	.	.	.	.	.	.

Up trains.	15 mts. late.	30 mts. late.	60 mts. late.	90 mts. late.	In excess of 90 mts. late.	Total in month late.
84 13 train	2	2	.	.	.	4
" 15	1	2	24	2	.	29
" 31	.	8	17	2	2	29
" 25	.	.	.	1	.	1
" 35	.	1	.	.	.	1
" 211	.	.	.	.	.	.

Description and Number.	LATE MINUTES.							Total minutes late.	Percentage of late trains.	Remarks.
	15 minutes.	Above 15 and not exceeding 30 mts.					Total.			
		Above 15 and not exceeding 30 mts.	Above 30 and not exceeding 60 mts.	Above 60 and not exceeding 90 mts.	Above 90 mts.					
Brought forward ...	372	3	14	42	5	2	66	3072	17.74	Book by Mysore 175 mt. time lost by Jackson Square for Stationary Railway time at Junctions 177 mt. 6. 20 Jackson & Stationary Junctions at Junctions 177 mt. 6. 20 Jackson & Stationary Junctions at Junctions 177 mt. 6. 20
82 1440 Villupuram and Trichy Fork	62	3	1	4	.	.	8	218	12.90	
" 41 & 445 Nagavaram and Kogapattanam	62	2	11	9	.	.	22	665	35.48	
" 43 & 2 Kogapattanam and Kadavur	62	1	4	4	.	.	9	296	14.51	
" 85 & 88 Pringintale and Tirupattinam	62	.	.	.	.	.	.	.	.	
" 93 & 94 " " " "	62	1	.	.	.	.	1	15	1.61	
" 89 & 90 Kellers and Villupuram	62	.	.	.	.	.	.	.	.	
" 97 & 100 Kellers to Villupuram Pondicherry to Kellers	62	2	1	.	.	1	4	248	6.45	
" 107 & 110 Charamaravaram and Pakhal	62	.	.	.	.	.	.	.	.	
" 213 & 214 " " " "	62	.	.	.	1	1	2	205	3.22	
" 111 & 116 Shingolepuk and Aynonam	62	.	1	.	.	.	1	22	1.61	
" 113 & 112 " " " "	62	.	1	1	.	.	2	59	3.22	

[illegible]

SOUTH INDIAN
Return of late trains for the

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

RAILWAY.
Month of *January* 1895.

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

Return of

Down trains.

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

RAILWAY.

Month of *January* 1895.

Up trains.

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

Return of

Down trains.

Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
1895.					
January 7					Reinway train, and time lost by Caution signals. —
	216	7 15	7 30	15	Detained at meeting stations. —
	234	17 30	17 57	27	Inwards train late in and time lost by Caution signals. —
8	2	17 55	18 40	45	Detained at meeting stations and time lost by Caution signals. —
9	40	20 25	20 40	15	Detained at meeting stations & Shunting. —
	100	10 35	10 52	17	Detained at meeting stations and time lost by Caution signals. —
	145	18 20	19 6	46	Detained at meeting stations, Shunting and Passengers. —
10	40	20 25	20 40	15	Detained at meeting stations & Shunting. —
	145	18 20	18 35	15	Shunting. —
	216	7 15	7 56	41	Detained at meeting stations & Shunting. —
11	2	17 55	18 44	49	Detained at meeting stations. —
	145	18 20	19 4	44	Detained at meeting stations & Shunting. —

late trains.

Up trains.

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

Return of

Down trains.

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

late trains.

Up trains.

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

Return of

Down trains.

Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.		
1895.							
January	24	40	25	21	0	35	Detained at meeting stations & shunting
	146	8	5	8	45	40	Detained at meeting stations. —
	170	11	40	11	57	17	Detained at meeting stations. —
	218	9	50	10	5	15	Detained at meeting stations. —
	234	17	30	17	45	15	Inwards train late in and time lost by caution signals. —
28	234	17	30	17	50	20	Inwards train late in and time lost by caution signals. —
29	145	18	20	18	56	3.6	Detained at meeting stations and time lost by caution signals. —
30	40	20	25	21	13	48	Detained at meeting stations, shunting and waited on loco. —
30	146	8	5	8	23	18	Waited at Tanjore for the arrival of mail from Madras. —
31	234	17	30	17	46	16	Inwards train late in and time lost by caution signals. —

late trains.

Up trains.

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

Return of

Down trains.

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

The Madras Railway train arrived at Perungudi late on 3 days.
 The Madras Railway train arrived at Erode late on 2 days.
 The Madras Railway for the last mail arrived late at Kottayam on 8 days, 3 days
 The Southern Railway train arrived late at Bangalore on 2 days, on

TRAFFIC MANAGER'S OFFICE,
 Trichinopoly, 7 March 1895. } *JB*

late trains.

Up trains.

Date.	No. of trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.			
1895.								
January	29	15	10	30	11	19	49	Detained at meeting stations, time lost by caution signals & waited on loco. —
	30	15	10	30	11	17	47	Detained at meeting stations, time lost by caution signals, & waited on loco. —
	31	18	10	18	27	17		Time lost by caution signals & waited on loco. —
	14	13	30	13	55	25		Detained at meeting stations & shunting.
	14	4	10	4	25	15		Shunting. —
31	41	13	30	13	55	25		Detained at meeting stations & shunting. —
	93	15	20	15	35	15		Waited at Perungudi for mail on loco. —
	123	2	46	3	1	15		Waited on loco, shunting, and detained at Kundamangalam by passengers. —

Under the 15th, the prescribed time for reports to Government.
 Under the 15th, the prescribed time for reports to Government.

