

Public Works (1894) Department.

RAILWAY BRANCH.

G.O., No. 620 R

DATED 20 November

[Despatch Abstract.]

Late trains

Statement of — on the South Indian
Railway, including the Mayavaram. Mutu-
pet section, for the quarter ended 30 Sept.
1894, recorded with remarks.

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[illegible]

FURTHER PAPERS.

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

20TH NOVEMBER 1894, No. 620 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.
PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

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

[Statement.

[illegible]

183.	184.	185.	186.	187.	188.	189.	190.	191.	192.	193.	194.	195.	196.	197.	198.	199.	200.	201.	202.	203.	204.	205.	206.	207.	208.	209.	210.	211.	212.	213.	214.	215.	216.	217.	218.	219.	220.	221.	222.	223.	224.	225.	226.	227.	228.	229.	230.	231.	232.	233.	234.	235.	236.	237.	238.	239.	240.	241.	242.	243.	244.	245.	246.	247.	248.	249.	250.	251.	252.	253.	254.	255.	256.	257.	258.	259.	260.	261.	262.	263.	264.	265.	266.	267.	268.	269.	270.	271.	272.	273.	274.	275.	276.	277.	278.	279.	280.	281.	282.	283.	284.	285.	286.	287.	288.	289.	290.	291.	292.	293.	294.	295.	296.	297.	298.	299.	300.	301.	302.	303.	304.	305.	306.	307.	308.	309.	310.	311.	312.	313.	314.	315.	316.	317.	318.	319.	320.	321.	322.	323.	324.	325.	326.	327.	328.	329.	330.	331.	332.	333.	334.	335.	336.	337.	338.	339.	340.	341.	342.	343.	344.	345.	346.	347.	348.	349.	350.	351.	352.	353.	354.	355.	356.	357.	358.	359.	360.	361.	362.	363.	364.	365.	366.	367.	368.	369.	370.	371.	372.	373.	374.	375.	376.	377.	378.	379.	380.	381.	382.	383.	384.	385.	386.	387.	388.	389.	390.	391.	392.	393.	394.	395.	396.	397.	398.	399.	400.	401.	402.	403.	404.	405.	406.	407.	408.	409.	410.	411.	412.	413.	414.	415.	416.	417.	418.	419.	420.	421.	422.	423.	424.	425.	426.	427.	428.	429.	430.	431.	432.	433.	434.	435.	436.	437.	438.	439.	440.	441.	442.	443.	444.	445.	446.	447.	448.	449.	450.	451.	452.	453.	454.	455.	456.	457.	458.	459.	460.	461.	462.	463.	464.	465.	466.	467.	468.	469.	470.	471.	472.	473.	474.	475.	476.	477.	478.	479.	480.	481.	482.	483.	484.	485.	486.	487.	488.	489.	490.	491.	492.	493.	494.	495.	496.	497.	498.	499.	500.	501.	502.	503.	504.	505.	506.	507.	508.	509.	510.	511.	512.	513.	514.	515.	516.	517.	518.	519.	520.	521.	522.	523.	524.	525.	526.	527.	528.	529.	530.	531.	532.	533.	534.	535.	536.	537.	538.	539.	540.	541.	542.	543.	544.	545.	546.	547.	548.	549.	550.	551.	552.	553.	554.	555.	556.	557.	558.	559.	560.	561.	562.	563.	564.	565.	566.	567.	568.	569.	570.	571.	572.	573.	574.	575.	576.	577.	578.	579.	580.	581.	582.	583.	584.	585.	586.	587.	588.	589.	590.	591.	592.	593.	594.	595.	596.	597.	598.	599.	600.	601.	602.	603.	604.	605.	606.	607.	608.	609.	610.	611.	612.	613.	614.	615.	616.	617.	618.	619.	620.	621.	622.	623.	624.	625.	626.	627.	628.	629.	630.	631.	632.	633.	634.	635.	636.	637.	638.	639.	640.	641.	642.	643.	644.	645.	646.	647.	648.	649.	650.	651.	652.	653.	654.	655.	656.	657.	658.	659.	660.	661.	662.	663.	664.	665.	666.	667.	668.	669.	670.	671.	672.	673.	674.	675.	676.	677.	678.	679.	680.	681.	682.	683.	684.	685.	686.	687.	688.	689.	690.	691.	692.	693.	694.	695.	696.	697.	698.	699.	700.	701.	702.	703.	704.	705.	706.	707.	708.	709.	710.	711.	712.	713.	714.	715.	716.	717.	718.	719.	720.	721.	722.	723.	724.	725.	726.	727.	728.	729.	730.	731.	732.	733.	734.	735.	736.	737.	738.	739.	740.	741.	742.	743.	744.	745.	746.	747.	748.	749.	750.	751.	752.	753.	754.	755.	756.	757.	758.	759.	760.	761.	762.	763.	764.	765.	766.	767.	768.	769.	770.	771.	772.	773.	774.	775.	776.	777.	778.	779.	780.	781.	782.	783.	784.	785.	786.	787.	788.	789.	790.	791.	792.	793.	794.	795.	796.	797.	798.	799.	800.	801.	802.	803.	804.	805.	806.	807.	808.	809.	810.	811.	812.	813.	814.	815.	816.	817.	818.	819.	820.	821.	822.	823.	824.	825.	826.	827.	828.	829.	830.	831.	832.	833.	834.	835.	836.	837.	838.	839.	840.	841.	842.	843.	844.	845.	846.	847.	848.	849.	850.	851.	852.	853.	854.	855.	856.	857.	858.	859.	860.	861.	862.	863.	864.	865.	866.	867.	868.	869.	870.	871.	872.	873.	874.	875.	876.	877.	878.	879.	880.	881.	882.	883.	884.	885.	886.	887.	888.	889.	890.	891.	892.	893.	894.	895.	896.	897.	898.	899.	900.	901.	902.	903.	904.	905.	906.	907.	908.	909.	910.	911.	912.	913.	914.	915.	916.	917.	918.	919.	920.	921.	922.	923.	924.	925.	926.	927.	928.	929.	930.	931.	932.	933.	934.	935.	936.	937.	938.	939.	940.	941.	942.	943.	944.	945.	946.	947.	948.	949.	950.	951.	952.	953.	954.	955.	956.	957.	958.	959.	960.	961.	962.	963.	964.	965.	966.	967.	968.	969.	970.	971.	972.	973.	974.	975.	976.	977.	978.	979.	980.	981.	982.	983.	984.	985.	986.	987.	988.	989.	990.	991.	992.	993.	994.	995.	996.	997.	998.	999.	1000.
Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras	Madras																																																																																																																																																																																																																														

MADRAS,
20th November 1994.

ORDER—dated 20th November 1894, No. 620 R., Public Works.

Recorded.

2. During the quarter under review 6.20 per cent. of all trains ran late showing a considerable increase over the corresponding quarter of 1893 in which the percentage was 4.21. The high percentage is mainly attributable to the several trains on the Negapatam branch which, although not worked with O. class engines, had to stop at certain bridges that are now being strengthened.

3. The trains chiefly at fault were—

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).
Negapatam and Madura (mixed).
Mayavaram 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.)

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

To the Agent, South Indian Railway.

RAILWAY.

Govt. of {1894} Madras.

PUBLIC WORKS.

Dated November, 20th.

Recd.

Encl.

G.O., 20th Nov. 1894, No. 620 R.

