Public Works (1895) Department.

RAILWAY BRANCH.

G.O., No. 177-8R

DATED 13th September 1895

[Despatch Abstract.]

Capital and Revenue accounts, S. I. Railway—

Ordered that 6 copies of the—, for the half-year ended the 30th June 1895, with note thereon by the Consulting Engineer for Railways, be forwarded to the Govt of India and the Secy of State.

~~Ditto~~ — Dg Precis embodying the ~~—~~ for the half year ended 30th June 1895 with note thereon by the Consulting Engr for Railways.

Forwarding Prov. Precis embodying the Capital & Revenue accounts S. I. Railway for the half-year ended the 30th June 1895 with note thereon by the Consulting Engineer for Railways.

Indexed.

[P. W. 38.
1,000—11-8-95.]

BACK PAPERS.

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

FURTHER PAPERS.

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

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

From the Officiating Agent and Manager, Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 16th July 1895, No. 466 E./641.

I have the honour to forward, herewith, an estimate with plan No. 3481 for the proposed through siding and loading bank at Bisanattam and to request that the sanction of Government may be conveyed to me for the required outlay (Rs. 9,139) chargeable in the proportion of Rs. 8,783 to Capital and Rs. 356 to Revenue.

2. In explanation of the necessity for the work the Traffic Manager writes:—

"It was decided on the recent inspection that a loading bank of sufficient length to accommodate three wagons should be constructed at Bisanattam station and I shall be obliged if you will kindly arrange to put the work in hand as early as possible as the mining people are pressing for it."

3. The matter was discussed at a meeting of officers held in my office on the 6th ultimo and approved.

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

ORDER—dated 4th August 1895, No. 494 R., Public Works.

Sanctioned.

2. This sanction has been registered as No. 12 R. of 1895-96.

(True Extract.)

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

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

Exd. T K. Narayana Aiyangar.
Spare Copies

RAILWAY.

Govt. of {1895} Madras.

PUBLIC WORKS.

Dated August, 4th.

Recd. *Encl.*

G.O., 4th Aug. 1895, No. 494 R.

AUGUST.

Madras Railway

Estimate of Rs. 9,139 for a through siding and loading bank at Bisanattam station on the —, sanctioned.

(A. & M. I.)

No 3.416
641

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 16th July 1895

From

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

To

The *Consulting Engineer for Railways.*
Madras.

SIR,

I have the honor to forward herewith an estimate on the plan No. 31181 for the proposed through siding and loading bank at Bisanattam and to request that the sanction of Government may be conveyed to me for the required outlay, Rs 9,139 chargeable in the proportion of Rs 8,783 to Capital and Rs 356 to Revenue.

2. An explanation of the necessity for the work the Traffic Manager writes:

"It was decided on the recent Inspection that a loading bank of sufficient length to accommodate 3 wagons should be constructed at Bisanattam station and I shall be obliged if you will

27 July

MADRAS RAILWAY.

From The Consulting Engineer for Railways.

To The Agent and Manager.

No.

Dated

Read.

Form No. 21.
300—11-94.

EXAMINER, RAILWAY ACCOUNTS, MADRAS.
Regr. No. 341
19 JUL. 95
Enclosures

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,

Madras, 17th July 1895.

No. 2337

OFFICE NOTE.

Letter from the Agent ~~Manager~~ Madras Railway, No. 8466/641 dated 16th July 1895, forwarded to the Examiner of Railway Accounts for favor of check as to allocation and budget provision.

F. D'Sarker

for E.R.

EXAMINER'S REPLY.

W/7

The estimate is correct as to allocation and requires the sanction of the Local Govt, which may be accorded if the work is considered 'special'

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

Submitted to A. E. the sanction for the special Rlc 24/7/95

PR. Sanctions 24/7

approved W 27 July

E Wallace

pr GR

A. No. 494 Revised 4. 8. 95.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following

Letter from the Agent & Manager Madras Ry } dd. No. E466/641 dd. 16 July 95

Sanctioned.

2. This sanction has been registered as No. 12. R of 1895-96.

By order,

[illegible]
Secretary.

To
The Agent & Manager Madras Railway Company
Copy to Accountant General.

494/Rys. 95

No. 257 R 21/7

[illegible]

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
	416	R	20-6-95				

FURTHER PAPERS.

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

31st July 1895, No. 493 R., Public Works.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers:—

From the Acting Agent, South Indian Railway, to the Consulting Engineer for Railways, dated Trichinopoly, 3rd June 1895, No. 511.

Referring to your letters Nos. 912 and 1665 of the 14th of March and 24th of May last, I have the honour to forward, herewith, as required by paragraph 39 (III), Chapter V, Volume II of the Public Works Department Code, a completion estimate accompanied by a schedule of works showing the estimated further expenditure, Rs. 1,21,741, required to bring the Máyavaram-Muttupet Railway up to the proper standard of efficiency, and shall be glad to receive early sanction to the same.

For those items on which expenditure in excess of 5 per cent. of the provision made therefor in the project estimate has been incurred, revised estimates will be submitted.

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 Ootacamund, 20th June 1895, No. 416 R.

With reference to paragraph 39 (III), Chapter V, Volume II, Public Works Code, I am directed to forward, for the sanction of the Government of India, a completion estimate for the Máyavaram-Muttupet Railway amounting to Rs. 25,21,156, or Rupees 1,80,397 less than the amount (Rs. 27,01,553) of the sanctioned estimate.

2. The schedule of works required to bring the line to the proper standard of efficiency after the close of the construction estimate on the 31st March 1895 amounts to Rs. 1,21,741, and has been included in the completion estimate.

3. I am to request that the sanction of the Government of India may be accorded to the final estimate of Rs. 25,21,156 in lieu of the amount already sanctioned for the construction estimate.

From the Under Secretary to the Government of India, Public Works Department (Railway Construction), to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Simla, the 19th July 1895, No. 862 R.C.

I am directed to acknowledge the receipt of your letter No. 416 R., dated 20th June 1895, forwarding a completion estimate for the Máyavaram-Muttupet Railway, together with a schedule of the works required to bring the line up to a proper standard of efficiency after the close of the construction estimates.

2. The completion estimate shows the following results :—

			RS.
(i) Amount of sanctioned estimate			27,01,553
(ii) Estimated outlay up to 31st March 1895, date of closing construction estimates	RS. 23,99,415		
(iii) Further outlay necessary to bring the line up to a proper standard of efficiency	1,21,741		
(iv) Total probable outlay			25,21,156
(v) Saving on (i)			1,80,397

3. In reply, I am to communicate the sanction of the Government of India to the further expenditure of Rs. 1,21,741 required to complete the line.

4. This sanction, which is debitable to capital, has been registered as No. 1 Máyavaram-Muttupet Railway of 1895-96.

Order—dated 31st July 1895, No. 493 R., Public Works.

Communicated to the Agent, South Indian Railway, and the Examiner, Railway Accounts, Madras, for information.

2. This sanction has been registered as No. 10 R. of 1895-96.

(True Extract.)

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

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

Exd. A. Streeramooloo.
Spare Copies

These land floods have hitherto, since the construction of the railway, acted with unusual severity and concentrated force on the Erode branch owing to the main line embankment between 250–5 and 252–4 miles first pending the drainage up, and then, when breached, suddenly setting free a vast body of water to rush across country to swell the volume of land floods already accumulated against the Erode branch embankment.

The lowering of the main line now being carried out on the miles * specified will allow these floods to flow freely away instead of accumulating, and so, greatly modify their action on the Erode branch which will not therefore, it is expected, be so severely tried in future.

* 252 and 253 miles.

The Public Works Department have closed the raised bank of the river Cauvery, which was breached opposite the railway during the floods of November 1893, but it is intended † by that department to cut this bank, if and when any extraordinary land flood rises to a dangerous height at the confluence of the Kodamurti and Cauvery rivers; the Kodamurti being the channel by which the drainage of the country here discharges with the Cauvery.

† As stated in Major Boddy's letter previously quoted.

Neither the railway nor the public road bridges of 240 lineal feet and 180 lineal feet waterway, respectively, are anything like adequate to pass the extraordinary flood drainage of the country into the Cauvery at this point. The railway will, however, get over this difficulty by lowering the line and allowing such floods to flow away over it, the Public Works Department intend to meet it by the expedient of cutting the Cauvery bank and letting the floods which cannot find an outlet owing to the inadequacy of the public road bridge, flow away through the cut into the Cauvery.

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 Ootacamund, 26th June 1895, No. 429 R.

With reference to endorsement No. 117 R., dated 26th February 1894, forwarding a copy of the Proceedings of this Government No. 116 R. of the same date, I am directed to forward herewith, for the sanction of the Government of India, an estimate amounting to Rs. 34,374, chargeable in the proportion of Rs. 23,252 to Capital and Rs. 11,122 to Revenue, for lowering on to a causeway that portion of the Erode branch of the South Indian Railway between the 253rd and 254th miles which was seriously breached by the floods of November 1884 and 1893.

2. The description given in the Agent's letter No. 1144, dated 19th November 1894, copy of which was forwarded with my letter No. 20 R. of 16th January 1895, of the causeway to be constructed on the main line, as also the reasons advanced for adopting the method described therein, apply to the proposal now submitted. A copy of the Chief Engineer's letter ‡ to the Agent on the subject is also enclosed.

‡ No. C. 5181 A–825, dated 13th April 1895.