H. Davis
 Traffic Manager.

1488

FROM

THE AGENT,

South Indian Railway,

Trichinopoly,

TO

THE CONSULTING ENGINEER

FOR RAILWAYS,

Madras.

Dated 2nd } April 1895.
Received }

No. 308

ENCLOSURE. /

The undersigned has the honor
to forward herewith *the Abstract*

*and Return of late
trains, on the South
Indian, and Madhavaram
Moutupet, Railways, for
the month of February,
1895.*

J. L. Mysore
Enalady
Book Bk. for Agent.
T. L.



SOUTH INDIAN RAILWAY.

ABSTRACT AND RETURN OF LATE TRAINS

for the month of *February* 1895.

SOUTH INDIAN RAILWAY.

RETURN OF LATE TRAINS.

Abstract for February 1895.

Description and Number.	LATE MINUTES.						Total minutes late.	Percentage of late trains.	Remarks.
	15 minutes.	Above 15 and not exceeding 30 mts.	Above 30 and not exceeding 60 mts.	Above 60 and not exceeding 90 mts.	Above 90 mts.	Total.			
No. 13462 Madras and Chingleput — Mail 4425 56	1	.	.	.	.	1	15	1.78	
" 15428 Madras and Jatticoori — Mail 56	2	5	8	1	.	16	576	28.57	
" 31444 " do — do — do 56	1	8	7	.	.	16	445	28.57	
" 25458 Madras to Villupuram & Villupuram to Madras — 56	.	1	.	.	.	1	17	1.78	
" 35456 Madras and Pallavaram — Passenger 56	.	.	.	.	.	.	.	.	
" 244212 Madras and Pallavaram — do 56	.	.	.	.	.	.	.	.	
Carried over...	336	4	14	15	1	34	1073	10.11	

Down trains.	15 mts. late.	30 mts. late.	60 mts. late.	90 mts. late.	In excess of 90 mts. late.	Total in month late.
No. 62 train	.	.	.	.	.	.
" 28	.	.	.	.	.	.
" 14	.	.	1	.	.	.
" 58	.	.	.	.	.	.
" 56	.	.	.	.	.	.
" 212	1	.	.	.	.	6
" 40	.	.	4	.	.	6
" 145	.	2	4	.	.	6
" 2	.	.	1	.	.	1
" 88	.	.	.	.	.	.
" 94	.	.	.	.	.	.
" 90	1	2	.	.	.	3
" 100	.	.	.	.	.	.
" 110	.	1	.	.	.	1
" 214	.	.	.	.	.	.
" 116	.	1	.	.	.	1
" 112	.	.	.	.	.	.
" 144	.	.	.	.	.	.
" 132	.	.	.	.	.	.
" 146	1	.	.	.	.	1

ABSTRACT OF LATE TRAINS.

Down trains.	15 mts. late.	30 mts. late.	60 mts. late.	90 mts. late.	In excess of 90 mts. late.	Total in month late.
<i>No. 136 train</i>	.	.	.	.	.	.
" 184	.	.	.	.	.	.
" 170	.	.	.	.	.	.
" 198	.	.	.	.	.	.
" 200	.	.	.	.	.	.
" 204	.	.	.	.	.	.
" 208	.	.	.	.	.	.
" 216	.	.	.	.	.	.
" 220	.	.	.	.	.	.
" 218	.	.	.	.	.	.
" 226	.	.	.	.	.	.
" 234	.	.	.	.	.	3

Up trains.	15 mts. late.	30 mts. late.	60 mts. late.	90 mts. late.	In excess of 90 mts. late.	Total in month late.
<i>No. 13 train</i>	1	.	.	.	.	1
" 15	1	3	6	1	.	91
" 31	1	3	9	1	.	51
" 25	.	1	.	.	.	1
" 35	.	.	.	.	.	.
" 211	.	.	.	.	.	.
" 1	1	.	.	.	.	1

[illegible][illegible]

	2	1	.	3	81	5.35
" 123 & 144 Pondicherry and Velupuram — ^{hail 3} _{thru 22} 56						
" 132 Velupuram to Pondicherry — do 28						
" 141 & 146 Kogapattam and Tanjore — ^{hail 56} _{thru 22} 56	1	1	.	3	67	5.35
" 153 & 156 — do — and — do — hail 56						
" 169 & 184 Trichy and Tanjore — do 56						
" 179 & 190 — do — and — do — do 56				1	15	1.78
" 193 & 198 Mangayachi and Timentally — ^{hail 56} _{thru 22} 56						
" 197 & 200 — do — and — do — ^{hail 56} _{thru 22} 56				1	15	1.78
" 201 & 204 — do — and — do — ^{hail 56} _{thru 22} 56						
" 205 & 208 — do — and — do — ^{hail 56} _{thru 22} 56						
" 215 & 216 Mayavaram and Kogapattam — ^{hail 56} _{thru 22} 56						
" 219 & 220 — do — and — ^{hail 56} _{thru 22} 56	1		.	7	153	12.50
" 223 & 218 — do — and — ^{hail 56} _{thru 22} 56						
" 225 & 226 — do — and — Kogapattam — do 56						
" 235 & 234 Tiruvallur and Kuthupet — do 56	10		.	10	213	17.85
Total ... 1764	16	56	28	2	102	2715
						5.78

Defective engines account for 10 mch, resisted on loco 179 mch, time lost by driver 99 mch, 24 mch, defective at Mandanawagala by engine 74 mch, and remaining 20 mch, lost time at the village between village Mandanawagala & Madanawagala not having been found. This caused an increase in the