NOVEMBER.

Late Trains

Statement of — on the South Indian Railway including the Mayavaram-Muttupet section for the quarter ended 30th September 1894, recorded with remarks.

17TH NOVEMBER 1893, No. 1376 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

STATEMENT of late trains, South Indian Railway, for the quarter ended 30th September 1893.

No.	Description.	JULY 1893.										AUGUST 1893.										SEPTEMBER 1893.										Average for the quarter.	
		Late minutes.					Percentage of late trains.					Late minutes.					Percentage of late trains.					Late minutes.					Percentage of late trains.						
		Number of trains.					Total minutes.					Total minutes.					Total minutes.					Total minutes.					Total minutes.						
		15 minutes.	30 minutes.	45 minutes.	60 minutes.	90 minutes.	15 minutes.	30 minutes.	45 minutes.	60 minutes.	90 minutes.	15 minutes.	30 minutes.	45 minutes.	60 minutes.	90 minutes.	15 minutes.	30 minutes.	45 minutes.	60 minutes.	90 minutes.	15 minutes.	30 minutes.	45 minutes.	60 minutes.	90 minutes.	15 minutes.	30 minutes.	45 minutes.	60 minutes.	90 minutes.		
16.	Madras and Tuticorin .. (Mail)	62	1	1	..	..	2	45	3-22	62	1	1	..	..	..	3	123	4-84	60	1	7	6	..	..	..	1	14	559	23-33	10-48	..		
17.	Do. .. (Do.)	62	1	2	..	..	3	72	4-84	62	..	1	..	..	..	1	18	1-61	60	1	3	..	..	..	..	1	6	400	8-33	4-93	..		
18.	Madras and Chingleput (Mail and Mixed)	62	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..	..	..	..	0-64	..
19.	Do. .. (Do.)	62	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..	..	..	..	..	..
20.	Do. .. (Do.)	62	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..	..	..	..	..	..
21.	Do. .. (Do.)	62	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..	..	..	..	..	..
22.	Do. .. (Do.)	62	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..	..	..	..	..	..
23.	Do. .. (Do.)	62	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..	..	..	..	..	..
24.	Do. .. (Do.)	62	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..	..	..	..	..	..
25.	Do. .. (Do.)	62	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..	..	..	..	..	..
26.	Do. .. (Do.)	62	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..	..	..	..	..	..
27.	Do. .. (Do.)	62	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..	..	..	..	..	..
28.	Do. .. (Do.)	62	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..	..	..	..	..	..
29.	Do. .. (Do.)	62	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..	..	..	..	..	..
30.	Do. .. (Do.)	62	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..	..	..	..	..	..
31.	Do. .. (Do.)	62	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..	..	..	..	..	..
32.	Do. .. (Do.)	62	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..	..	..	..	..	..
33.	Do. .. (Do.)	62	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..	..	..	..	..	..
34.	Do. .. (Do.)	62	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..	..	..	..	..	..
35.	Do. .. (Do.)	62	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..	..	..	..	..	..
36.	Do. .. (Do.)	62	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..	..	..	..	..	..
37.	Do. .. (Do.)	62	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..	..	..	..	..	..
38.	Do. .. (Do.)	62	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..	..	..	..	..	..
39.	Do. .. (Do.)	62	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..	..	..	..	..	..
40.	Do. .. (Do.)	62	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..	..	..	..	..	..
41.	Do. .. (Do.)	62	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..	..	..	..	..	..
42.	Do. .. (Do.)	62	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..	..	..	..	..	..
43.	Do. .. (Do.)	62	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..	..	..	..	..	..
44.	Do. .. (Do.)	62	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..	..	..	..	..	..
45.	Do. .. (Do.)	62	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..	..	..	..	..	..
46.	Do. .. (Do.)	62	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..	..	..	..	..	..
47.	Do. .. (Do.)	62	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..	..	..	..	..	..
48.	Do. .. (Do.)	62	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..	..	..	..	..	..
49.	Do. .. (Do.)	62	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..	..	..	..	..	..
50.	Do. .. (Do.)	62	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..	..	..	..	..	..
51.	Do. .. (Do.)	62	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..	..	..	..	..	..
52.	Do. .. (Do.)	62	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..	..	..	..	..	..
53.	Do. .. (Do.)	62	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..	..	..	..	..	..
54.	Do. .. (Do.)	62	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..	..	..	..	..	..
55.	Do. .. (Do.)	62	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..	..	..	..	..	..
56.	Do. .. (Do.)	62	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..	..	..	..	..	..
57.	Do. .. (Do.)	62	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..	..	..	..	..	..
58.	Do. .. (Do.)	62	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..	..	..	..	..	..
59.	Do. .. (Do.)	62	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..	..	..	..	..	..
60.	Do. .. (Do.)	62	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..	..	..	..	..	..
61.	Do. .. (Do.)	62	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..	..	..	..	..	..
62.	Do. .. (Do.)	62	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..	..	..	..	..	..
63.	Do. .. (Do.)	62	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..	..	..	..	..	..
64.	Do. .. (Do.)	62	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..	..	..	..	..	..
65.	Do. .. (Do.)	62	..	..	..	..	..	..	..	62	..	..	..																				

No. 315.

Endorsement from the Consulting Engineer for Railways, dated 14th Nov. 1893.

Submitted for the information of Government, with reference to G.O., No. 371 R., dated 5th May 1888.

2. During the quarter under review 4.21 per cent. of all trains on the South Indian Railway including Villupuram-Guntakal section ran late, showing a considerable improvement over the corresponding quarter of 1892 in which the percentage was 6.08.

3. The trains chiefly at fault on the South Indian Railway proper including the Villupuram-Guntakal section were—

Madras to Tuticorin (2 mails).
Villupuram to Trichinopoly junction (mixed).
Mayavaram to Negapatam (mixed).
Dharmavaram to Pakala (mixed).
Chingleput to Arkonam (mail and mixed).
Negapatam to Tanjore (mixed and mails).
Negapatam to Madura (mixed).

4. The percentage of late trains during the last month of the quarter is greater than that of the two preceding months.

5. The total of 6,267 minutes late is made up as follows:—

	Minutes.
By defective engines	1,208
By detention on account of locomotives	586
By slow driving	584
By detention on account of foreign train	893
By detention at Kandamangalam by customs	35
By caution signals	555
By detention on account of accident	857
By traffic	1,549

Dates of South Indian
Railway detention on
account of foreign trains.

Dates of Madras
Railway connection
late.

July 6th	July 5th
" 12th	Nil.
" 16th	July 15th
" 17th	Nil.
" 21st	Nil.
August 17th	17th
" 21st	Nil.
" 30th	Nil.

6. More efforts might be made to make up time lost by waiting for foreign trains. For instance, it is noticed that during July and August the mail which awaits the arrival of the Madras Railway North-west mail at Arkonam arrived at Chingleput late on eight occasions, whereas the North-west mail itself arrived late in Madras on three occasions only during these months.

ORDER—dated 17th November 1893, No. 1376 R., Public Works.

Recorded.

2. Attention of the Agent, South Indian Railway, will be invited to paragraph 6 of the Consulting Engineer's endorsement.

(True Extract.)

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

To the Agent, South Indian Railway,
through the Consulting Engineer for Railways.

Ed. A. Grubert.
Spare Copies

RAILWAY.

Govt. of {1893} Madras.
PUBLIC WORKS.