3. The Board of Directors have, in their letter No. 151, dated 10th May 1895, approved of the work.

4. The approval of the Chief Engineer for Irrigation, Madras, has also been obtained.

From the Under Secretary to the Government of India, Public Works Department (Railway Construction), to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Simla, the 23rd July 1895, No. 883 R.C.

I am directed to acknowledge the receipt of your letter No. 429 R., dated 26th June last, and in reply to convey the sanction of the Government of India to the estimate therewith submitted, amounting to Rs. 34,374, of the cost of lowering on to a causeway that portion of the Erode branch of the South Indian Railway between the 253rd and 254th miles, which has been seriously breached by floods.

2. I am also to forward, for information, copy of a note on the subject prepared in the office of the Consulting Engineer to the Government of India for State Railways.

3. The sanction accorded in paragraph 1 above is chargeable in the proportion of Rs. 23,252 to Capital and Rs. 11,122 to Revenue, and has been registered as No. 4, South Indian Railway, of 1895.

ENCLOSURE.

Copy of a note dated 10th July 1895, prepared in the office of the Consulting Engineer to the Government of India for State Railways.

It would be better, instead of making the central part of the causeway level for 1,000 feet, to make it lower at the centre and higher at the ends by using grades of, say, about 1 in 400, meeting in the middle.

2. The pitching on section A might be reduced somewhat, the stone so gained being used to increase the apron of the centre section C.

ORDER—dated 30th July 1895, No. 492 R., Public Works.

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

2. This sanction has been registered as No. 9 R. of 1895–96.

(True Extract.)

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

To the Agent, South Indian Railway.
" Examiner, Railway Accounts, Madras.

Exd. M. Pahilvan.
Spare Copies

RAILWAY.

Govt. of {1895} Madras.

PUBLIC WORKS.

Dated July, 30th.

Recd. *Encl.*

G.O., 30th July 1895, No. 492 R.

JULY.

Causeway

Government of India sanction to the estimate of Rs. 34,374 for lowering on to a — that portion of the Erode branch of the South Indian Railway between the 253rd and 254th miles, which has been seriously breached by floods, communicated to the Agent.

Copy

South Indian Railway

Letter from the Chief Engineer to the Agent dated Trichinopoly 13th April 1895 No. C/ 5181 D / 525

Your last letter No. 5463 / 537 of 5th instant.
Lowering line on Erode Branch.

In continuation of my letter No. B 5181 A of 27th March 1895. and in explanation of the plan No. 62 / 125 and estimate forwarded therewith, I submit the following remarks:—

The provisional sanction of the Board to an approximate estimate amounting to Rs 30,673 has already been accorded to the inclusion of that sum in the Budget Estimate but the detailed estimate since submitted for sanction amounts to Rs 34,374.

The proposals are, as in the similar case of the main line embankment breached on miles 252 and 253 in the floods of 1886 and 1893, to lower the line on to a causeway which while keeping the rails above ordinary flood level, will permit extraordinary floods, such as may be expected to occur about

once

once in 10 years to flow away over the Railway with out short, if any, interruption to Traffic.

My proposals were submitted to the Superintending Engineer of the VI Public Works Department Circle and that Officer wrote in answer to my reference.

① Major O.V. Beddy R.E.

"I have the honor to inform you that the Cauvery flood bank is being made up to its original section and that it is proposed to cut this bank whenever Land floods cause the water to head up to a dangerous height against it, an eventuality not likely to happen more than once in 10 years, your proposal to lower your line out to a heavy stone causeway is in my opinion a sound one. The level should be such that ordinary floods will not interfere with the Rail Service. The maximum flood level of the Cauvery at Kodamurti bridge may be taken at 225.41' and ordinary floods at 2 feet below this or 223.41'. I presume that you do not intend to alter rail level over your Kodamurti Bridge. This level is 234.18'. I am disposed to think that a rail level of 225' on your proposed causeway would be insufficiently low. This would entail a drop of 9.18' below rail level of Kodamurti Bridge and could be obtained in about 1000 feet which would bring the causeway to about the site of last years breaches

× "As reported to me earlier, in my list it is quoted as 233.88"

* To these levels add 126.15' to adopt them to S.I.R. datum which is 126.15' below mean sea level.

"breaches.

"2. The maximum flood level at "Kodamurti bridge caused by land "floods is 232.73' which would indi- "cate that under similar condition "about 7 feet of water would stand "on the causeway if rail level is fixed "at 225'."

The only departure from Major Boddy's views is, that I propose to raise rail level on the causeway higher than he suggests by about one foot in order to keep it slightly above instead of at the maximum flood level of the River Cauvery, in the hope that this may result in preventing any but abnormal and infrequent land floods from rising over rail level.

These land floods have hitherto, since the construction of the Railway acted with unusual severity and concentrated force on the Erode Branch owing to the main line embankment between 250/5 miles and 252/4 miles, first ponding the drainage up, and then when breached, suddenly setting free a vast body of water to push across country to swell the volume of land floods already accumulated against the Erode Branch embankment.

The lowering of the main line now being carried out on the × miles specified will allow these floods

to

× 252 & 253 miles.

to flow freely away instead of accumulating; and so greatly modify their action on the Great Branch which will not therefore, it is expected, be so severely tried in future.

The Public Works Department have closed the breached bank of the River Cauvery which was breached opposite the Railway during the flood of November 1893, but it is intended by that department to cut this bank if and when any extraordinary land flood rises to as dangerous a height at the confluence of the Kodamurti and Cauvery rivers, the Kodamurti being the Channel by which the drainage of the Coombey here discharges with the Cauvery.

2 Words in letter Bridges letter formerly pasted

Neither the Railway nor the Public road bridges of 240 lineal feet and 180 lineal feet waterway respectively are anything like adequate to pass the extraordinary flood drainage of the Country into the Cauvery at this point. The Railway will however get over this difficulty by lowering the line and allowing such floods to flow away over it, the Public Works Department intend to meet it by the expedient of cutting the Cauvery bank and letting the floods [illegible] Cannot find an outlet owing to

the

the inadequacy of the public road bridge, flow away through the Cut into the Canvey.

Agents' office,
Inclemission,
15th April, 75

Jno Coe
Approved
Chief Clerk.

REGISTER
No. 1726
FILE

No. 356

South Indian Railway Co., Ld.

AGENT'S OFFICE,

TRICHINOPOLY, 17th April 1895.

From

THE AGENT,

SOUTH INDIAN RAILWAY,

To

THE CONSULTING ENGINEER

FOR RAILWAYS,

MADRAS.

Sir,

In continuation of my letter No. 278 of the 25th ultimo (vide your letter No. 1101 of the 1st instant) regarding the lowering of the line between the 253rd and 254th miles on the Erode Branch, I have the honor to enclose copy of a letter from the Chief Engineer on the proposed work.

I have the honor to be,

Sir,

Your most obedient Servant

William A Betts.

Agent

1 Enclosure by Book Post

No further action can be taken till Board's sanction is received: await ffl. 19/4

1895 prepared ... of the Viceroy of ...

REGISTER
No. 1 TO [illegible] 1726.95
LETTER No. 356 17.4.95
FROM A

From

The Agent,

South Indian Railway,

Trichinopoly,

To

The Consulting Engineer for

Railways,

Madras.

Dated

Received

No.

189 .

Enclosure.

15/-

No. 429. R.

Government of Madras.

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

To

8 Pcs

The Secy. to the Govt. of India,

P. W. Department.

Ootz the 26th June 1895.

Sir,

With reference to Gr. document No: 117 R 7 dt. February 1894. forwarding a copy of the Proceedings of this Government No: 116 R of the same date, I am directed to forward herewith, for the sanction of the Govt. of India, an estimate amounting to Rs 34,374 chargeable in the proportion of Rs 23,252 to Capital and Rs 11,122 to Revenue, for converting into a causeway that portion of the Erode Branch of the S. I. Rly between the 203rd and

Distribn R. Office 26.6.95

1895 prepared in the office of [illegible]

254th miles which was seriously breached by the floods of November 1884 and 1893.-

2. The description given, in the Agents letter No... 1144 dy 19 November 1894 copy forwarded with letter no. 20 R.P. 16 January 1895, of the causeway to be constructed on the main line, as also the reasons advanced for adopting the method described therein, apply to the proposal now submitted. A copy of the Chief Engineer's letter to the Agent on the Subject is also enclosed.

B/-
No. 429 R. dated 26.6.95

x No. C/5787A/825 dy 13 April 95

3. The Board of Directors have in their letter No. 157 dy 10 May 95, approved of the work.

4. The approval of the Chief Engineer for Irrigation has also been obtained.-

Documents accompanying
Estimate with plan
+ Chief Engineer's letter &
Agreement as above

4/7 Secy 25 R

No. 883 R.C.

GOVERNMENT OF INDIA.

All communications should be addressed to the Secretary.

PUBLIC WORKS DEPARTMENT.

RAILWAY CONSTRUCTION.

9 9.

To

The Joint Secretary to the Government of Madras,

Public Works Department, Railway Branch.

Simla, the 23rd July 1895.

Sir,

I am directed to acknowledge the receipt of your letter No.429 R., dated 26th June last, and in reply to convey the sanction of the Government of India to the estimate therewith submitted amounting to Rs.34,374 of the cost of lowering on to a causeway that portion of the Erode Branch of the South Indian railway between the 253rd and 254th miles, which has been seriously breached by floods.