71	5	11	2	18
73	.	.	.	.
85	.	.	.	.
93	.	.	.	3
89	1	2	.	.
97	.	.	.	.
107	.	1	.	1
213	.	1	.	.
111	.	.	.	.
113	.	1	.	1
123	.	2	1	3
141	.	1	1	2
153	.	.	.	.
169	.	.	.	.
179	1	.	.	1
193	.	.	.	.
197	1	.	.	1
201	.	.	.	.
205	.	.	.	.
215	.	.	.	.
219	.	7	.	7
223	.	.	.	.
225	.	.	.	.
235	.	2	.	2

SOUTH INDIAN
Return of late trains for the

Down trains.									
Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.				
1895.									
February	5	40	20	25	20	40	15	Waited on loco, and time lost by	
								caution signals.	
	234	17	30	17	50	20		Inwards train late in and time lost	
								by caution signals.	
	7	145	18	20	19	2	42	Detained at meeting stations, Passengers	
								and shunting.	
	234	17	30	17	48	18		Inwards train late in and time lost	
								by caution signals.	
	8	40	20	25	21	27	62	Detained at meeting stations and	
								time lost by driver.	
	10	112	8	45	9	9	24	Waited at Arkonam for Madras	
								Railway train.	
	14	40	20	25	21	10	45	Detained at meeting stations and	
								shunting.	
	145	18	20	18	54	34		Detained at meeting stations.	
	234	17	30	17	52	22		Inwards train late in and time lost	
								by caution signals.	

RAILWAY.

Month of February 1895.

Up trains.									
Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.				
1895.									
February	1	15	10	30	11	22	52	Detained at meeting stations, time lost	
								by caution signals & waited on loco.	
	31	18	10	18	33	23		Time lost by caution signals and	
								waited on loco.	
	123	2	46	3	11	25		Shunting, waited on loco & detained	
								at Kandamangalam by customs.	
	2	15	10	30	11	53	83	Detained at meeting stations, time	
								lost by caution signals & waited on loco.	
	31	18	10	18	29	19		Time lost by caution signals and waited	
								on loco.	
	3	15	10	30	11	23	53	Detained at meeting stations, time lost	
								by caution signals & waited on loco.	
	31	18	10	18	31	21		Time lost by caution signals and	
								waited on loco.	
	41	13	30	13	45	15		Detained at meeting stations.	
	4	15	10	30	11	15	45	Detained at meeting stations, time lost	
								by caution signals and waited on loco.	
	31	18	10	18	45	35		Shunting, time lost by caution signals	
								and waited on loco.	
	41	13	30	13	45	15		Loading, unloading and shunting.	
	235	20	45	21	4	19		Shunting and time lost by caution signals.	
	5	15	10	30	11	17	47	Detained at meeting stations, time lost	
								by caution signals & waited on loco.	
	31	18	10	18	54	44		Detained at meeting station, time lost by	
								caution signals & waited on loco.	

Return of

Down trains.

Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.	
1895.						
February	15	146	8 5	8 20	15	Detained at meeting stations.
	16	2	17 55	18 40	45	Detained at meeting stations.
	145	18 20	18 56	36		Detained at meeting stations and Road side roads.
	17	40 20	25 21	5 40		Shunting and detained at meeting stations.
	145	18 20	18 38	18		Detained at meeting stations and Shunting.
	234	17 30	17 48	18		Inwards train late in and time lost by Caution signals.
	18	234	17 30	17 55	25	Inwards train late in and time lost by Caution signals.
	19	40 20	25 21	13 48		Detained at meeting stations, Shunting and time lost by Caution signals.
	110	0 35	0 58	23		Shunting, loading and unloading.
	21	90 21	55 22	15 20		Shunting waited on loco and Passengers.

RAILWAY.

Month of *February* 1895.

Up trains.

Date. 1895.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
February	5	41 13	30 13	55 25	Detained at meeting stations, Shunting and Road side roads.
	219	14 50	15 8	18	Detained at meeting stations, time lost by Caution signals and Shunting.
	6	15 10	30 11	17 47	Time lost by Caution signals, waited on loco and detained at meeting stations.
	31	18 10	18 33	23	Waited on loco and time lost by Caution signals.
	7	15 10	30 11	25 55	Detained at meeting stations, time lost by Caution signals and waited on loco.
	31	18 10	18 26	16	Time lost by Caution signals and waited on loco.
	41	13 30	13 50	20	Shunting.
	89	21 45	22 1	16	Detained at meeting stations and time lost by Caution signals.
	8	31 18	10 18	28 18	Time lost by Caution signals and waited on loco.
	41	13 30	13 45	15	Detained at meeting stations & loading.
	9	15 10	30 11	17 47	Detained at meeting stations, time lost by Caution signals & waited on loco.
	10	41 13	30 13	45 15	Shunting.
	11	31 18	10 18	51 41	Time lost by Caution signals, detained at meeting stations, waited on loco and Battist train.

Return of

late trains.

Down trains.

Up trains.

Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
1895.					
February 21	234	17 30	18 0	30	Inwards train late in and time lost by caution signals.
22	90	21 55	22 10	15	Detained at meeting stations and Road side goods.
24	14	8 10	8 49	39	Time lost by caution signals, detained at Trumangalam owing to the derailment of four sided waggon at facing points and at meeting stations.
25	90	21 55	22 16	21	Detained at meeting stations and waited on loco.
145	18	20 18	36 16	16	Detained at meeting stations and Shunting.
234	17	30 17	54 24	24	Inwards train late in and time lost by caution signals.
28	40	20 25	21 15	50	Detained at meeting stations & Shunting.

Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
1895.					
February 11	89	21 45	22 0	15	Stopped at G $\frac{166}{11}$ mile owing to the train ran over a cow and time lost by caution signals.
12	31	18 10	18 48	38	Detained at meeting stations, time lost by caution signals & waited on loco.
13	15	10 30	11 10	40	Detained at meeting stations, time lost by caution signals and waited on loco.
41	13	30 13	49 19	19	Detained at meeting stations & loading.
14	15	10 30	10 47	17	Time lost by caution signals and waited on loco.
31	18	10 18	25 15	15	Time lost by caution signals and waited on loco.
41	13	30 14	5 35	35	Shunting and Road side goods.
219	14	50 15	10 20	20	Detained at meeting stations, Shunting and time lost by caution signals.
15	15	10 30	10 50	20	Detained at meeting stations, time lost by caution signals and waited on loco.
31	18	10 18	48 38	38	Engine defective, time lost by driver & caution signals & waited on loco.
41	13	30 13	50 20	20	Detained at meeting stations, Shunting and waited on loco.
141	4	10 4	46 36	36	Shunting and time lost by driver.

Return of

Down trains.

Date. 1895.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
February 28	145	18 20	18 55	35	Detained at meeting stations.
	234	17 30	17 48	18	Inwards train late in and time lost by caution signals.

late trains.

Up trains.

Date. 1895.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
February 16	1	17 5	17 20	15	Time lost by drivers and detained at meeting stations.
	41	13 30	13 50	20	Shunting and detained at meeting stations.
17	41	13 30	13 53	23	Shunting and Road side goods.
	179	17 40	17 55	15	Detained at meeting stations.
	219	14 50	15 9	19	Detained at meeting stations, Shunting and time lost by caution signals.
18	25	21 20	21 37	17	Delayed by Harbour works.
	41	13 30	13 50	20	Shunting and heavy luggages.
	113	18 50	19 10	20	Detained at meeting stations.
	123	2 46	3 18	32	Shunting, waited on loco and time lost by drivers.
	219	14 50	15 19	29	Detained at meeting stations, Shunting and time lost by caution signals.
19	13	18 15	18 30	15	Detained at meeting stations.
	15	10 30	10 50	20	Detained at meeting stations, waited on loco and time lost by caution signals.
	41	13 30	13 50	20	Shunting.
	123	2 46	3 10	24	Shunting, waited on loco and detained at Randamangalam by Customs.
20	15	10 30	10 45	15	Waited on loco and time lost by caution signals.
	41	13 30	13 46	16	Detained at meeting stations & R.O. goods.

Return of

Down trains.					
Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
189 .					

late trains.

Up trains.									
Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.				
1895.									
February	21	15	10	30	10 50 20	Shunting, time lost by caution signals, and waited on loco. —			
	41	13	30	14	0 30	Shunting and loading. —			
	219	14	50	15	17 27	Detained at meeting stations, Shunting and time lost by caution signals. —			
	235	20	45	21	4 19	Inwards train late in, Shunting and time lost by caution signals. —			
	22	15	10	30	10 50 20	Waited on loco, and time lost by Caution signals. —			
	31	18	10	18	30 20	Waited on loco and time lost by Caution signals. —			
	89	21	45	22	5 20	Detained at meeting stations. —			
	213	23	50	0	7 17	Shunting. —			
	23	31	18	10	18 27 17	Detained at meeting stations and time lost by Caution signals. —			
	41	13	30	13	45 15	Detained at meeting stations. —			
	107	11	50	12	11 21	Detained at meeting stations. —			
	25	15	10	30	10 45 15	Waited on loco and time lost by Caution signals. —			
	41	13	30	14	3 33	Shunting and detained at meeting stations. —			
	219	14	50	15	12 22	Detained at meeting stations, Shunting and time lost by caution signals. —			
	27	31	18	10	18 48 38	Waited on loco, detained at meeting stations and time lost by Caution signals. —			

Return of

Down trains.

Date.	No. of trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
189					

late trains.

Up trains.

Date.	No. of trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
1895.					
February 27	197	10 50	11 5	15	Waited at manyachi for the arrival of mail from Madras.
28	41	13 30	13 59	29	Detained at meeting stations and shunting.
	141	4 10	4 26	16	Shunting.
	219	14 50	15 8	18	Detained at meeting stations, shunting and time lost by caution signals.

The Madras Railway train arrived at Periyambalur late on 2 days, under the
 The Madras Railway train arrived at Al. Kovam late on one day
 The Madras Railway train arrived at Katpadi late on 2 days, under the
 The Southern Railway train arrived at Dharmapuri late on one

15th, the restricted time for reports to Government.
 under the 15th, the restricted time for reports to Government.
 15th, the restricted time for reports to Government.
 day, under the 15th, the restricted time for reports to Government.

TRAFFIC MANAGER'S OFFICE,
 Trichinopoly, 30th March 1895.

St

[Signature]
 Traffic Manager.

2072

FROM
Acting
THE AGENT,

South Indian Railway,
Trichinopoly,

To

THE CONSULTING ENGINEER
FOR RAILWAYS,
Madras.

Dated 4th May 1895.
Received

No. 417
ENCLOSURE. 1

The undersigned has the honor
to forward herewith the abstract,
and Return of late trains,
on the South Indian, and
Mayavaram - Madurai,
Railways for the month of
March 1895.