620 R

Dated November, 17th.

Recd.

Encl.

G.O., 17th Nov. 1893, No. 1376 R.

NOVEMBER.

Late Trains

Recording note by the Consulting Engineer for Railways on the statement of — on the South Indian Railway for the third quarter of 1893.

3RD AUGUST 1894, No. ⁴¹⁵_A R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.
PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper :—

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

[Statement.]

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

2

3rd August 1894, No. $\frac{415}{A}$ R., PUBLIC WORKS.

3rd August 1894, No. $\frac{415}{A}$ R., PUBLIC WORKS.

3

July April 1894.										August 1894.										September 1894.										Average for the quarter.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
Description.	No.	Late minutes.					Percentage of late trains.	Number of trains.	Late minutes.					Percentage of late trains.	Number of trains.	Late minutes.					Percentage of late trains.	Number of trains.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
		Above 15 minutes.	Above 30 minutes.	Above 45 minutes.	Above 60 minutes.	Total.			Above 15 minutes.	Above 30 minutes.	Above 45 minutes.	Above 60 minutes.	Total.			Above 15 minutes.	Above 30 minutes.	Above 45 minutes.	Above 60 minutes.	Total.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
Madras and Tuticoria .. (Mail)	16.	1	2			4	89	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62

4 3RD AUGUST 1894, No. $\frac{415}{A}$ R., PUBLIC WORKS.

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).
Mayavaram and Negapatam (mixed).
Dharmavaram and Palakka (mixed).
Nellore and Villupuram (mixed).
Nellore to Villupuram and Pondicherry to Nellore (mixed).
Pondicherry and Villupuram (mail and mixed).
Mayavaram 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.

Ed. C. A. Maniawamy.
Spare Copies

4963
FROM

THE AGENT,

South Indian Railway.

Trichinopoly,

To

THE CONSULTING ENGINEER

FOR RAILWAYS,

Madras.

Dated 18th September 1894.
Received

No. 945

ENCLOSURE. 1

The undersigned has the honor
to forward herewith an Abstract,
and Return, of Late Trains
of the South Indian Railway,
(including the Mayavaram
Muttupet Section) for the
Month of July 1894.

J. H. Maniawamy
for Agent.



SOUTH INDIAN RAILWAY.

including Mayavaram - Kanchipuram Section

ABSTRACT AND RETURN OF LATE TRAINS

for the month of *July* 1894.

SOUTH INDIAN RAILWAY.
RETURN OF LATE TRAINS.
Abstract for July 1894

Description and Number.	LATE MINUTES.					Total.	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.				
462 Madras and Chingelputh — Mail 62	1					1	29	1.61	
28 Madras and Surtur — Mail 62	1	2	1			4	89	6.45	
44 — do — do — do 62		2	1			3	96	4.84	
58 Beach to Villupuram & Villupuram to Beach Madras 62	1					1	15	1.61	
56 Beach and Pallavaram — Passenger 62	1					1	19	1.61	
212 Madras and Pallavaram — do 62									
Carried over...	372	2	6	2		10	248	2.69	

Down trains.	15 mts. late.	30 mts. late.	60 mts. late.	90 mts. late.	In excess of 90 mts. late.	Total in month late.
462 62 train						
28						
14						
58						
56						
212						
40						
145						
2						
88						
94						
90						
100						
110						
214						
116						
112						
144						

ABSTRACT OF LATE TRAINS.

Description and Number.	LATE MINUTES.					Total minutes late.	Percentage of late trains.	Remarks.
	Above 15 and not exceeding 30 mts.	Above 30 and not exceeding 60 mts.	Above 60 and not exceeding 90 mts.	Above 90 mts.	Total.			
Brought forward ...	372	2	6	2	10	248	2.69	
822 & 40 Villupuram and Trichy North	62	2	1	2	8	462	12.90	
• 41 & 145 Kanyakumaram and Kanyakumaram	62	2	18	2	28	790	45.16	
• 43 & 2 Kanyakumaram and Madurai	62	1	1	1	4	269	6.45	
85 & 88 Kanyakumaram and Kanyakumaram	62	1	1	1	1	15	1.61	
93 & 94 do and Kanyakumaram	62	1	1	1	9	191	14.51	
84 & 40 Kanyakumaram and Villupuram	62	5	4	1	11	277	17.74	
97 & 100 Kanyakumaram and Villupuram	62	4	5	1	11	269	17.74	
107 & 110 Kanyakumaram and Villupuram	62	4	5	2	11	347	17.74	
213 & 214 do and do	62	2	6	2	2	46	3.22	
111 & 116 Chingizpakk and Kanyakumaram	62	2	2	2	2	46	3.22	

My list, being last by station, gives 460 mts. and 169 mts. of late trains, which is a very small number, considering the number of late trains in the district.

- 113 & 112	do and do	hail 62	1	.	.	.	1	30	1.61	
- 123 & 144	Pudukchery and Villupuram	hail 62	2	.	.	.	2	38	3.22	
- 132	Villupuram to Pudukchery	do 31	.	.	.	.	.	.	.	
- 141 & 146	Kanyakumaram and Kanyakumaram	hail & hail 62	4	2	.	.	6	165	9.68	
- 153 & 156	do and do	hail 62	.	1	.	.	1	40	1.61	
- 169 & 174	Trichy and Trichy	do 62	1	.	.	.	1	30	1.61	
- 179 & 170	do and do	do 62	1	.	.	.	1	25	1.61	
- 193 & 195	Kanyakumaram and Kanyakumaram	hail 62	.	.	.	.	.	.	.	
- 197 & 200	do and do	hail 62	.	.	.	.	.	.	.	
- 201 & 204	do and do	hail 62	.	.	.	.	.	.	.	
- 205 & 208	do and do	hail 62	.	.	.	.	.	.	.	
- 215 & 216	Kanyakumaram and Kanyakumaram	hail 62	1	.	.	.	2	158	3.22	
- 219 & 220	do and Kanyakumaram	do 62	2	4	.	.	7	223	11.29	
- 223 & 218	do and Kanyakumaram	do 62	1	.	.	.	1	23	1.61	
- 225 & 226	do and Kanyakumaram	do 62	1	.	.	.	2	3	527	
Total ...			189	24	61	23	5	7	120	443
										6.35

As the list is given for 19 mts. and 186 mts. of late trains, which is a very small number, considering the number of late trains in the district.

Down trains.	15 mts. late.	30 mts. late.	60 mts. late.	90 mts. late.	In excess of 90 mts. late.	Total in month late.
822 & 40 train	2	1	1	1	1	3
• 146	2	1	1	1	1	3
• 156	2	1	1	1	1	3
• 184	2	1	1	1	1	3
• 170	2	1	1	1	1	3
• 198	2	1	1	1	1	3
• 200	2	1	1	1	1	3
• 204	2	1	1	1	1	3
• 208	2	1	1	1	1	3
• 216	2	1	1	1	1	3
• 220	2	1	1	1	1	3
• 218	2	1	1	1	1	3
• 226	2	1	1	1	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.
822 & 40 train	2	1	1	1	1	3
• 15	2	1	1	1	1	3
• 31	2	1	1	1	1	3
• 25	2	1	1	1	1	3
• 35	2	1	1	1	1	3
• 211	2	1	1	1	1	3

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.				
1894.									
July	1	145	18 20	18 37	17	Time lost by caution signals and driver and shunting.			
		156	23 45	25 25	40	Detained at meeting stations and engine defective.			
	2	40	20 25	21 0	35	Detained at meeting stations.			
		146	8 5	8 27	22	Detained at meeting stations.			
		220	15 5	15 24	19	Time lost by caution signals and detained at meeting stations.			
	3	100	10 35	10 50	15	Detained at meeting stations and time lost by caution signals.			
	4	100	10 35	10 50	15	Detained at meeting stations, and time lost by caution signals.			
	5	40	20 25	20 40	15	Shunting and detained at meeting stations.			
		100	10 35	10 50	15	Detained at meeting stations and time lost by caution signals.			
	6	170	11 40	12 5	25	Detained at meeting stations, waited on foot and shunting.			
		214	12 30	12 48	18	Detained at meeting stations, waited on foot and shunting.			
	7	14	8 10	9 7	57	Detained at meeting stations, and passengers.			
		100	10 35	10 55	20	Detained at meeting stations, and time lost by caution signals.			