2. I am also to forward for information copy of a note on the subject prepared in the Office of the Consulting Engineer to the Government of India for State Railways.

3. The sanction accorded in paragraph 1 above is chargeable in the proportion of Rs.23,252 to Capital and Rs. 11,122 to Revenue and has been registered as No.4 South Indian Railway of 1895.

I. have the honour to be,

Sir,

Your most obedient servant,

H. L. Hallett

Under Secretary.

Document accompanying :-

Copy of note dated 10th July 1895 prepared in the Office of the Consulting

DQ P.T.O.

P. W. GUJ... 5778

Engineer to the Government of India for State Railways.

Encl 1
Recd: 29-7-95

Copy of a note dated 10th July 1895, prepared in the Office of the Consulting Engineer to the Government of India for State Railways.

10 S.D

--------oo0oo--------

It would be better, instead of making the central part of the causeway level for 1000 feet, to make it lower at the centre and higher at the ends by using grades of, say, about 1 in 400, meeting in the middle.

2. The pitching on section A might be reduced somewhat, the stone so gained being used to increase the apron of the centre section C.

--------oo0oo---------

C. C. B

A. referred to above.

(R) Form No. 3.

A No 492 R dy 30-7-95.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following

Letter from the Agent S.I.R. No. 278 dy 25th March 1895
Letter from do — 356 dy 17th April 95
Letter from the Secretary to Govt P.W.D. Rlys Branch No. 429 R dy 26th June 1895
Letter from the Govt of India to Govt: P.W.D. No. 883 RC dy 23rd July 1895

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

2. This sanction has been registered as No. 9. R dy 1895-96.

DR
29-7-95

To
The Chief Engineer for Railways
& His Excellency the Governor
for information.

To The Agent S. I. Ry
" Examiner Rlys Cuddapah Guntakal Trichinopoly Tanjore

A. referred to above.

A

Eo 492 Rd/ 30-7-95.

SOUTH INDIAN RAILWAY.

ENGINEERING DEPARTMENT—SCHEDULES A AND B.

BUDGET estimate of sanctioned and unsanctioned works for the year 1895-96.

Item No.	Description of work.	Amount of estimate.			Actual expenditure up to 1893-94.			Probable expenditure in 1894-95.			Balance.		
		Cash.	Stores.	Total.	Cash.	Stores.	Total.	Cash.	Stores.	Total.	Cash.	Stores.	Total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
	SCHEDULE A.—SANCTIONED WORKS.												
	Works in progress exceeding Rs. 5,000.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.
1	Additional staff quarters and locomotive accommodation at Villupuram	37,880	31,010	68,890	..	..	..	20,989	27,845	48,834	16,891	3,165	20,056
2	Enlarging Villupuram station	46,702	53,701	1,00,403	45,604	65,206	1,10,810	250	1,750	2,000	848	13,255	12,407
3	Constructing fourth-class station at Padalam ..	7,100	6,028	13,128	7,269	7,433	14,702	325	105	430	494	1,510	2,004
4	Further locomotive accommodation at Negapatam ..	52,984	1,22,105	1,75,089	37,044	1,46,309	1,83,353	46	4,829	4,783	15,986	29,033	13,047
5	Enlarging Máyavaram station	47,955	45,484	93,439	20,125	51,554	71,679	19,612	5,500	25,112	8,218	11,670	3,352
6	Do. Tiruvallúr station	39,081	45,362	84,443	30,297	36,664	66,961	17,000	8,650	25,650	8,216	48	8,168
7	Shifting existing distant signal from facing points at 100 stations	210	5,573	5,783	23	3,095	3,118	25	100	125	162	2,378	2,540
8	Constructing an apothecary's quarters and dispensary at Madura	2,617	2,514	5,131	1,845	1,358	3,203	1,100	1,000	2,100	328	156	172
9	Laying pipes to staff quarters, sinking an additional well and raising tank-house at Madura	1,322	4,440	5,762	279	5,102	5,381	800	1,000	1,800	243	1,662	1,419
10	Tanjore-Pulliarpatti ballast siding	15,811	44,345	60,156	3,463	48,854	52,317	11,400	600	12,000	948	5,109	4,161
11	Extending through siding at Kivalur	5,600	2,083	7,683	176	1,071	1,247	4,500	1,100	5,600	924	88	836
12	Lengthening through siding and platform at Katalai.	4,695	2,703	7,398	2,269	2,465	4,734	240	120	120	2,186	358	2,544
13	Alterations and additions to through siding at Pasur	2,535	3,062	5,597	1,965	2,204	4,169	375	10	385	195	848	1,043
14	Alterations and additions to through siding at Kulittalai	3,775	2,083	5,858	587	2,448	3,035	2,250	10	2,260	938	375	563
15	Providing a trial station at Chavadipalayam ..	1,727	5,654	7,381	580	3,446	4,026	965	1,435	2,400	182	773	955
16	Permanent station arrangements at Kumarapuram ..	5,104	6,559	11,663	354	3,264	3,618	4,000	3,250	7,250	750	45	795
17	Constructing three double blocks of staff quarters for native drivers and cleaners at Trichinopoly junction	4,710	1,950	6,660	1,263	482	1,745	2,700	1,700	4,400	747	232	515
18	Providing an examining pit for carriages at Egmore	3,892	3,271	7,163	1,537	3,770	5,307	1,500	500	2,000	855	999	144
19	Constructing an upper-storied office accommodation for the General Storekeeper and an office room for the stock-takers at Negapatam	5,812	1,590	7,402	..	..	..	5,600	2,100	7,700	212	510	298
20	Providing dispensary and apothecary's quarters at Egmore	3,728	2,624	6,352	4,230	1,922	6,152	54	278	224	448	424	24
21	Providing dispensary and apothecary's quarters at Trichinopoly junction	3,598	1,668	5,266	3,836	1,911	5,747	166	..	166	72	243	315
22	Providing home signals at 36 stations	3,542	8,764	12,306	1,334	11,670	13,004	10	500	510	2,198	3,406	1,208
23	Permanent shed for erection of additional rolling-stock at Negapatam	5,872	25,536	31,408	2,584	34,566	37,150	..	24	24	3,288	9,054	5,766

Budget estimate of sanctioned and unsanctioned works for the year 1895-96—*cont.*

Item No.	Description of work.	Amount of estimate.			Actual expenditure up to 1893-94.			Probable expenditure in 1894-95.			Balance.		
		Cash.	Stores.	Total.	Cash.	Stores.	Total.	Cash.	Stores.	Total.	Cash.	Stores.	Total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
	SCHEDULE A.—SANCTIONED WORKS—*cont.*												
	Works in progress exceeding Rs. 5,000.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
24	Demarcating the Company's land on either side of the line with boundary stones throughout the South Indian Railway Proper excepting Tinnevelly district	6,161	..	6,161	..	..	..	100	..	100	6,061	..	6,061
25	Providing dispensary and apothecary's quarters at Negapatam	5,492	1,671	7,163	1,655	13	1,668	139	..	139	3,976	1,658	5,634
26	Lowering the line and pitching the bank between 251 miles 36 chains and 252 miles 69 chains ..	16,618	41	16,659	..	..	..	8,000	..	8,000	8,618	41	8,659
27	Trial station at Shundavoor	2,724	7,021	9,745	..	..	..	500	1,000	1,500	2,224	6,021	8,245
28	Providing overhead bracings to 2·100 feet spans of Tondyar, 17·100 feet spans of Pooniar, 10·100 feet spans of Gadilam, 1·100 feet span of Old Vellar, 2·100 feet spans of Old Coleroon and Oopanar, and 2·120 feet spans of Madugu bridges	916	5,688	6,604	..	..	..	..	..	..	916	5,688	6,604
29	Constructing additional offices and staff quarters at Pákala junction	62,947	15,884	78,831	..	..	..	7,080	..	7,080	55,867	15,884	71,751
30	Extending the through siding at North Kolattúr station	1,996	4,136	6,132	..	..	..	..	..	..	1,996	4,136	6,132
31	Minor works as per schedule C	61,008	94,466	1,55,474	12,266	26,627	38,893	21,443	39,178	60,621	27,299	28,661	55,960
	Total ..	4,64,114	5,57,016	10,22,130	1,80,585	4,61,434	6,42,019	1,30,359	1,02,344	2,32,703	1,53,170	6,762	1,46,408
	SCHEDULE B.—UNSANCTIONED WORKS.												
	Works in progress exceeding Rs. 5,000.												
1	Providing one double block of staff quarters at Egmore—*vide* Board's letter No. 84 of 23rd December 1892	7,898	999	8,897	..	..	..	2,363	..	2,363	5,535	999	6,534
2	Strengthening weak girders of 30 feet, 20 feet, 15 feet and 12 feet spans on divisions A and B—*vide* Board's letter No. 140 of 9th November 1894 ..	41,920	32,984	74,904	..	..	..	26,000	42,000	68,000	15,920	9,016	6,904
3	Lowering the line at E. 253rd and 254th mile—*vide* Board's letter No. 140 of 9th November 1894 ..	23,252	..	23,252	..	..	..	6,000	..	6,000	17,252	..	17,252
4	Permanent locomotive water-supply at Tulukapati station—*vide* Board's letter No. 116 of 24th November 1893	4,000	11,000	15,000	..	..	..	..	4,375	4,375	4,000	6,625	10,625