Yours truly,
D. S. Logan
Acting Agent.



SOUTH INDIAN RAILWAY.
including Mayavaram - Mutipet Section

ABSTRACT AND RETURN OF LATE TRAINS

for the month of March 1895.

SOUTH INDIAN RAILWAY.

RETURN OF LATE TRAINS.

Abstract for March 1895.

Description and Number.	LATE MINUTES.						Total minutes late.	Percentage of late trains.	Remarks.
	15 minutes.	Above 15 and not exceeding 30 mts.	Above 30 and not exceeding 60 mts.	Above 60 and not exceeding 90 mts.	Above 90 mts.	Total.			
No. 13062 Madras and Gingelputh — mail 62	1	.	.	.	.	1	15	1.61	
" 15428 Madras and Tuticorum — mail 62	5	15	3	.	.	23	56	37.09	
" 31414 Madras and Tuticorum — mail 62	4	13	3	1	1	22	678	35.48	
" 25058 Beach to Villupuram & Villupuram to Beach 62	1	.	.	.	.	1	15	1.61	
" 35056 Beach and Pallavaram — Passenger 62	.	.	.	.	.	.	.	.	
" 210212 Madras and Pallavaram — do 62	.	.	.	.	.	.	.	.	
Carried over...	37	11	28	6	1	47	1269	12.63	

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	.	.	.	.	.	.
" 14	.	.	.	.	.	.
" 58	.	.	.	.	.	.
" 56	.	.	.	.	.	.
" 212	.	.	.	.	.	.
" 40	1	.	1	.	.	2
" 145	.	1	3	.	.	4
" 2	.	.	2	.	.	2
" 88	.	.	.	.	.	.
" 94	.	.	.	.	.	.
" 90	1	1	.	1	.	3
" 100	2	1	.	.	.	3
" 110	1	4	2	.	.	7
" 214	2	3	.	.	.	5
" 116	.	.	.	.	.	.
" 112	.	.	1	.	.	1
" 144	.	.	1	.	.	1
" 132	.	.	.	.	.	.

ABSTRACT OF LATE TRAINS.

Description and Number.	LATE MINUTES.						Total minutes late.	Percentage of late trains.	Remarks.	
	15 minutes.									
	Above 15 and not exceeding 30 mts.	Above 30 and not exceeding 60 mts.	Above 60 and not exceeding 90 mts.	Total.						
	Above 90 mts.	exceeding 90 mts.	exceeding 120 mts.	exceeding 150 mts.						
Brought forward ...	372	11	28	6	1	1	47	1269	12.63	
No. 1 & 40 Villupuram and Spidy Fork	62	1	2	2	.	.	3	102	4.83	
" 41 & 45 Nagavaram and Kogapetam	62	3	9	4	.	.	16	383	25.80	
" 43 & 2 Kogapetam and Kadur	62	.	2	2	.	.	2	90	3.22	
" 55 & 88 Pungutala and Tirupate west	62	.	.	.	.	.	.	.	.	
" 93 & 94 " do and Tirupate west	62	.	.	.	.	.	.	.	.	
" 89 & 90 Kellere and Villupuram	62	1	1	2	.	.	4	203	6.45	
" 97 & 100 Kellere to Villupuram & Bondichery & Kellere	62	2	1	.	.	.	3	47	4.83	
" 107 & 110 Sharmuram and Pakkila	62	5	9	4	.	.	18	444	29.03	
" 213 & 214 " do and " do	62	2	4	.	.	.	6	109	9.68	
" 111 & 116 Chingelput and Arkonam	62	.	1	.	.	.	1	18	1.61	
" 113 & 112 " do and " do	62	.	.	.	.	.	1	46	1.61	

These 108 lbs. have lost by auction signed 2106 lbs.
 Customs Kohli, directed for Foreign by trans at Jundano 1094 lb.
 are being sold annually owing to the want of transportation
 the knowledge of the trans & the want of the trans.

Defective engines account for 122 h, waited on for 319 h, time lost by delay by engineering department 150 h, detention at Grandmoungtally 110 h. — The time lost due to the bridge between England & America the spiders not having been completed. This cannot be increased in

* 123 & 144 Pondicherry and Vellupuram	mail ship	62	1	1	1	3	97	4.83		
* 132 Vellupuram to Pondicherry	hips	31	.	.	.	.	.	.		
* 141 & 146 Regapatnam and Tanjore	mail ship	62	1	.	.	1	18	1.61		
* 153 & 156	do and do	mail 62	.	.	.	.	.	.		
* 169 & 184 Trichy & and Brode	do	62	.	.	.	.	.	.		
* 179 & 170	do and do	do 62	2	.	.	2	45	3.22		
* 193 & 198 Namayochi and Tirunelveli	mail ship	62	5	1	.	7	147	11.29		
* 197 & 200	do and do	mail ship 62	10	3	.	23	524	37.09		
* 201 & 204	do and do	mail ship 62	4	2	.	6	105	9.68		
* 205 & 208	do and do	mail ship 62	11	3	.	27	558	43.53		
* 215 & 216 Mayavaram and Regapatnam	hips	62	2	.	.	2	34	3.22		
* 219 & 220	do and kuthpet	do 62	2	.	.	2	46	3.22		
* 223 & 218	do and Tirunelveli	do 62	1	.	.	1	19	1.61		
* 225 & 226	do and Regapatnam	do 62	.	.	.	.	.	.		
* 235 & 234 Tirunelveli and kuthpet	do	62	4	.	.	5	94	8.06		
Total			1953	57	92	24	3	1804	398	9.21