RAILWAY.

Month of July 1894.

Up trains.									
Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.				
1894.									
July	1	31	18 10	18 30	20	Detained at meeting stations and time lost by caution signals.			
		41	13 30	13 55	25	Detained at meeting stations, time lost by caution signals and shunting.			
	2	41	13 30	14 28	58	Detained at meeting stations, waited on foot and time lost by caution signals.			
		141	4 10	4 55	45	Detained at meeting stations and shunting.			
		219	15 40	16 16	36	Detained at meeting stations and time lost by caution signals.			
	4	41	13 30	13 53	23	Detained at meeting stations, shunting and time lost by caution signals.			
	5	41	13 30	13 50	20	Shunting and time lost by caution signals.			
	6	41	13 30	13 45	15	Detained at meeting stations and shunting.			
		107	11 45	12 7	22	Detained at meeting stations.			
	7	123	2 46	3 6	20	Shunting and waited on foot.			
	8	1	16 35	18 38	123	Detained at meeting stations and waited at Kumbakonam owing to the derangement of 368 train at 146 miles.			
		13	8 15	8 44	29	Detained at meeting stations.			
		111	12 0	12 18	18	Detained at meeting stations.			
		141	4 10	4 26	16	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.
1894.					
July 8	2	17 55	20 13	138	Detained at meeting stations, and time lost by caution signals.
	40	20 25	22 35	130	Detained at Sandsporn. Rail owing to the derailment of 36 & at 19 6 mile and at meeting stations.
	90	21 55	22 19	24	Detained at meeting stations, and time lost by caution signals.
	100	10 35	11 10	35	Detained at meeting stations, waited on loco and time lost by caution signals.
	145	18 20	19 0	40	Time lost by caution signals, shunting and detained at meeting stations.
9	90	21 55	22 18	23	Waited on loco, time lost by caution signals and driver.
	100	10 35	11 10	65	Detained at meeting stations, waited on loco, engine defective, and time lost by caution signals.
	110	0 35	0 58	23	Detained at meeting stations and shunting.
	146	8 5	8 46	41	Detained at meeting stations.
10	2	17 55	18 56	61	Detained at meeting stations.
	100	10 35	11 0	25	Detained at meeting stations and time lost by caution signals.

RAILWAY.

Month of July 1894.

Up trains.

Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
1894.					
July	8	21 15	40 15	55	15 Detained at meeting stations and time lost by caution signals.
	9	1 17	5 17	45	40 Detained at meeting stations and time lost by caution signals and driver.
	41	13 30	14 5	35	Shunting and detained at meeting stations.
	89	21 45	22 0	15	Detained at meeting stations & shunting.
	97	12 10	12 25	15	Time lost by caution signals and shunting.
	169	11 40	12 10	30	Waited at Trichy for owing to late arrival of mail train from Madras and waited on loco.
	213	23 50	0 11	21	Waited at Trichy for owing to late arrival of train & waited on loco.
	215	6 25	6 45	20	Detained at meeting stations and shunting.
	10	1 17	5 18	30	85 Time lost by driver and detained at meeting stations.
	11	41 13	30 13	50	20 Shunting and time lost by caution signals.
	123	2 46	3 4	18	Shunting, waited on loco, and detained at Kandanangalam by Customs.

Return of

late trains.

Down trains.

Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.	
1894.						
July	11	90	21	55	22 11 16	Detained at meeting stations and time lost by caution signals. —
	100	10	35	11	0 25	Detained at meeting stations and time lost by caution signals. —
	12	90	21	55	22 10 15	Time lost by caution signals. —
	100	10	35	11	3 28	Detained at meeting stations and time lost by caution signals. —
	110	0	35	0	50 15	Detained at meeting stations. —
	244	12	30	13	11 41	Detained at meeting stations and time lost by driver. —
	15	146	8	5	8 27 22	Detained at meeting stations. —
	220	15	5	15	34 34	Time lost by caution signals and detained at meeting stations. —
	16	110	0	35	0 50 15	Detained at meeting stations. —
	18	2	17	55	18 15 20	Detained at meeting stations, shunting and time lost by caution signals. —
	11	94	21	25	21 40 15	Heavy luggage. —
	226	22	20	22	35 15	Time lost by caution signals and shunting. —
	20	2	17	55	18 45 50	Detained at meeting stations. —
	58	12	35	12	50 15	Detained at meeting stations. —
	112	8	45	9	15 30	Detained at meeting stations. —

Up trains.

Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
1894					
July	12	41	13	30	13 45 15 Shunting and time lost by caution signals.
	13	15	10	30	10 46 16 Waited on loco, time lost by caution signals and detained at meeting stations.
	107	11	45	12	29 44 Waited at Shumway for the train to clear by line and time lost by driver.
	14	41	13	30	13 46 16 Shunting and time lost by caution signals.
	107	11	45	12	0 15 Detained at meeting stations.
	15	41	13	30	14 31 61 Detained at meeting stations and time lost by caution signals.
	215	6	25	8	43 138 Waited on loco and time lost by caution signals.
	219	15	40	15	58 18 Detained at meeting stations.
	223	16	30	16	53 23 Detained at meeting stations.
	17	41	13	30	13 50 20 Shunting and time lost by caution signals.
	18	15	10	30	10 45 15 Detained at meeting stations, waited on loco, and time lost by caution signals.
	41	13	30	13	50 20 Detained at meeting stations 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.
1894.					
July	20	214	12 30	12 50	20 Detained at meeting stations. —
	21	145	18 20	18 54	34 Detained at meeting stations, waited on foot and time lost by Caution signals.
	22	22	20 1	37 19	7 Time lost by Caution signals and detained at Hannilaw station owing to the line being blocked by Ballast train loading a portable engine at Apasalar. —
	23	214	12 30	14 27	117 Detained at meeting stations, time lost by driver and engine defectives.
	24	100	10 35	10 54	19 Detained at meeting stations and shunting. —
	25	214	12 30	12 52	22 Shunting. —
	26	56	9 50	10 7	19 Detained at meeting stations & passengers.
	214	12 30	12 45	15	Detained at meeting stations and time lost by driver. —
	28	145	18 20	19 0	40 Time lost by Caution signals, shunting and detained at meeting stations. —
	29	145	18 20	18 54	34 Time lost by Caution signals and detained at meeting stations. —
	30	214	12 30	12 52	22 Engine defective and time lost by

Up trains.

Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
1894.					
July	20	1	17 5	17 24	19 Detained at meeting stations. —
	15	10	30 10	50 20	Waited on foot, time lost by Caution signals, and detained at meeting stations.
	41	13	30 13	57 27	Time lost by driver & Caution signals.
	107	11	50 12	33 43	Waited at Hannilaw station for engine, shunting and time lost by driver. —
	111	12	0 12	28 28	Detained at meeting stations. —
	21	41	13 30	14 0	30 Detained at meeting stations and time lost by Caution signals. —
	89	21	45 22	8 23	Detained at meeting stations & shunting.
	107	11	50 12	15 25	Waited at Hannilaw station for engine, shunting and time lost by driver. —
	225	21	15 2	30 45	Detained at Paralam owing to the line being blocked by Ballast train loading a portable engine at Apasalar and time lost by Caution signals. —
	22	41	13 30	13 48	18 Detained at meeting stations, shunting and time lost by Caution signals. —
	89	21	45 22	0 15	Detained at Vetter owing to the derailment of B. 9 at South facing points. —
	141	4	10 4	29 19	Shunting. —

Return of late trains.

Return of									
Down trains.									
Date.	No. of Trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.		
1894.									
July	30	220	15 5	15 56	51	Time lost by caution signals, and detained at meeting stations.			
	31	214	12 30	12 46	16	Detained at meeting stations and Shunting.			

Up trains.									
Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.				
July 1894.									
July	23	213	23 50	0 5	15	Detained at meeting stations of Shunting.			
	24	15	10 30	11 8	38	Detained at meeting stations, time lost			
						by caution signals and waited on loco.			
	31	18	10 18	27	17	Detained at meeting stations, waited			
						on loco and time lost by caution signals.			
	41	13	30 13	55	25	Shunting and time lost by caution			
						signals.			
	107	11	50 12	5	15	Shunting and waited on loco.			
25	41	13	30 13	51	21	Detained at meeting stations and			
						time lost by caution signals.			
	213	23	40 0	30	40	Waited on loco and time lost by			
						driver.			
26	41	13	30 13	54	24	Detained at meeting stations, shunting			
						and time lost by caution signals.			
27	1	17	5 17	20	15	Detained at meeting stations and			
						shunting.			
	41	13	30 13	50	20	Shunting and time lost by caution			
						signals.			
28	41	13	30 13	49	19	Detained at meeting stations and			
						time lost by caution signals.			
29	41	13	30 13	50	20	Detained at meeting stations, shunting			
						and time lost by caution signals.			
	89	21	45 22	0	15	Detained at meeting stations and			
						shunting.			
30	41	13	30 14	43	73	Shunting, 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.
1894.					

[illegible]

TRAFFIC MANAGER'S OFFICE,

Trichinopoly, 14 September 1894.

late trains.

Date.	No. of trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
July 30	137	11 50	12 15	25	and time lost by caution signals.— Detained at meeting stations, waited in loco, and shunting.
	219	15 40	16 30	50	Detained at meeting stations and time lost by caution signals.—
31	41	13 30	13 50	20	Shunting, detained at meeting stations and time lost by Caution Signals.—
	89	21 45	22 0	15	Detained at meeting stations and shunting.—
	107	11 45	12 12	27	Detained at meeting stations and shunting.—

[illegible]

W. C. C. C.
Traffic Manager.

5270

FROM

THE AGENT,

South Indian Railway.

Trichinopoly,

To

THE CONSULTING ENGINEER

FOR RAILWAYS,

Madras.

Dated //

Received

October 1894.

12.10.94 S
1894

No. 1013

ENCLOSURE. - 1 by

Good report

The undersigned has the honor

to forward herewith an Abstract
and Return, of late trains, on
the South Indian, and Kaya
- varan - Kuttupet, Railways,
for the month of August 1894.

J. H. Le Mesurier B.
for Agent.

SOUTH INDIAN RAILWAY.

including Mayavaram — Mettur Station

ABSTRACT AND RETURN OF LATE TRAINS

for the month of August 1894.

ABSTRACT OF LATE TRAINS.

[illegible]

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. 146. train</i>						
- 156						
- 184						
- 170						
- 198						
- 200						
- 204						
- 208						
- 216						
- 220						
- 218						
- 226						

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</i>						
- 15						
- 31						
- 25						
- 35						
- 211						

Air Mail Express account for 70 lbs. weight on Dec 18th, also during 324 lbs.
Reddman's account by express 11th, and united on foreign railway transit at

[illegible]

SOUTH INDIAN
Return of late trains for the

Down trains.

Date. 1894.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
August	1	214	12 30	12 47	17 Waited on loco and time test by driver.
	4	2	17 55	18 49	54 Detained at meeting stations and time lost by caution signals.
	145	18 20	19 11	51	Time lost by caution signals & driver waited on loco and detained at meeting stations.
	5	2	17 55	18 12	17 Detained at meeting stations and time lost by caution signals.
	40	20 25	21 12	47	Detained at meeting stations & shunting.
	145	18 20	18 54	34	Time lost by caution signals and detained at meeting stations.
	6	40 20	25 20	55	30 Detained at meeting stations.
	90	21 55	22 15	20	Time lost by driver and waited on loco.
	8	2	17 55	18 48	53 Time lost by driver, waited on loco and time lost by caution signals.
	145	18 20	18 54	34	Time lost by caution signals and detained at meeting stations.
	10	40 20	25 21	15	50 Detained at meeting stations and Road side goods.
	220	15 5	15 57	52	Detained at meeting stations and time lost by caution signals.
	11	216	7 15	7 40	25 Time lost by caution signals and waited on loco.

RAILWAY.

Month of August 1894.

Up trains.

Date. 1894.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
August	1	41	13 30	13 48	18 Detained at meeting stations, shunting and time test by caution signals.
	2	41	13 30	13 45	15 Detained at meeting stations and time test by caution signals.
	43	14 5	19 22	17	Time lost by caution signals and detained at meeting stations.
	107	11 50	12 15	25	Detained at meeting stations & shunting.
	4	1	17 5	17 46	41 Detained at meeting stations and time test by driver.
	41	13 30	13 45	15	Detained at meeting stations and time test by caution signals.
	5	41	13 30	13 57	27 Detained at meeting stations and time test by caution signals.
	177	10 50	11 5	15	Waited at Manjra for the arrival of mail from Madras.
	219	15 40	15 55	15	Detained at meeting stations and time test by caution signals.
	6	1	17 5	17 50	45 Detained at meeting stations and time test by driver.
	41	13 30	13 58	28	Detained at meeting stations, shunting and time test by caution signals.
	89	21 45	22 4	19	Detained at meeting stations and waited on loco.
	7	93	12 20	12 35	15 Detained at meeting stations & shunting.
	41	13 30	14 0	30	Detained at meeting stations, shunting and time test by caution signals.
	89	21 45	22 0	15	Detained at meeting stations, & waited on loco.
	141	4 10	4 31	21	Shunting.
	8	1	17 5	17 20	15 Detained at meeting stations.
	41	13 30	13 50	20	Detained at meeting stations and time test by caution signals.
	9	41	13 30	13 55	25 Detained at meeting stations & time test 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.
1894.					
August 13	214	12 30	12 49	19	Detained at meeting stations.
14	2	17 55	18 10	15	Time lost by caution signals.
	214	12 30	12 46	16	Detained at meeting stations.
15	2	17 55	18 45	50	Time lost by caution signals and detained at meeting stations.
	100	10 35	11 11	36	Detained at meeting stations.
	145	18 20	18 54	34	Time lost by caution signals and detained at meeting stations.
	214	12 30	12 52	22	Time lost by driver and waited on loco.
	218	9 50	10 5	15	Detained at meeting stations.
16	145	18 20	19 9	49	Detained at meeting stations and time lost by caution signals & driver.
	214	12 30	13 22	52	Detained at meeting stations.
17	214	12 30	13 52	82	Time lost by driver, waited on loco and detained at meeting stations.
	220	15 5	15 57	52	Time lost by caution signals & detained at meeting stations.
18	2	17 55	18 45	50	Detained at meeting stations and time lost by caution signals.
	145	18 20	19 0	40	Time lost by caution signals and driver and detained at meeting stations.