Budget estimate of sanctioned and unsanctioned works for the year 1895-96—*cont.*

Item No.	Description of work.	Provision for 1895-96.														
		II.—Land.			III.—Formation.			IV.—Bridgework.			V.—Fencing.			VI.—Electric telegraph.		
		Cash.	Stores.	Total.	Cash.	Stores.	Total.	Cash.	Stores.	Total.	Cash.	Stores.	Total.	Cash.	Stores.	Total.
		15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
	SCHEDULE A.—SANCTIONED WORKS—*cont.*															
	Works in progress exceeding Rs. 5,000.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
24	Demarcating the Company's land on either side of the line with boundary stones throughout the South Indian Railway Proper excepting Tinnevelly district	..	..	..	..	..	..	..	..	..	4,163	..	4,163	..	..	..
25	Providing dispensary and apothecary's quarters at Negapatam	..	..	..	..	..	..	..	..	..	..	..		..	..	..
26	Lowering the line and pitching the bank between 251 miles 36 chains and 252 miles 69 chains ..	285	..	285	5,070	..	5,070	12,863	41	12,904	19	..	19	..	..	..
27	Trial station at Shundavoor	42	..	42	499	..	499	166	..	166	..	..	..	..	71	71
28	Providing overhead bracings to 2·100 feet spans of Tondyar, 17·100 feet spans of Pooniar, 10·100 feet spans of Gadilam, 1·100 feet span of Old Vellar, 2·100 feet spans of Old Coleroon and Oopanar, and 2·120 feet spans of Madugu bridges	..	..	..	..	..	..	916	5,688	6,604	..	..	..	..	..	..
29	Constructing additional offices and staff quarters at Pákala junction	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
30	Extending the through siding at North Kolattúr station	..	..	..	990	..	990	..	..	..	..	..	..	..	..	..
31	Minor works as per schedule C	202	..	202	352	..	352	3,104	1,308	4,412	814	2,073	2,887	..	..	..
	Total ..	529	..	529	2,534	..	2,534	17,049	7,037	24,086	4,958	2,073	7,031	..	71	71
	SCHEDULE B.—UNSANCTIONED WORKS.															
	Works in progress exceeding Rs. 5,000.															
1	Providing one double block of staff quarters at Egmore—*vide* Board's letter No. 84 of 23rd December 1892	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
2	Strengthening weak girders of 30 feet, 20 feet, 15 feet and 12 feet spans on divisions A and B—*vide* Board's letter No. 140 of 9th November 1894 ..	..	..	..	..	..	..	6,904	..	6,904	..	..	..	..	..	..
3	Lowering the line at E. 253rd and 254th mile—*vide* Board's letter No. 140 of 9th November 1894 ..	..	..	..	4,571	..	4,571	21,807	..	21,807	51	..	51	..	..	..
4	Permanent locomotive water-supply at Tulukapati station—*vide* Board's letter No. 116 of 24th November 1893	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

Budget estimate of sanctioned and unsanctioned works for the year 1895-96—*cont.*

Item No.	Description of work.	Provision for 1895-96—*cont.*											
		VII.—Ballast and permanent-way.			VIII.—Stations and buildings.			IX.—Plant.			Total.		
		Cash.	Stores.	Total.	Cash.	Stores.	Total.	Cash.	Stores.	Total.	Cash.	Stores.	Total.
		30	31	32	33	34	35	36	37	38	39	40	41
	SCHEDULE A.—SANCTIONED WORKS—*cont.*												
	Works in progress exceeding Rs. 5,000.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
24	Demarcating the Company's land on either side of the line with boundary stones throughout the South Indian Railway Proper excepting Tinnevelly district	..	..	..	..	..	..	..	..	..	4,163	..	4,163
25	Providing dispensary and apothecary's quarters at Negapatam	..	..	..	3,976	1,658	5,634	..	..	..	3,976	1,658	5,634
26	Lowering the line and pitching the bank between 251 miles 36 chains and 252 miles 69 chains ..	559	..	559	..	..	..	..	..	..	8,618	41	8,659
27	Trial station at Shundavoor	710	1,854	2,564	807	2,825	3,632	..	466	466	2,224	5,216	7,440
28	Providing overhead bracings to 2·100 feet spans of Tondyar, 17·100 feet spans of Pooniar, 10·100 feet spans of Gadilam, 1·100 feet span of Old Vellar, 2·100 feet spans of Old Coleroon and Oopanar, and 2·120 feet spans of Madugu bridges	..	..	..	..	..	..	..	..	..	916	5,688	6,604
29	Constructing additional offices and staff quarters at Pákala junction	..	..	..	55,317	15,884	71,201	..	..	..	55,317	15,884	71,201
30	Extending the through siding at North Koltatúr station	970	3,159	4,129	36	977	1,013	..	..	..	1,996	4,136	6,132
31	Minor works as per schedule C	1,296	2,652	3,948	11,968	13,278	25,246	..	4,369	4,369	17,736	23,680	41,416
	Total ..	3,956	8,451	12,407	87,498	37,719	1,25,217	..	4,917	4,917	1,11,456	60,268	1,71,724
	SCHEDULE B.—UNSANCTIONED WORKS.												
	Works in progress exceeding Rs. 5,000.												
1	Providing one double block of staff quarters at Egmore—*vide* Board's letter No. 84 of 23rd December 1892	..	..	..	5,535	999	6,534	..	..	..	5,535	999	6,534
2	Strengthening weak girders of 30 feet, 20 feet, 15 feet and 12 feet spans on divisions A and B—*vide* Board's letter No. 140 of 9th November 1894 ..	..	..	..	..	..	..	..	..	..	6,904	..	6,904
3	Lowering he line at E. 253rd and 254th mile—*vide* Board's letter No 140 of 9th November 1894 ..	67	..	67	..	..	..	..	..	..	17,252	..	17,252
4	Permanent locomotive water-supply at Tulukapati station—*vide* Board's letter No. 116 of 24th November 1893	..	..	..	4,000	6,625	10,625	..	..	..	4,000	6,625	10,625

Budget estimate of sanctioned and unsanctioned works for the year 1895-96—*cont.*

Item No.	Description of work.	Amount of estimate.			Actual expenditure up to 1893-94.			Probable expenditure in 1894-95.			Balance.		
		Cash.	Stores.	Total.	Cash.	Stores.	Total.	Cash.	Stores.	Total.	Cash.	Stores.	Total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
	SCHEDULE B.—UNSANCTIONED WORKS—*cont.*												
	Works in progress exceeding Rs. 5,000—cont.	Rs.	Rs.	Rs.				Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
5	Further expenditure to be incurred on capital works on Villupuram-Dharmavaram project and completion estimate from 31st March 1894 to 31st March 1896	3,104	11,798	8,694	..	..	..	3,030	11,828	8,798	74	30	104
6	Beach station improvements at Madras, *vide* Board's letter No. 116 of 24th November 1893	5,309	18,284	23,593	..	..	..	..	..	..	5,309	18,284	23,593
7	Further locomotive accommodation at Negapatam, *vide* Board's letter No. 42 of 11th November 1891 and No. 84 of 23rd December 1892	94,700	94,700	1,89,400	..	..	..	..	..	..	94,700	94,700	1,89,400
8	Extending through sidings and platforms at stations on South Indian Railway, *vide* Board's letter No. 812 of 14th November 1890	9,000	11,000	20,000	..	..	..	..	..	..	9,000	11,000	20,000
9	Providing two double blocks of European drivers' quarters with out-houses, latrines and servants' latrines at Trichinopoly junction, *vide* Boards' letter No. 84 of 23rd December 1892	7,702	1,990	9,692	..	..	..	..	..	..	7,702	1,990	9,692
10	Providing two additional double blocks of drivers' quarters at Madura, *vide* Board's letter No. 84 of 23rd December 1892	8,764	1,986	10,750	..	..	..	..	..	..	8,764	1,986	10,750
11	Demolishing the Locomotive Superintendent's office and re-building it at another locality at Negapatam, *vide* Board's letter No. 116 of 24th November 1893	7,410	1,290	8,700	..	..	..	..	..	..	7,410	1,290	8,700
12	Extension of engine shed by one bay at Trichinopoly junction station, *vide* Board's letter No. 84 of 23rd December 1892	20,305	27,076	47,381	..	..	..	..	..	..	20,305	27,076	47,381
13	Erecting iron tank on 68 lb. rail staging at Trichinopoly junction, *vide* Board's letter No. 700 of 2nd March 1888	770	11,326	12,096	..	..	..	..	..	..	770	11,326	12,096
14	Tanjore station arrangements, *vide* Board's letter No. 116 of 24th November 1893	62,318	17,732	80,050	..	..	..	..	.	..	62,318	17,732	80,050
15	Permanent station arrangements at Tirupati, East, *vide* Board's letter No. 84 of 23rd December 1892	6,377	3,035	9,412	..	..	..	..	..	..	6,377	3,035	9,412
16	Addition of 12 bays to the existing covered way over passengers' platform at Egmore station, *vide* Board's letter No. 140 of 9th November 1894 ..	1,173	4,775	5,948	..	..	..	..	..	..	1,173	4,775	5,948