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 train	1	1	.	.	.	1
" 156	.	.	.	.	.	.
" 184	.	.	.	.	.	.
" 170	2	2	.	.	.	2
" 198	.	.	1	.	.	16
" 200	9	6	.	.	.	17
" 204	10	6	1	.	.	1
" 208	.	1	.	.	.	.
" 216	.	.	.	.	.	1
" 220	.	1	.	.	.	.
" 218	.	.	.	.	.	.
" 226	.	.	.	.	.	.
" 234	1	3	.	.	.	4

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 train	1	1	.	.	.	1
" 15	5	15	3	.	.	23
" 31	4	13	3	1	1	22
" 25	1	.	.	.	.	1
" 35	.	.	.	.	.	.
" 211	.	.	.	.	.	.
" 1	.	.	1	.	.	1

3	8	12
41	1	12
43		
85		
93		
89	1	1
97		
107	5	11
213	1	1
111	1	1
113		
123	1	2
141		
153		
169		
179		
193	5	7
197	1	7
201	4	6
205	1	10
215		1
219	2	2
223		
225		
235	1	1

SOUTH INDIAN

Return of late trains for the

Down trains.									
Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.				
1895.									
March	1	146	8 5	8 23	18	Detained at meeting stations.			
	2	214	12 30	12 45	15	Detained at meeting stations and Shunting.			
	5	2	17 55	18 40	45	Detained at meeting stations.			
		145	18 20	18 56	36	Detained at meeting stations.			
		234	17 30	17 56	26	Inwards train late in and time lost by caution signals.			
	7	40	20 25	20 40	15	Detained at meeting stations and waited on loco.			
		145	18 20	18 56	36	Detained at meeting stations, time lost by driver and shunting.			
		234	17 30	17 47	17	Inwards train late in, Shunting and time lost by caution signals.			
	9	234	17 30	17 45	15	Inwards train late in, Shunting and time lost by caution signals.			
	10	2	17 55	18 40	45	Detained at meeting stations.			
		90	21 55	22 19	24	Waited on loco, detained at meeting stations and time lost by caution signals.			

RAILWAY.

Month of March 1895.

Up trains.									
Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.				
1895.									
March	1	15	10 30	10 45	15	Detained at meeting stations, waited on loco and time lost by caution signals.			
		107	11 50	12 5	15	Shunting and detained at meeting stations.			
		197	10 50	11 5	15	Waited at Maniyachi for the arrival of mail train from Madras and time lost by caution signals.			
	2	15	10 30	10 46	16	Waited on loco & time lost by caution signals.			
	3	205	18 35	18 50	15	Waited at Maniyachi for the arrival of mail train from Madras and time lost by caution signals.			
	4	31	18 10	18 25	15	Waited on loco & time lost by caution signals.			
	5	41	13 30	13 56	26	Detained at meeting stations & Shunting.			
		219	14 50	15 12	22	Detained at meeting stations, Shunting and time lost by caution signals.			
		235	20 45	21 1	16	Inwards train late in, Shunting and time lost by caution signals.			
	7	41	13 30	13 50	20	Shunting and detained at meeting stations.			
	9	31	18 10	18 25	15	Waited on loco and time lost by caution signals.			
		41	13 30	13 50	20	Passengers and Shunting.			
	10	41	13 30	13 50	20	Shunting and detained at meeting stations.			
	11	15	10 30	10 45	15	Waited on loco & time lost by caution signals.			
		123	2 40	3 5	25	Detained at Kandamangalam by Customs.			
	12	15	10 30	11 28	58	Waited on loco & time lost by caution signals.			
		31	18 10	20 46	156	Waited on loco and delay caused by Engineering Department.			

Return of

Down trains.

Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
1895.					
March 11	90	21 55	22 10	15	Waited on loco, detained at meeting stations & time lost by Caution signals.
12	100	10 35	10 50	15	Shunting, detained at meeting stations and time lost by Caution signals.
	214	12 30	12 47	17	Detained at meeting stations and time lost by Caution signals.
13	100	10 35	10 50	15	Detained at meeting stations and time lost by Caution signals.
	110	0 35	1 5	30	Detained at meeting stations, time lost by Caution signals and Shunting.
	214	12 30	12 55	25	Detained at meeting stations and time lost by Caution signals.
14	100	10 35	10 52	17	Detained at meeting stations and time lost by Caution signals.
	110	0 35	1 11	36	Time lost by Caution signals, detained at meeting stations and Passengers.
	145	18 20	19 6	46	Detained at meeting stations and Passengers.
	200	9 22	10 14	52	Inwards train late in.

RAILWAY.

Month of March 1895.

Up trains.

Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
1895.					
March 12	107	11 50	12 15	25	Shunting, detained at meeting stations and time lost by Caution signals.
	13	15 10	16 30	48	Time lost by Caution signals, waited on loco, and detained at meeting stations.
	31	18 10	18 35	25	Waited on loco & time lost by Caution signals.
	41	13 30	13 52	22	Shunting and detained at meeting stations.
	107	11 50	12 41	51	Time lost by Caution signals and drivers and Shunting.
	114	1 17	5 17	47	Detained at meeting stations and time lost by drivers.
	15	10 30	10 45	15	Waited on loco & time lost by Caution signals.
	31	18 10	18 30	20	Waited on loco & time lost by Caution signals.
	41	13 30	13 45	15	Detained at meeting stations & Shunting.
	107	11 50	12 24	34	Shunting and heavy Passengers.
	193	8 15	9 7	52	Detained at Manjachi for the arrival of Mail train from Tuticorin.
	15	15 10	16 30	55	Detained at meeting stations, waited on loco and time lost by Caution signals.
	31	18 10	19 30	80	Detained at meeting stations, waited on loco and time lost by Caution signals.
	41	13 30	13 50	20	Shunting.
	89	21 45	23 9	84	Detained at meeting stations, time lost by drivers and Engine defectives.
	107	11 50	12 15	25	Passengers, shunting and time lost by Caution signals.