Up trains.

Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
1894.					
August 7	89	21 45	22 8	23	Detained at meeting stations, waited on passengers.
	123	2 46	3 5	19	Shunting, waited on loco, and detained at Randamangalam by customs.
10	41	13 30	14 40	70	Shunting, detained at meeting stations and time lost by caution signals.
	219	15 40	16 20	40	Detained at meeting stations and time lost by caution signals.
11	41	13 30	13 45	15	Detained at meeting stations and time lost by caution signals.
12	41	13 30	13 47	17	Detained at meeting stations and time lost by caution signals.
13	41	13 30	13 47	17	Detained at meeting stations and time lost by caution signals.
	107	11 50	12 39	49	Detained at meeting stations and time lost by shunting.
14	31	18 10	18 55	45	Engine defective, waited on loco and time lost by caution signals.
15	1	17 5	17 46	41	Detained at meeting stations and time lost by caution signals.
	41	13 30	14 0	30	Shunting, detained at meeting stations and time lost by caution signals.
16	1	17 5	17 46	41	Detained at meeting stations and time lost by caution signals.
	41	13 30	14 3	33	Detained at meeting stations, waited on loco, and time lost by caution signals.
17	41	13 30	14 41	71	Waited on loco, detained at meeting stations and time lost by caution signals.
	219	15 40	16 21	41	Detained at meeting stations and time lost by caution signals.
18	1	17 5	17 47	42	Detained at meeting stations and time lost by caution signals.
	41	13 30	14 2	30	Shunting, 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.
1891					
August 19	2	17 55	19 6	71	Detained at meeting stations and time lost by caution signals & driver.
21	2	17 55	18 47	52	Detained at meeting stations & time lost by caution signals & driver.
40	20	25 21	10 45		Time lost by caution signals and driver and detained at meeting stations.
145	18	20 18	54 34		Time lost by caution signals and detained at meeting stations.
24	145	18 20	18 57	37	Time lost by caution signals and detained at meeting stations.
26	220	15 5	15 34	29	Time lost by caution signals and detained at meeting stations.
28	2	17 55	18 10	15	Detained at meeting stations and time lost by caution signals.
220	15	5 16	55		Time lost by caution signals and detained at meeting stations.
29	110	0 35	0 54	19	Detained at meeting stations 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.
1891					
August 18	89	21 45	22 1	16	Waited on loco, and it started at 22 10.
	107	11 50	12 5	15	Time lost by driver.
19	1	17 5	17 20	15	Shunting, time lost by caution signals and detained at meeting stations.
	41	13 20	13 55	25	Time lost by Caution signals and waited on loco.
	123	2 46	3 5	19	Shunting, waited on loco, and detained at Randamangalam by visitors.
	153	10 5	20 25	20	Detained at meeting stations.
20	41	13 30	13 48	18	Detained at meeting stations and time lost by Caution signals.
21	1	17 5	17 23	18	Detained at meeting stations and time lost by Caution signals.
	41	13 30	13 45	15	Detained at meeting stations and time lost by Caution signals.
	43	19 5	19 53	48	Detained at meeting stations and time lost by Caution signals and driver.
	97	12 10	12 33	23	Time lost by driver and waited on loco.
22	41	13 30	13 59	29	Detained at meeting stations and time lost by Caution signals.
23	41	13 30	13 54	24	Detained at meeting stations and time lost by Caution signals.
24	15	10 30	10 45	15	Detained at meeting stations, waited on loco and time lost by Caution signals.
	41	13 30	13 55	25	Detained at meeting stations and time lost by Caution signals.
25	41	13 30	13 55	25	Detained at meeting stations and time lost by Caution signals.
26	41	13 30	14 36	66	Detained at meeting stations and time lost by Caution signals.
	169	11 45	12 5	20	Waited at Spichy J. for the arrival of mail from Madras.

Return of

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

The Southern Railway trains arrived at Stafford at 11:15 a.m. of 19 days under
 15 days under 15 days under 15 days under 15 days under 15 days under
 The Southern Railway trains arrived at Stafford at 11:15 a.m. of 19 days under

TRAFFIC MANAGER'S OFFICE,
 Trichinopoly, 10th October 1894 }
[Signature]

late trains.

Up trains.									
Date.	No. of trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.				
1894.									
August	26	219	15 40	16 20	40	Detained at meeting stations and time lost by Caution signals.			
	27	223	16 30	16 50	20	Detained at meeting stations.			
	27	41	13 30	13 49	19	Detained at meeting stations and time lost by Caution signals.			
	28	41	13 30	14 48	78	Shunting, detained at meeting stations and time lost by Caution signals.			
		219	15 40	16 26	46	Detained at meeting stations and time lost by Caution signals.			
	29	15	10 30	10 45	15	Time lost by Caution signals and limited surface.			
		41	13 30	13 47	17	Detained at meeting stations and time lost by Caution signals.			
	31	41	13 30	13 49	19	Detained at meeting stations and time lost by Caution signals.			
	89	21	45 22	4 19		First train after 10:00 am. 10:19 am.			

The Southern Railway trains arrived at Stafford at 11:15 a.m. of 19 days under
 15 days under 15 days under 15 days under 15 days under 15 days under
 The Southern Railway trains arrived at Stafford at 11:15 a.m. of 19 days under

[Signature]
 Traffic Manager.

1 TO CHIEF C. M. 5270 1074
POST NO 1073 11.10.74
A

5857

FROM

THE AGENT,

South Indian Railway.

Trichinopoly,



TO

THE CONSULTING ENGINEER

FOR RAILWAYS,

Madras.

Dated 17th

Received

11th November 1894.

11/11

No. 11/2

ENCLOSURE. 1

The undersigned has the honor

to forward herewith the Abstract,

and Return of Late Trains,

on the South Indian, and Mysore

-Varanasi - Mysore, Railways,

for the month of September

1894, called for in letter

No. 3577 of 15th instant.

J. H. Morrison

1 Enclosure. For Agent.

Chas.



SOUTH INDIAN RAILWAY.
including Mayavaram - Muttupet section

ABSTRACT AND RETURN OF LATE TRAINS
for the month of *September* 189*4*

SOUTH INDIAN RAILWAY.

RETURN OF LATE TRAINS.

Abstract for September 1934.