Budget estimate sanctioned and unsanctioned works for the year 1895-96—*cont.*

Item No.	Description of work.	Provision for 1895-96.														
		II.—Land.			III.—Formation.			IV.—Bridgework.			V.—Fencing.			VI.—Electric telegraph.		
		Cash.	Stores.	Total.	Cash.	Stores.	Total.	Cash.	Stores.	Total.	Cash.	Stores.	Total.	Cash.	Stores.	Total.
		15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
	SCHEDULE B.—UNSANCTIONED WORKS—*cont.*															
	Works in progress exceeding Rs. 5,000—cont.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.			
5	Further expenditure to be incurred on capital works on Villupuram-Dharmavaram project and completion estimate from 31st March 1894 to 31st March 1896	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
6	Beach station improvements at Madras, *vide* Board's letter No. 116 of 24th November 1893	..	..	..	393	..	393	..	..	..	2,017	2,342	4,359	..	..	..
7	Further locomotive accommodation at Negapatam—*vide* Board's letter No. 42 of 11th November 1891 and No. 84 of 23rd December 1892	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
8	Extending through sidings and platforms at stations on South Indian Railway, *vide* Board's letter No. 842 of 14th November 1890	..	..	..	..	..	..	500	..	500	..	..	..	..	..	..
9	Providing two double blocks of European drivers' quarters with out-houses, latrines and servants' latrines at Trichinopoly junction, *vide* Board's letter No. 84 of 23rd December 1892	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
10	Providing two additional double blocks of drivers' quarters at Madura, *vide* Board's letter No. 84 of 23rd December 1892	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
11	Demolishing the Locomotive Superintendent's office and re-building it at another locality at Negapatam—*vide* Board's letter No. 116 of 24th November 1893	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
12	Extension of engine shed by one bay at Trichinopoly junction station—*vide* Board's letter No. 84 of 23rd December 1892	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
13	Erecting iron tank on 68 lb. rail staging at Trichinopoly junction, *vide* Board's letter No. 700 of 2nd March 1888	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
14	Tanjore station arrangements, *vide* Board's letter No. 116 of 24th November 1893	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
15	Permanent station arrangements at Tirupati, East, *vide* Board's letter No. 84 of 23rd December 1892	18	..	18	..	..	..	452	..	452	12	84	96	..	..	..
16	Addition of 12 bays to the existing covered way over passengers' platform at Egmore station, *vide* Board's letter No. 140 of 9th November 1894	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

Budget estimate of sanctioned and unsanctioned works for the year 1895-96—*cont.*

Item No.	Description of work.	Provision for 1895-96—*cont.*											
		VII.—Ballast and permanent-way.			VIII.—Stations and buildings.			IX.—Plant.			Total.		
		Cash.	Stores.	Total.	Cash.	Stores.	Total.	Cash.	Stores.	Total.	Cash.	Stores.	Total.
		30	31	32	33	34	35	36	37	38	39	40	41
	SCHEDULE B.—UNSANCTIONED WORKS—*cont.*												
	Works in progress exceeding Rs. 5,000—cont.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.				Rs.	Rs.	Rs.
5	Further expenditure to be incurred on capital works on Villupuram-Dharmavaram project and completion estimate from 31st March 1894 to 31st March 1896	..	..	..	74	30	104	..	..	..	74	30	104
6	Beach station improvements at Madras, *vide* Board's letter No. 116 of 24th November 1893	1,277	936	2,213	1,622	8,415	10,037	..	..	..	5,309	11,693	17,002
7	Further locomotive accommodation at Negapatam, *vide* Board's letter No. 42 of 11th November 1891 and No. 84 of 23rd December 1892	..	..	..	16,097	29,028	45,125	..	..	..	16,097	29,028	45,125
8	Extending through sidings and platforms at stations on South Indian Railway, *vide* Board's letter No. 842 of 14th November 1890..	2,479	500	2,979	4,500	3,500	8,000	..	..	..	7,479	4,000	11,479
9	Providing two double blocks of European drivers' quarters with out-houses, latrines and servants' latrines at Trichinopoly junction, *vide* Board's letter No. 84 of 23rd December 1892	..	..	..	7,702	1,990	9,692	..	..	..	7,702	1,990	9,692
10	Providing two additional double blocks of drivers' quarters at Madura, *vide* Board's letter No. 84 of 23rd December 1892	..	..	..	8,764	1,986	10,750	..	..	..	8,764	1,986	10,750
11	Demolishing the Locomotive Superintendent's office and re-building it at another locality at Negapatam, *vide* Board's letter No. 116 of 24th November 1893	..	..	..	7,410	1,290	8,700	..	..	..	7,410	1,290	8,700
12	Extension of engineshed by one bay at Trichinopoly junction station, *vide* Board's letter No 84 of 23rd December 1892	..	..	..	20,305	27,076	47,381	..	..	..	20,305	27,076	47,381
13	Erecting iron tank on 68 lb. rail staging at Trichinopoly junction, *vide* Board's letter No. 700 of 2nd March 1888	..	..	..	770	11,326	12,096	..	..	..	770	11,326	12,096
14	Tanjore station arrangements, *vide* Board's letter No. 116 of 24th November 1893	..	..	..	29,400	15,173	44,573	..	..	..	29,400	15,173	44,573
15	Permanent station arrangements at Tirupati, East, *vide* Board's letter No. 84 of 23rd December 1892	..	..	..	5,895	2,466	8,361	..	485	485	6,377	3,035	9,412
16	Addition of 12 bays to the existing covered way over passengers' platform at Egmore station, *vide* Board's letter No. 140 of 9th November 1894 ..	..	..	..	1,173	4,775	5,948	..	..	..	1,173	4,775	5,948

Budget estimate of sanctioned and unsanctioned works for the year 1895-96—*cont.*

Item No.	Description of work.	Amount of estimate.			Actual expenditure up to 1893-94.			Probable expenditure in 1894-95.			Balance.		
		Cash.	Stores.	Total.	Cash.	Stores.	Total.	Cash.	Stores.	Total.	Cash.	Stores.	Total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
	SCHEDULE B.—UNSANCTIONED WORKS—*cont.*												
	Works in progress exceeding Rs. 5,000.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
17	Proposed iron tank staging over the existing tank house and steam pump and shed at Cuddalore Old Town—*vide* Board's letter No. 140 of 9th November 1894	1,827	5,089	6,916	..	..	..	..	..	..	1,827	5,089	6,916
18	Extending through siding and platform and demolishing and re-building ash pit and water column on the east side at Elamanur station—*vide* Board's letter No. 842 of 14th November 1890	5,331	6,505	11,836	..	..	..	..	..	..	5,331	6,505	11,836
19	Constructing a permanent-way inspector's bungalow with out-houses and latrines at Egmore station—*vide* Board's letter No. 84 of 23rd December 1892.	4,868	674	5,542	..	..	..	2,364	..	2,364	2,504	674	3,178
20	Constructing one new block of quarters for two foremen at Negapatam, included in scheme sanctioned by G.O., No. 668 R. of 16th May 1890	4,978	2,314	7,292	..	..	..	..	..	..	4,978	2,314	7,292
21	Reserve for unforeseen works	13,702	9,984	23,686	..	..	..	..	..	..	13,702	9,984	23,686
22	Minor works as per Schedule C.	37,500	24,739	62,239	..	..	..	8,392	..	8,392	29,108	24,739	53,847
	Total, Schedule B ..	3,72,208	2,75,684	6,47,892	..	..	..	48,149	34,547	82,696	3,24,059	2,41,137	5,65,196
	Total, Schedule A—*vide* page 4 ..	4,64,114	5,57,016	10,22,130	1,80,585	4,61,434	6,42,019	1,30,359	1,02,344	2,32,703	1,53,170	6,762	1,46,408
	Grand Total, Schedules A and B combined ..	8,36,322	8,32,700	16,69,022	1,80,585	4,61,434	6,42,019	1,78,508	1,36,891	3,15,399	4,77,229	2,34,375	7,11,604
	Add for General charges ..	..	..	..	..	..	..	4,672	..	4,672	..	..	..
	Total Expenditure on final heads ..	8,36,322	8,32,700	16,69,022	1,80,585	4,61,434	6,42,019	1,83,180	1,36,891	3,20,071	4,77,229	2,34,375	7,11,604

Budget estimate of sanctioned and unsanctioned works for the year 1895-96—*cont.*

Item No.	Description of work.	Provision for 1895-96.														
		II.—Land.			III.—Formation.			IV.—Bridgework.			V.—Fencing.			VI.—Electric telegraph.		
		Cash.	Stores.	Total.	Cash.	Stores.	Total.	Cash.	Stores.	Total.	Cash.	Stores.	Total.	Cash.	Stores.	Total.
		15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
	SCHEDULE B.—UNSANCTIONED WORKS—*cont.*															
	Works in progress exceeding Rs. 5,000—cont.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
17	Proposed iron tank staging over the existing tank house and steam pump and shed at Cuddalore Old Town—*vide* Board's letter No. 140 of 9th November 1894	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
18	Extending through siding and platform and demolishing and re-building ash pit and water column on the east side at Elamanur station—*vide* Board's letter No. 842 of 14th November 1890	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
19	Constructing a permanent-way inspector's bungalow with out-houses and latrines at Egmore station—*vide* Board's letter No. 84 of 23rd December 1892.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
20	Constructing one new block of quarters for two foremen at Negapatam, included in scheme sanctioned by G.O., No. 668 R. of 16th May 1890	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
21	Reserve for unforeseen works	..	..	..	..	..	..	13,702	9,984	23,686	..	..	..	..	..	..
22	Minor works as per Schedule C.	3,000	..	3,000	2,435	..	2,435	743	1,000	1,743	1,594	1,976	3,570	..	..	..
	Total Schedule B ..	3,018	..	3,018	1,743	..	1,743	44,108	10,984	55,092	3,572	4,402	7,974	..	..	..
	Total, Schedule A—*vide* page 5 ..	529	..	529	2,534	..	2,534	17,049	7,037	24,086	4,958	2,073	7,031	..	71	71
	Grand Total, Schedules A and B combined ..	3,547	..	3,547	4,277	..	4,277	61,157	18,021	79,178	8,530	6,475	15,005	..	71	71
	Add for General charges ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	Total Expenditure on final heads ..	3,547	..	3,547	4,277	..	4,277	61,157	18,021	79,178	8,530	6,475	15,005	..	71	71