Return of

Down trains.							
Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.		
1895.							
March	14	214	12 30	12 47	17	Time lost by caution signals, detained at meeting stations and Passengers.	
	15	110	0 35	0 51	16	Shunting, Passengers and Road.	
	144	0 40	1 37	57		Detained at Vellurpuram for the arrival of train from Kollor and at Kanda-mangalam by Customs.	
	208	17 3	17 22	19		Inwards train late in and time lost by caution signals.	
	16	110	0 35	0 57	22	Time lost by caution signals and drivers, Passengers and Shunting.	
	200	9 22	9 37	15		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.	
	214	12 30	12 45	15		Detained at meeting stations and time lost by caution signals.	
	216	7 15	7 31	16		Detained at meeting stations.	
	218	9 50	10 9	19		Detained at meeting stations.	
	17	110	0 35	1 15	40	Time lost by caution signals, detained	

RAILWAY.

Month of March 1895.

Up trains.							
Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.		
1895.							
March	15	215	6 25	6 43	18	Shunting.	
	16	15	10 30	10 53	23	Detained at meeting stations, waited on loco, and time lost by caution signals.	
	31	18	10 18	25	15	Waited on loco & time lost by caution signals.	
	41	13	30 13	45	15	Detained at meeting stations & Shunting.	
	107	11	50 12	5	15	Passengers, time lost by caution signals and drivers.	
	19	15	10 30	10 45	15	Waited on loco & time lost by caution signals.	
	31	18	10 18	25	15	Waited on loco & time lost by caution signals.	
	41	13	30 14	5	35	Detained at meeting stations, loading and unloading.	
	107	11	50 12	17	27	Shunting, Passengers and time lost by caution signals.	
	213	23	50 0	10	20	Passengers, Shunting, and time lost by caution signals.	
	219	14	50 15	14	24	Detained at meeting stations, Shunting and time lost by caution signals.	
	18	15	10 30	10 47	17	Waited on loco & time lost by caution signals.	
	25	21	20 21	35	15	Detained at meeting stations & Shunting.	
	31	18	10 18	28	18	Waited on loco & time lost by caution signals.	
	111	12	0 12	18	18	Inwards train late in & time lost by caution signals.	
	19	15	10 30	10 49	19	Waited on loco & time lost by caution signals.	
	31	18	10 18	30	20	Waited on loco & time lost by caution signals.	
	107	11	50 12	15	25	Passengers, detained at meeting stations and time lost by caution signals.	
	205	18	35 18	55	20	Inwards train late in and time lost by caution signals.	

Return of

Down trains.

Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
1895.					
March 17	110				detained at meeting stations and Passengers.
	145	18 20	18 37	17	Detained at meeting stations.
	200	9 22	9 37	15	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 50	20	Inwards train late in and time lost by caution signals.
18	112	8 45	9 31	46	Waited at Aghoreau for Pundras By train, and time lost by caution signals.
	200	9 22	9 37	15	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.
19	200	9 22	9 37	15	Inwards train late in and time lost by caution signals.

late trains.

Up trains.

Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
1895.					
March 20	15	10 30	10 55	25	Time lost by caution signals & waited on loco.
	31	18 10	18 30	20	Time lost by caution signals & waited on loco.
21	15	10 30	10 53	23	Time lost by caution signals & waited on loco.
	31	18 10	18 30	20	Time lost by caution signals & waited on loco.
	107	11 50	12 7	17	Waited at Dhurmuwarau for the Reg train. Shunting & time lost by caution signals.
	205	17 35	18 53	18	Inwards train late in and time lost by caution signals.
22	15	10 30	11 25	55	Heavy luggages, time lost by caution signals and detained at meeting stations.
	31	18 10	18 32	22	Waited on loco & time lost by caution signals.
	41	13 30	13 50	20	Shunting.
	107	11 50	12 5	15	Passengers and time lost by caution signals.
23	15	10 30	10 53	23	Detained at meeting stations, time lost by caution signals & waited on loco.
	31	18 10	18 58	48	Waited on loco, time lost by caution signals, and detained at meeting stations.
	193	8 15	8 30	15	Waited at Manjachi for the arrival of mail train from Tuticorin and time lost by caution signals.
	205	18 35	18 55	20	Inwards train late in and time lost by caution signals.
24	13	8 15	8 30	15	Detained at meeting stations.
	15	10 30	10 48	18	Waited on loco & time lost by caution signals.
	31	18 10	18 30	20	Waited on loco & time lost by caution signals.
	41	13 30	13 50	20	Detained at meeting stations & shunting.

Return of

Down trains.

Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
1895.					
March 19	208	17 3	17 18	15	Inwards train late in and time lost by Caution Signals.
20	200	9 22	9 37	15	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.
21	208	17 3	17 18	15	Inwards train late in and time lost by Caution Signals.
22	200	9 22	9 37	15	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.
23	110	0 35	0 50	15	Time lost by Caution Signals and detained at meeting stations.
	200	9 22	9 42	20	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.

late trains.