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 13 & 62 Madras and Punganur	-	-	-	-	-	-	-	-	
No 15 & 28 Madras and Tuticorin	2	2	1	-	-	6136	10.00	-	
No 31 & 14 Madras and Tuticorin	1	1	-	-	1	3 212	5.00	-	
No 25 & 58 Madras to Punganur & Punganur to Madras	-	-	-	-	-	-	-	-	
No 35 & 56 Madras and Pallavaram	-	-	-	-	-	-	-	-	
No 21 & 212 Madras and Pallavaram	-	-	-	-	-	-	-	-	
Carried over...	3	4	1	0	1	7	348	2.5	

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	-	-	-	-	-	-
No 28	-	-	-	-	-	-
No 14	-	-	-	-	-	-
No 58	-	-	-	-	-	-
No 56	-	-	-	-	-	-
No 212	-	-	-	-	-	-
No 40	-	-	-	-	-	-
No 145	-	-	-	-	-	-
No 2	-	-	-	-	-	-
No 58	-	-	-	-	-	-
No 74	-	-	-	-	-	-
No 90	-	-	-	-	-	-
No 100	-	-	-	-	-	-
No 110	-	-	-	-	-	-
No 214	-	-	-	-	-	-
No 116	-	-	-	-	-	-
No 112	-	-	-	-	-	-
No 144	-	-	-	-	-	-
No 132	-	-	-	-	-	-

SOUTH INDIAN
Return of late trains for the

Down trains.							Cause of detention.
Date. 1894.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.			
September	1	110	0 35	0 52	17		Time lost by caution signals and driver.
	3	"	17 55	18 42	47		Detained at meeting stations, time lost by caution signals & shunting.
	220	15 5	15 27	22			Time lost by caution signals and detained at meeting stations.
	4	2	17 55	18 11	16		Time lost by caution signals.
	110	0 35	1 17	42			Time lost by caution signals and driver and waited on loco.
	220	15 5	15 57	52			Time lost by caution signals and detained at meeting stations.
	5	110	0 35	0 54	19		Detained at meeting stations and time lost by caution signals.
	112	8 45	9 0	15			Train stopped at A $\frac{53}{16}$ mile between Compravaram & Watapada to pick up a waterman knocked down by foot board of a carriage & shunting.
	156	23 45	0 10	25			Detained at meeting stations and time lost by driver.
	220	15 5	15 30	25			Time lost by caution signals and detained at meeting stations.
	6	220	15 5	15 57	52		Time lost by caution signals and detained at meeting stations.

RAILWAY.

Month of September 1894.

Up trains.							Cause of detention.
Date. 1894.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.			
September	1	41	13 30	13 56	26		Detained at meeting stations and time lost by caution signals.
	2	41	13 30	13 53	23		Detained at meeting stations and time lost by caution signals.
	3	41	13 30	14 34	64		Shunting, waited on loco, detained at meeting stations and time lost by caution signals.
	219	15 40	16 18	38			Detained at meeting stations and time lost by caution signals.
	223	16 30	16 45	15			Detained at meeting stations.
	4	41	13 30	14 33	63		Detained at meeting stations, time, lost by caution signals and passengers.
	219	15 40	16 20	40			Detained at meeting stations and time lost by caution signals.
	5	41	13 30	14 34	64		Detained at meeting stations and time lost by caution signals.
	219	15 40	16 16	36			Detained at meeting stations, and time lost by caution signals.
	223	16 30	16 45	15			Detained at meeting stations.
	6	31	18 10	18 25	15		Time lost by caution signals and waited on loco.
	41	13 30	14 44	74			Detained at meeting stations and time lost by caution signals.
	89	21 45	22 5	20			Detained at meeting stations & shunting.
	141	11 10	11 40	30			Detained at meeting stations.
	219	15 40	16 30	50			Detained at meeting stations, time, lost by caution signals and shunting.
	7	41	13 30	13 48	18		Detained at meeting stations and time lost by caution signals.

Return of

Down trains.

Date. 1894.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
September 7	112	8 45	9 0	15	Detained at meeting stations and time lost by caution signals.
8	2	17 55	18 15	20	Time lost by caution signals and detained at meeting stations.
9	21	55	22 12	17	Time lost by caution signals, and driver waited on loco, and detained at meeting stations.
10	145	18 20	19 1	41	Shunting, Passengers, time lost by Caution signals, and detained at meeting stations.
214	12	30	13 6	36	Shunting, time lost by Caution signals waited on loco, and detained at meeting stations.
220	15	5	15 58	53	Time lost by caution signals and detained at meeting stations.
11	214	12 30	13 7	37	Detained at meeting stations and time lost by caution signals.
12	40	20 25	20 40	15	Time lost by caution signals and detained at meeting stations.
13	170	11 40	11 55	15	Detained at meeting stations & Passengers.

RAILWAY.

Month of September, 1894.

Up trains.

Date. 1894.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
September 8	41	13 20	13 53	23	Detained at meeting stations and time lost by caution signals.
153	20	5 20	23 18	18	Detained at meeting stations & Passengers.
7	41	13 30	13 49	19	Detained at meeting stations and time lost by caution signals.
10	1	17 5	17 20	15	Detained at meeting stations, Passengers, and time lost by caution signals.
15	10	30 11	9 39	39	Detained at meeting stations, time lost by caution signals & driver and waited on loco.
41	13	30 14	25 55	55	Detained at meeting stations, time lost by Caution signals & RR goods.
107	11	50 12	15 28	28	
214	15	40 16	10 30	30	Detained at meeting stations.
11	15	10 30	10 57	27	Time lost by Caution signals, waited on loco & time lost by Caution signals.
41	13	30 14	4 34	34	Detained at meeting stations and time lost by Caution signals.
107	11	50 12	15 25	25	Detained at meeting stations and time lost by Caution signals.
123	2	46 3	1 15	15	Shunting, waiting on loco, and detained at Sandaugus by Caution.
12	31	18 10	18 30	20	Time lost by Caution signals and waited on loco.
41	13	30 13	54 24	24	Time lost by caution signals and detained at meeting stations.
13	41	13 30	13 52	22	Time lost by Caution signals and detained at meeting stations.

Return of

late trains.

Down trains.

Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
1894.					
September 14	2	17 55	18 43	48	Time lost by caution signals, shunting and detained at meeting stations.
	145	18 20	18 54	34	Time lost by caution signals & driver and detained at meeting stations.
15	2	17 55	18 12	17	Time lost by caution signals and detained at meeting stations.
18	220	15 5	15 34	29	Time lost by caution signals, and detained at meeting stations.
19	90	21 55	22 10	15	Passenger, shunting, and time lost by caution signals.
20	40	20 25	21 20	55	Passengers, detained at meeting stations and time lost by caution signals.
21	2	17 55	18 44	49	Time lost by caution signals and detained at meeting stations.
	145	18 20	18 54	34	Detained at meeting stations, time lost by caution signals & shunting.
22	90	21 55	22 38	43	Time lost by caution signals and driver, waited on loco, and detained at meeting stations.
	100	10 35	11 13	38	Detained at Sandman's place by caution signals.

Up trains.

Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
1894.					
September 13	89	21 45	22 0	15	Detained at meeting stations and waited on loco.
14	1	17 5	17 20	15	Detained at meeting stations and time lost by caution signals.
	41	13 20	13 55	25	Detained at meeting stations and time lost by caution signals.
15	41	13 30	13 52	22	Shunting, detained at meeting stations and time lost by caution signals.
18	41	13 30	14 26	56	Detained at meeting stations and time lost by caution signals.
	43	19 5	19 20	15	Time lost by caution signals and detained at meeting stations.
19	15	10 30	10 50	20	Time lost by caution signals and waited on loco.
	41	13 30	13 50	20	Detained at meeting stations and time lost by caution signals.
	43	19 5	23 23	258	Time lost by caution signals, waited on loco, shunting, detained at meeting stations and stoppage of train owing to axle rod of B25 attached to 716 train broken between Dundas & Anoka train.
	89	21 45	22 0	15	Detained at meeting stations.
20	41	13 30	13 59	29	Detained at meeting stations and time lost by caution signals.
	215	6 25	6 41	16	Detained at meeting stations and time lost by caution signals.
	219	14 50	15 5	15	Detained at meeting stations, shunting and time lost by caution signals.
	223	16 30	16 45	15	Shunting.