Budget estimate of sanctioned and unsanctioned works for the year 1895-96—*cont.*

Item No.	Description of work.	Provision for 1895-96—*cont.* VII.—Ballast and permanent-way. Cash.	Stores.	Total.	VIII.—Stations and buildings. Cash.	Stores.	Total.	IX.—Plant. Cash.	Stores.	Total.	Total. Cash.	Stores.	Total.
		30	31	32	33	34	35	36	37	38	39	40	41
	SCHEDULE B.—UNSANCTIONED WORKS—*cont.*												
	Works in progress exceeding Rs. 5,000—cont.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
17	Proposed iron tank staging over the existing tank house and steam pump and shed at Cuddalore Old Town—*vide* Board's letter No. 140 of 9th November 1894	..	..	..	1,827	5,089	6,916	..	..	..	1,827	5,089	6,916
18	Extending through siding and platform and demolishing and re-building ash pit and water column on the east side at Elamanur station—*vide* Board's letter No. 842 of 14th November 1890	1,232	3,297	4,529	4,099	3,208	7,307	..	..	..	5,331	6,505	11,836
19	Constructing a permanent-way inspector's bungalow with out-houses and latrines at Egmore station—*vide* Board's letter No. 84 of 23rd December 1892.	..	..	..	2,504	674	3,178	..	..	..	2,504	674	3,178
20	Constructing one new block of quarters for two foremen at Negapatam, included in scheme sanctioned by G.O., No. 668 R. of 16th May 1890	..	..	..	4,978	2,314	7,292	..	..	..	4,978	2,314	7,292
21	Reserve for unforeseen works	..	..	..	..	..	..	..	..	..	13,702	9,984	23,686
22	Minor works as per Schedule C.	2,374	5,212	7,586	18,962	16,551	35,513	..	..	..	29,108	24,739	53,847
	Total, Schedule B. ..	7,429	9,945	17,374	1,45,617	1,42,515	2,88,132	..	485	485	2,02,001	1,68,331	3,70,332
	Total, Schedule A—*vide* page 6 ..	3,956	8,451	12,407	87,498	37,719	1,25,217	..	4,917	4,917	1,11,456	60,268	1,71,724
	Grand Total, Schedules A and B combined ..	11,385	18,396	29,781	2,33,115	1,80,234	4,13,349	..	5,402	5,402	3,13,457	2,28,599	5,42,056
	Add for General charges ..	..	..	..	..	..	..	..	..	..	2,649	..	2,649
	Total Expenditure on final heads ..	11,385	18,396	29,781	2,33,115	1,80,234	4,13,349	..	5,402	5,402	3,16,106	2,28,599	5,44,705

(Signed) D. LOGAN, Agent.

(Signed) E. BAILEY, Offg. Chief Auditor.

(Signed) W. H. SPALDING, Ag. Chief Engineer.

Engineering Department—Schedule C.

Budget estimate of sanctioned and unsanctioned minor works for the year 1895-96.

Item No.	Description of work.	Amount of estimate. Cash.	Stores.	Total.	Actual expenditure up to 1893-94. Cash.	Stores.	Total.	Probable expenditure in 1894-95. Cash.	Stores.	Total.	Balance. Cash.	Stores.	Total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
	SCHEDULE C.—SANCTIONED MINOR WORKS.												
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1	Providing steam pump and shed at Tanjore ..	88	3,822	3,910	95	3,442	3,537	30	550	580	37	170	207
2	Constructing an engine shed at Pallávaram ..	975	2,953	3,928	623	2,722	3,345	470	575	1,045	118	344	462
3	Additional siding at Trichinopoly junction ..	478	2,175	2,653	349	515	864	..	1,486	1,486	129	174	303
4	Do. at Madura	667	1,305	1,972	176	1,038	1,214	303	..	303	188	267	455
5	Proposed additions to the rolling stock erecting shed at Negapatam	495	2,624	3,119	315	866	1,181	175	1,750	1,925	5	8	13
6	Constructing a temporary tank at Tanjore ..	71	2,114	2,043	739	1,522	783	668	591	1,259	..	1	1
7	Lengthening through siding at Singaperumalkoil ..	464	992	1,456	165	569	734	307	251	558	8	172	154
8	Providing double-faced platform clocks at six stations.	168	3,732	3,900	6	2,978	2,984	300	600	900	138	154	16
9	Erecting iron tanks on rail pillars for storage of tar at permanent-way inspector's head-quarters at twenty-three stations	115	2,369	2,484	2	629	631	100	1,700	1,800	13	40	53
10	Lengthening through siding at Kulikarai ..	1,797	876	2,673	220	920	1,140	1,000	200	1,200	577	244	333
11	Sinking a well 30 feet in diameter and providing a sun-shade over pump for the same north of Tataparai station	1,769	2,207	3,976	33	59	92	1,500	2,000	3,500	236	148	384
12	Extending through siding and widening platform at St. Thomas' Mount station	693	1,180	1,873	126	60	186	400	400	800	167	720	887
13	Alterations to jibs of 73 water columns	949	1,022	1,971	..	..	..	..	910	910	949	112	1,061
14	Providing additional water columns piping drip well and drain at Gáduvanchéri	287	2,646	2,933	..	..	..	250	2,500	2,750	37	146	183
15	Erecting a special chimney for spring makers furnace in the Workshops at Negapatam	564	22	586	..	..	..	420	10	430	144	12	156
16	Constructing five latrines for staff quarters at Nellore.	1,540	295	1,835	..	..	..	150	350	500	1,390	55	1,335
17	Constructing a 10-feet girder bridge at B 277/6 near Yerpedu tank	2,954	689	3,643	1,556	67	1,623	16	..	16	1,414	622	2,036
18	Providing a lay bye siding and goods shed with the necessary approaches at Venkatachellam ..	1,489	1,829	3,318	126	1,846	1,972	1,083	..	1,083	280	17	263
19	Providing a goods shed loading bank and approaches at Kalahasti	2,682	371	3,053	709	473	1,182	1,250	157	1,093	723	55	778
20	Providing lay bye and goods shed at Venkatagiri ..	1,837	371	2,208	142	240	382	299	75	374	1,396	56	1,452
21	Fitting iron bars to windows of 45 stationmasters' bungalows	..	1,237	1,237	..	..	..	..	350	350	..	887	887
22	Inserting iron bars in the ticket windows of 86 stations	..	2,307	2,307	..	..	..	10	600	610	10	1,707	1,697
23	Providing steam pump and shed in lieu of existing double-force pump and shed removed at Máyavaram station	148	4,546	4,694	..	..	..	148	4,500	4,648	..	46	46

Budget estimate of sanctioned and unsanctioned minor works for the year 1895–96—*cont.*

Item No.	Description of work.	Amount of estimate.			Actual expenditure up to 1893–94.			Probable expenditure in 1894–95.			Balance.		
		Cash.	Stores.	Total.	Cash.	Stores.	Total.	Cash.	Stores.	Total.	Cash.	Stores.	Total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
	SCHEDULE C.—SANCTIONED MINOR WORKS—*cont.*												
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
24	Lengthening through siding at Ayyalur	370	963	1,333	..	..	..	370	917	1,287	..	46	46
25	Do. do. at Pettaivaythalai ..	324	1,048	1,372	..	..	..	319	998	1,317	5	50	55
26	Laying a dead end siding 500 feet long in Tanjore station in continuation of the Tanjore-Pullyarpatti ballast siding	200	1,149	1,349	..	..	..	115	1,200	1,315	85	51	34
27	Constructing a gangway along the venetians of the Iron and Brass Foundry at Negapatam in 1883 ..	..	41	41	..	..	..	..	41	41	..	..	..
28	Extending through siding and lengthening a 2-feet span culvert at Kolatur, South	335	975	1,310	..	..	..	242	1,072	1,314	93	97	4
29	Providing store-room and office to the bungalow of the permanent-way inspector at Tiruvalúr junction.	1,400	537	1,937	..	..	..	300	130	430	1,100	407	1,507
30	Additional tank house and temporary water tank at Koilpati	3,715	458	4,173	2,339	191	2,530	153	1,218	1,371	1,223	951	272
31	Connecting the turn-table siding with main line at Villupuram	2,133	877	3,010	2,167	648	2,815	1,272	..	1,272	1,238	229	1,467
32	Additions and alterations to station-house and providing a 3rd-class waiting shed at Chidambaram ..	907	1,371	2,278	..	..	..	630	900	1,530	277	471	748
33	Lengthening through siding by 648 feet and platform by 344 feet in length at Tiruverambur ..	1,286	1,931	3,217	..	..	..	1,000	1,500	2,500	286	431	717
34	Extending the through siding by 615 feet in length at Sholavandan	720	1,023	1,743	..	..	..	720	1,023	1,743	..	..	..
35	Additions to the station-house and adding a 3rd-class waiting shed at Ammayanayakanur	652	1,543	2,195	..	..	..	200	400	600	452	1,143	1,595
36	Providing up and down stream curtain walls flooring & apron for four 25 feet arch bridge at 244/2 miles ..	2,221	..	2,221	..	..	..	1,708	..	1,708	513	..	513
37	Providing additions to station-house and 3rd-class waiting shed at Cuddalore New Town	1,351	1,843	3,194	..	..	..	1,000	1,200	2,200	351	643	994
38	Sinking a well 30 feet in diameter and 37 feet in depth at Vendod	1,849	..	1,849	..	..	..	800	..	800	1,049	..	1,049
39	Extending the through siding 556 feet long at Ayyampet	730	923	1,653	..	..	..	200	750	950	530	173	703
40	Extending the through siding 530 feet on the east and 87 feet on the West at Pápanásam	710	1,028	1,738	..	..	..	600	979	1,579	110	49	159
41	Extending through siding at Virudupatti	592	888	1,480	..	..	..	392	788	1,180	200	100	300
42	Do. do. 560 feet long and lay bye to 200 feet and raising platform at Vaivampati ..	990	1,495	2,485	..	..	..	990	1,495	2,485	..	..	..
43	Converting the lay bye with the main line at Vallavanur	174	845	1,019	..	..	..	174	845	1,019	..	..	..