Up trains.

Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
1895.					
March 25	15	10 30	10 45	15	Waited on loco & time lost by Caution Signals.
	31	18 10	18 30	20	Waited on loco & time lost by Caution Signals.
	197	10 50	11 10	20	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.
26	15	10 30	10 58	28	Detained at meeting stations, waited on loco, and time lost by Caution Signals.
	31	18 10	18 43	33	Waited on loco, time lost by Caution Signals and detained at meeting stations.
	41	13 30	13 45	15	Detained at meeting stations.
	201	15 55	16 10	15	Inwards train late in and time lost by Caution Signals.
27	15	10 30	10 58	28	Waited on loco, time lost by Caution Signals, and detained at meeting stations.
	31	18 10	18 43	33	Waited on loco, time lost by Caution Signals & detained at meeting stations.
	107	11 50	12 5	15	Waited at Dharmawaram for the Reg train, and time lost by Caution Signals.
	123	2 40	2 55	15	Detained at Kandamangalam by Customs.
	193	8 15	8 30	15	Waited at manyachi for the arrival of mail train from Tuticorin 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 20	25	Inwards train late in and time lost by Caution Signals.

Return of

late trains.

Down trains.

Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
1895.					
March 24	170	11 40	12 5	25	Detained at working stations.
	200	9 22	9 37	15	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.
25	200	9 22	9 37	15	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.
26	200	9 22	9 37	15	Inwards train late in and time lost by caution signals.
	208	17 3	17 23	20	Inwards train late in and time lost by caution signals.
27	90	21 55	23 15	80	Waited on loco.
	200	9 22	9 47	25	Inwards train late in and time lost by caution signals.
	208	17 3	17 38	35	Inwards train late in and time lost by caution signals.

Up trains.

Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
1895.					
March 27	205	18 35	19 15	40	Inwards train late in and time lost by caution signals.
	28	15 10	30 10	50	Waited on loco and time lost by caution signals.
	31	18 10	18 28	18	Waited on loco and time lost by caution signals.
	193	8 15	8 35	20	Inwards train late in and time lost by caution signals.
	197	10 50	11 30	40	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 10	35	Inwards train late in and time lost by caution signals.
29	15	10 30	10 50	20	Waited on loco & time lost by caution signals.
	31	18 10	18 33	23	Passengers, 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 16	26	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	18 56	21	Inwards train late in and time lost by caution signals.
30	15	10 30	10 50	20	Waited on loco and time lost by caution signals.

Return of

late trains.

Down trains.

Up trains.

Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
1895.					
March 28	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.
29	170	11 40	12 0	20	Waited at Broder for main line passing train.
	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.
30	110	0 35	0 56	21	Time lost by caution signals 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.
31	40	20 25	21 10	45	Shunting, time lost by drivers and detained at meeting stations.

Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
1895.					
March 30	31	18 10	18 31	21	Waited on loco, time lost by caution signals, and detained at meeting stations.
	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 and time lost by caution signals.
	205	18 35	19 0	25	Inwards train late in and time lost by caution signals.
31	15	10 30	10 50	20	Waited on loco and time lost by caution signals.
	31	18 10	18 31	21	Waited on loco and time lost by caution signals.
	193	8 15	8 30	15	Waited at manyachin for the arrival of mail train from Tathicorui and time lost by caution signals.
	197	10 50	11 21	31	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	18 56	21	Inwards train late in and time lost by caution signals.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

Statement of late trains on the South Indian Railway
Branch including Mayavaram. Multiple sections for the
quarter ended the 31st March 1895.

Recorded.

2. During the quarter under
review 7.54 per cent. of all
trains were late showing a
slight decrease over the corres-
ponding quarter of 1894
in which the percentage
was 8.34. Of the percentage
of 7.54, 3.49 percent is attributable
to loss of time by the slowing of
trains over the bridges between
Trichinopoly and Tirunelveli
which are now being strengthened.

3. The trains chiefly at fault were

Madras & Tuticorin — (2 mails)
Villupuram & Tiruchirappalli (mixed)
Mayavaram & Tiruchirappalli (— do)
Dharmavaram & Pakhal (— do)
Mangalore & Tirunelveli (mixed & mail)
Tirunelveli & Madurai (mixed)
C.M. 8/5/95

DESPATCHED

S 24 MAY 95

To The Agent,

To

G.P. 8/5/95

Print

2012 5
47 4-5-95

19TH MAY 1894, No. 313 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.
PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper :—

STATEMENT of late trains on the South Indian Railway for the quarter ended the 31st March 1894.

N^o 342. R. d. 13. 5. 95

[Statement.]

ORDER—dated 19th May 1894, No. 313 R., Public Works.

Recorded.

2. It is observed that during the quarter under review 8.34 per cent. of all trains on the South Indian Railway ran late, being a considerable increase compared with the corresponding quarter of 1893, in which the percentage was 2.85. This 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—

Madras and Tuticorin (mail).
Villupuram and Trichinopoly Fort (mixed).
Mayavaram and Negapatam (mixed).
Dharmavaram and Pakala (mixed).
Nellore and Villupuram (mixed).
Nellore to Villupuram and Pondicherry to Nellore (mixed).

(True Extract.)

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

To the Agent, South Indian Railway.

RAILWAY.

Govt. of {1894} Madras.
PUBLIC WORKS.

Dated May, 19th.

Recd.

Encl.

G.O., 19th May 1894, No. 313 R.

MAY.

Late trains on the South
Indian Railway

Statement of — for the quarter ended
31st March 1894, recorded with remarks.