Return of

Down trains.

Date. 1894	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
September 22	100				Customs, time test by caution signals and driver, and detained at meeting stations.
23	90	21	55	22 15	20 Detained at meeting stations, time test by caution signals & shunting.
	214	12	30	13 20	50 Detained at meeting stations, time test by caution signals & shunting.
24	2	17	55	15 42	47 Time test by caution signals and detained at meeting stations.
	145	18	20	18 54	34 Time test by caution signals, detained at meeting stations & shunting.
	234	17	30	18 2	32 Inwards train late in and time test by caution signals.
25	2	17	55	19 25	90 Time test by caution signals, detained at meeting stations and shunting.
	90	21	55	22 10	15 Time test by driver and caution signals and detained at meeting stations.

Up trains.

Up trains.

Date. 1894	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
September 21	1	17	5	17 20	15 Detained at meeting stations and time test by caution signals.
	41	13	30	13 48	18 Detained at meeting stations and time test by caution signals.
22	1	17	5	17 25	20 Time test by caution signals and detained at meeting stations.
	41	13	30	13 50	20 Detained at meeting stations and time test by caution signals.
	89	21	45	22 3	18 Detained at meeting stations.
23	31	18	10	21 7	177 Owing to the derangement of Brake Van Obz at 4 ¹ / ₂ mile between Manjapadi and Sataparai.
24	1	17	5	17 46	41 Detained at meeting stations and time test by caution signals.
	41	13	30	14 10	40 Waited on loco, detained at meeting stations, and time test by caution signals.
	123	2	46	3 3	17 Shunting, waited on loco and detained at Kandamangalam by customs.
	219	14	50	15 22	32 Detained at meeting stations and time test by caution signals.
	235	20	45	21 22	37 Inwards late in, shunting, and time test by caution signals.
25	1	16	35	17 50	75 Detained at meeting stations, waited on loco and time test by caution signals.
	15	10	30	10 50	20 Waited on loco and time test by caution signals.
	41	13	30	14 27	57 Detained at meeting stations, waited on loco, shunting and time test by caution signals.

Return of

Down trains.

Date. 1894.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
September 25	145	18 20	19 37	77	Time lost by caution signals, detained at meeting stations and shunting. —
	156	23 45	24 0	15	Detained at meeting stations. —
	220	15 5	16 0	55	Time lost by caution signals and detained at meeting stations. —
	234	17 30	18 8	38	Inward train late in and time lost by caution signals. —
26	2	17 55	18 11	16	Time lost by caution signals. —
27	2	17 55	18 53	58	Detained at meeting stations and time lost by caution signals & driver. —
	145	18 20	19 49	89	Detained at meeting stations, time lost by caution signals, and driver and waited on loco. —
28	145	18 20	18 54	34	Time lost by caution signals and detained at meeting stations. —
	156	23 45	0 5	20	Waited at Faversham for the arrival of mail train from Tinticorn. —
29	2	17 55	18 47	52	Detained at meeting stations and time lost by caution signals. —
	145	18 20	18 54	34	Time lost by caution signals and detained at meeting stations. —

late trains.

Up trains.

Date. 1894.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
September 25	153	20 5	20 27	22	Detained at meeting stations. —
	219	14 50	15 30	40	Detained at meeting stations, time lost by caution signals and shunting. —
	235	20 45	21 24	39	Inward train late in, shunting and time lost by caution signals. —
26	1	17 5	17 25	20	Detained at meeting stations and time lost by caution signals. —
	41	13 30	13 53	23	Detained at meeting stations, waited on loco, and time lost by caution signals. —
	155	20 5	20 20	15	Detained at meeting stations. —
27	1	17 5	17 30	25	Shunting, detained at meeting stations and time lost by caution signals. —
	41	13 30	13 46	16	Detained at meeting stations and time lost by caution signals. —
	169	11 45	12 0	15	Waited at Faversham for the arrival of mail train from Tinticorn. —
28	1	17 5	17 25	20	Detained at meeting stations and time lost by caution signals. —
	41	13 30	13 47	17	Shunting, detained at meeting stations and time lost by caution signals. —
	169	11 45	12 0	15	Waited at Faversham for the arrival of mail train from Tinticorn. —
29	1	17 5	17 46	41	Detained at meeting stations, and time lost by caution signals. —
	15	10 30	10 45	15	Time lost by caution signals and waited on loco. —
	41	13 30	13 59	29	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.
1894					
September 27	244	12 30	12 45	15	Shunting, and time test by caution signals and drivers.
30	2	17 55	18 47	52	Detained at meeting stations and time test by caution signals.
145	18	20 18	54 34		Detained at meeting stations and time test by caution signals.
234	17	30 17	50 20		Inwards train later in, and time test by caution signals.

The Madras Railway train arrived at Changanassery on 27, 2 and under
 the Madras Railway train arrived at Changanassery on 2 days under the
 The Madras Railway train arrived at Changanassery on 2 days under the
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 The Madras Railway train arrived at Changanassery on 2 days under the

TRAFFIC MANAGER'S OFFICE,
 Trichinopoly, 9 November 1894
[Signature]

late trains.

Up trains.

Date.	No. of trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
1894					
September 27	107	11 50	12 10	20	Time test by caution signals, shunting, and detained at meeting stations.
30	1	17 5	17 40	35	Shunting, detained at meeting stations and time test by caution signals.
15	10	30 10	45 15		Time test by caution signals and waited on loco.
41	13	30 14	3 33		Waited on loco, detained at meeting stations, and time test by caution signals.
219	14	50 15	10 20		Detained at meeting stations and time test by caution signals.

The 15th the restricted time for report to Changanassery
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[Signature]
 Traffic Manager.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

Statement of Late trains on the South
Indian Railway including Mayavaram
Muttupet section for the quarter ended
the 30th September 1894.

Recorded.

2. During the quarter
under review 6.77 percent
of all trains ran late
showing a considerable
increase over the corre-
sponding quarter of 1893 in
which the percentage was
4.21. This high percentage
is mainly attributable
to the several trains on
the Nagapatnam branch
which although not worked
with O. Class Engines, had
to stop at certain bridges
that are now being strength-
ened.

No 620.R
20.11.94.

5857 4
1142 17.11.94
A

The trains chiefly
at fault were:-

Villupuram & Tiruchirappalli (mixed)

Mayanar & Negapatam (-do-)

Thirumanar & Pakhal (-do-)

Nellore & Villupuram (-do-)

Nellore to Villupuram and

Puducherry to Nellore (-do-)

Negapatam and Madurai (-do-)

Mayanar and Muttipet (-do-)

4. The percentage of late
trains during the last
month of the quarter is
greater than that of the
two preceding months.

2. The Agent S. I. R.

Will R

20-11-94

No 620 R dated 20. 11. 94