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Budget estimate of sanctioned and unsanctioned minor works for the year 1895–96—*cont.*

Item No.	Description of work.	Provision for 1895–96.														
		II.—Land.			III.—Formation.			IV.—Bridgework.			V.—Fencing.			VI.—Electric telegraph.		
		Cash.	Stores.	Total.	Cash.	Stores.	Toral.	Cash.	Stores.	Total.	Cash.	Stores.	Total.	Cash.	Stores.	Total.
		15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
	SCHEDULE C.—SANCTIONED MINOR WORKS—*cont.*															
					Rs.		Rs.	Rs.		Rs.						
24	Lengthening through siding at Ayyalur ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
25	Do. do. at Pettaivaythalai ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
26	Laying a dead end siding 500 feet long in Tanjore station in continuation of the Tanjore-Pullyarpatti ballast siding	..	..	..	4	..	4	..	..	..	..	..	..	..	..	..
27	Constructing a gangway along the venetians of the Iron and Brass Foundry at Negapatam in 1883 ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
28	Extending through siding and lengthening a 2-feet span culvert at Kolatur, South	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
29	Providing store-room and office to the bungalow of the permanent-way inspector at Tiruvalúr junction.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
30	Additional tank house and temporary water tank at Koilpati	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
31	Connecting the turn-table siding with main line at Villupuram	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
32	Additions and alterations to station-house and providing a 3rd-class waiting shed at Chidambaram ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
33	Lengthening through siding by 648 feet and platform by 344 feet in length at Tiruverambur ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
34	Extending the through siding by 615 feet in length at Sholavandan	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
35	Additions to the station-house and adding a 3rd-class waiting shed at Ammayanayakanur	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
36	Providing up and down stream curtain walls flooring and apron for four 25 feet arch bridge at 244/2 miles.	..	..	..	..	..	..	513	..	513	..	..	..	..	..	..
37	Providing additions to station-house and 3rd-class waiting shed at Cuddalore New Town	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
38	Sinking a well 30 feet in diameter and 37 feet in depth at Vendod	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
39	Extending the through siding 556 feet long at Ayyampet	..	..	..	137	..	137	119	..	119	..	..	..	..	..	..
40	Extending the through siding 530 feet on the east and 87 feet on the west at Pápanásam	..	..	..	47	..	47	3	..	3	..	..	..	..	..	..
41	Extending through siding at Virudupatti	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
42	Do. do. 560 feet long and lay bye to 200 feet and raising platform at Vaiyampati ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
43	Converting the lay bye with the main line at Vallavanur	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

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Budget estimate of sanctioned and unsanctioned minor works for the year 1895-96—*cont.*

Item No.	Description of work.	Provision for 1895-96—*cont.*											
		VII.—Ballast and permanent-way.			VIII.—Stations and buildings.			IX.—Plant.			Total.		
		Cash.	Stores.	Total.	Cash.	Stores.	Total.	Cash.	Stores.	Total.	Cash.	Stores.	Total.
		30	31	32	33	34	35	36	37	38	39	40	41
	SCHEDULE C.—SANCTIONED MINOR WORKS—*cont.*												
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.				Rs.	Rs.	Rs.
24	Lengthening through siding at Ayyalur	..	46	46	..	..	..	..	..	..	..	46	46
25	Do. do. at Pettaivaytbalai	5	50	55	..	..	..	..	..	..	5	50	55
26	Laying a dead end siding 500 feet long in Tanjore station in continuation of the Tanjore-Pullyarpatti ballast siding	30	..	30	..	..	..	..	..	..	34	..	34
27	Constructing a gangway along the venetians of the Iron and Brass Foundry at Negapatam in 1883	..	..	..	..	..	..	..	..	..	..	..	..
28	Extending through siding and lengthening a 2-feet span culvert at Kolatur, South	..	..	..	..	..	..	..	..	..	..	..	..
29	Providing store-room and office to the bungalow of the permanent-way inspector at Tiruvállúr junction.	..	..	..	1,100	407	1,507	..	..	..	1,100	407	1,507
30	Additional tank house and temporary water tank at Koilpati	..	..	..	20	80	100	..	..	..	20	80	100
31	Connecting the turn-table siding with main line at Villupuram	..	..	..	..	..	..	..	..	..	..	..	..
32	Additions and alterations to station-house and providing a 3rd-class waiting shed at Chidambaram	..	..	..	277	471	748	..	..	..	277	471	748
33	Lengthening through siding by 648 feet and platform by 344 feet in length at Tiruverambur	107	274	381	179	157	336	..	..	..	286	431	717
34	Extending the through siding by 615 feet in length at Sholavandan	..	..	..	..	..	..	..	..	..	..	..	..
35	Additions to the station-house and adding a 3rd-class waiting shed at Ammayanayakanur	..	..	..	452	1,143	1,595	..	..	..	452	1,143	1,595
36	Providing up and down stream curtain walls flooring and apron for four 25 feet arch bridge at 244/2 miles.	..	..	..	..	..	..	..	..	..	513	..	513
37	Providing additions to station-house and 3rd-class waiting shed at Cuddalore New Town	..	..	..	351	643	994	..	..	..	351	643	994
38	Sinking a well 30 feet in diameter and 37 feet in depth at Vendod	..	..	..	1,049	..	1,049	..	..	..	1,049	..	1,049
39	Extending the through siding 556 feet long at Ayyampet	274	173	447	..	..	..	..	..	..	530	173	703
40	Extending the through siding 530 feet on the east and 87 feet on the west at Pápanásam	60 200	49 100	109 300	..	..	..	..	..	..	110 200	49 100	159 300
41	Extending through siding at Virudupatti				..	..	..	..	..	..			
42	Do do. 560 feet long and lay bye to 200 feet and raising platform at Vaiyampati	..	..	..	..	..	..	..	..	..	..	..	..
43	Converting the lay bye with the main line at Vallavanur	..	..	..	..	..	..	..	..	..	..	..	..

Budget estimate of sanctioned and unsanctioned minor works for the year 1895-96—*cont.*

Item No.	Description of work.	Amount of estimate.			Actual expenditure up to 1893-94.			Probable expenditure in 1894-95.			Balance.		
		Cash.	Stores.	Total.	Cash.	Stores.	Total.	Cash.	Stores.	Total.	Cash.	Stores.	Total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
	SCHEDULE C.—SANCTIONED MINOR WORKS—*cont.*												
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
44	Converting existing permanent-way Inspector's office and stores into a running guards' bungalow and providing an out-house and latrine at Máyavaram station	936	341	1,277	..	..	..	900	410	1,310	36	69	33
45	Providing cross over road at Bénigunta	88	1,307	1,395	54	1,059	1,113	..	69	69	34	317	351
46	Sinking a well in the bed of the Kudamurutti river	..	..	..	1	421	420	1	421	420	..	..	..
47	Constructing sidings for locomotive purposes at Negapatam	203	1,761	1,984	247	1,504	1,751	..	121	121	44	398	354
48	Recreation room at Madura	3,093	1,157	4,250	2,489	1,083	3,572	52	215	267	552	141	411
49	Constructing a permanent-way Inspector's Bungalow with out-houses and latrine at Chinglepet	1,761	669	2,430	..	..	..	550	350	900	1,211	319	1,530
50	Portable steam-engine for tank house at Egmore	..	2,856	2,856	..	2,856	2,856	..	2,855	2,855	..	2,855	2,855
51	Providing an examining pit 50 feet in length with an engine lift at the western end of the running shed at Negapatam	1,316	3,417	4,733	..	..	..	100	100	200	1,216	3,317	4,533
52	Laying siding to Messrs. Rolli Brothers' compound at Sa'ur station	192	1,019	1,211	..	..	..	192	1,019	1,211	..	..	..
53	Laying siding to Messrs. Rolli Brothers' compound at Virudupatti	355	1,788	2,143	..	..	..	355	1,788	2,143	..	..	..
54	Erecting steel pale fence on the Kusbah Nullah bund in lieu of the existing wire fence at Vellore station.	861	2,147	3,008	..	..	..	50	100	150	811	2,047	2,858
55	Converting a portion of the north-west end of the Carpenters' shed of the Engineering Workshops at Trichinopoly junction station into Telegraph Workshops and Medical Stores	1,096	714	1,810	..	..	..	150	100	250	946	614	1,560
56	Debit on account of the proportionate cost of the 15 lineal feet of the extension of Carpenters' shop originally debited to general charges Villupuram-Dharmavaram Railway now to be converted into Medical Stores, Trichinopoly junction	300 300	.. ..	300 300	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	300 300	.. ..	300 300
57	Constructing one 25-feet girder bridge in place of existing 6-feet rail girder at 409/9 near Kumarapuram station	1,288	957	2,245	..	..	..	100	100	200	1,188	857	2,045
58	Extending the through siding and platform at Ambaturai station	1,177	1,154	2,331	..	..	..	300	300	600	877	854	1,731
59	Constructing a 15-feet girder bridge as a flood opening at G. 291/3 mile	1,681	551	2,232	..	..	..	400	100	500	1,281	451	1,732

Budget estimate of sanctioned and unsanctioned minor works for the year 1895-96—*cont.*

Item No.	Description of work.	Provision for 1895-96.														
		II.—Land.			III.—Formation.			IV.—Bridgework.			V.—Fencing.			VI.—Electric telegraph.		
		Cash.	Stores.	Total.	Cash.	Stores.	Total.	Cash.	Stores.	Total.	Cash.	Stores.	Total.	Cash.	Stores.	Total.
		15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
	SCHEDULE C.—SANCTIONED MINOR WORKS—*cont.*															
					Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.			
44	Converting existing permanent-way Inspector's office and stores into a running guards' bungalow and providing an out-house and latrine at Máyavaram station	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
45	Providing cross over road at Rénigunta	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
46	Sinking a well in the bed of the Kudamurutti river.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
47	Constructing sidings for locomotive purposes at Negapatam	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
48	Recreation room at Madura	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
49	Constructing a permanent-way Inspector's bungalow with out-houses and latrine at Chingleput	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
50	Portable steam-engine for tank house at Egmore	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
51	Providing an examining pit 50 feet in length with an engine lift at the western end of the running shed at Negapatam	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
52	Laying siding to Messrs. Rolli Brothers' compound at Satur station	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
53	Laying siding to Messrs. Rolli Brothers' compound at Virudupatti	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
54	Erecting steel pale fence on the Kusbah Nullah bund in lieu of the existing wire fence at Vellore station.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
55	Converting a portion of the north-west end of the Carpenters' shed of the Engineering Workshops at Trichinopoly junction station into Telegraph Workshops and Medical Stores	..	..	..	..	..	..	..	..	..	811	2,047	2,858	..	..	..
56	Debit on account of the proportionate cost of the 15 lineal feet of the extension of Carpenters' shop originally debited to general charges Villupuram-Dharmavaram Railway now to be converted into Medical Stores, Trichinopoly junction	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
57	Constructing one 25-feet girder bridge in place of existing 6-feet rail girder at 409/9 near Kumarapuram station	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
58	Extending the through siding and platform at Ambaturai station	..	..	..	..	..	..	1,188	857	2,045	..	..	..	..	..	..
59	Constructing a 15-feet girder bridge as a flood opening at G. 291/3 mile	..	..	..	21	..	21	..	..	..	3	26	29	..	..	..
		..	..	..	..	..	..	1,281	451	1,732	..	..	..	..	..	..

Budget estimate of sanctioned and unsanctioned minor works for the year 1895-96—*cont.*

Item No.	Description of work.	Provision for 1895-96—*cont.*											
		VII.—Ballast and permanent-way.			VIII.—Stations and buildings.			IX.—Plant.			Total.		
		Cash.	Stores.	Total.	Cash.	Stores.	Total.	Cash.	Stores.	Total.	Cash.	Stores.	Total.
		30	31	32	33	34	35	36	37	38	39	40	41
	SCHEDULE C.—SANCTIONED MINOR WORKS—*cont.*												
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.				Rs.	Rs.	Rs.
44	Converting existing permanent-way Inspector's office and stores into a running guards' bungalow and providing an out-house and latrine at Máyavaram station	..	..	..	..	..	..	..	..	..	..	..	..
45	Providing cross over road at Rénigunta	..	..	..	..	..	..	..	..	..	..	..	..
46	Sinking a well in the bed of the Kudamurutti river	..	..	..	..	..	..	..	..	..	..	..	..
47	Constructing sidings for locomotive purposes at Negapatam	..	..	..	..	..	..	..	..	..	..	..	..
48	Recreation room at Madura	..	..	..	..	..	..	..	..	..	..	..	..
49	Constructing a permanent-way Inspector's bungalow with out-houses and latrine at Chingleput	..	..	..	1,211	319	1,530	..	..	..	1,211	319	1,530
50	Portable steam-engine for tank house at Egmore	..	..	..	..	..	..	..	..	..	..	..	..
51	Providing an examining pit 50 feet in length with an engine lift at the western end of the running shed at Negapatam	..	..	..	1,216	3,317	4,533	..	..	..	1,216	3,317	4,533
52	Laying siding to Messrs. Rolli Brothers' compound at Satur station	..	..	..	..	..	..	..	..	..	..	..	..
53	Laying siding to Messrs. Rolli Brothers' compound at Virudupatti	..	..	..	..	..	..	..	..	..	..	..	..
54	Erecting steel pale fence on the Kusbah Nullah bund in lieu of the existing wire fence at Vellore station.	..	..	..	..	..	..	..	..	..	811	2,047	2,858
55	Converting a portion of the north-west end of the Carpenters' shed of the Engineering Workshops at Trichinopoly junction station into Telegraph Workshops at Medical Stores	..	..	..	946	614	1,560	..	..	..	946	614	1,560
56	Debit on account of the proportionate cost of the 15 lineal feet of the extension of Carpenters' shop originally debited to general charges Villupuram-Dharmavaram Railway now to be converted into Medical Stores, Trichinopoly junction	..	..	..	300	..	300	..	..	..	300	..	300
57	Constructing one 25-feet girder bridge in place of existing 6 feet rail girder at 409,9 near Kumarapuram station	..	..	..	..	..	..	..	..	..	1,188	857	2,045
58	Extending the through siding and platform at Ambaturai station	249	828	1,077	604	..	604	..	..	..	877	854	1,731
59	Constructing a 15-feet girder bridge as a flood opening at G. 291/3 mile	..	..	..	..	..	..	..	..	..	1,281	451	1,732

Budget estimate of sanctioned and unsanctioned minor works for the year 1895-96—*cont.*

Item No.	Description of work.	Amount of estimate.			Actual expenditure up to 1893-94.			Probable expenditure in 1894-95.			Balance.		
		Cash.	Stores.	Total.	Cash.	Stores.	Total.	Cash.	Stores.	Total.	Cash.	Stores.	Total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
	SCHEDULE C.—SANCTIONED MINOR WORKS—*cont.*												
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
60	Lengthening through siding at Narasingampet ..	441	1,154	1,595	..	..	..	400	1,250	1,650	41	96	55
61	Providing stable for permanent-way Inspector at Trichinopoly junction	104	44	148	..	..	..	104	70	174	..	26	26
62	Tools and plant and machinery required at Villupuram	..	4,353	4,353	..	..	..	..	..	..	..	4,353	4,353
63	Converting a portion in the north-west end in the Carpenters' shed of Engineering wor shops into a Ticket Printing office at Trichinopoly junction.	871	676	1,547	..	..	..	..	..	..	871	676	1,547
64	Debit on account of the proportionate cost of the extension of Carpenters' shop originally debited to general charges Villupuram-Dharmavaram Railway now to be converted into a Ticket Printing office at Trichinopoly junction	1,703	..	1,703	..	..	..	..	..	..	1,703	..	1,703
		1,703	..	1,703	..	..	..	..	..	..	1,703	..	1,703
65	Constructing six portable Booking offices for use during festivals at important stations	..	1,800	1,800	..	..	..	..	..	..	..	1,800	1,800
66	Acquiring an additional plot of land to the south-west of the general offices at Trichinopoly junction	202	..	202	..	..	..	..	..	..	202	..	202
67	Lengthening through siding at Olakur	344	998	1,342	..	..	..	302	998	1,300	42	..	42
68	Providing water columns in Engine-shed at Trichinopoly Fort	349	2,147	2,496	151	650	801	..	120	120	198	1,377	1,575
69	Lengthening through siding at Budalur	3,316	1,682	4,998	914	1,111	2,025	..	85	85	2,402	486	2,888
70	Providing a safety siding at Ayyalur	1	..	1	..	..	..	1	..	1	..	..	..
71	Extending the through siding and widening passengers' platform at Sunderaperumalkoil station	586	1,132	1,718	..	..	..	..	..	..	586	1,132	1,718
	Total, Schedule C.—Sanctioned Works ..	61,008	94,466	1,55,474	12,266	26,627	38,893	21,443	39,178	60,621	27,299	28,661	55,960
	SCHEDULE C.—UNSANCTIONED MINOR WORKS.												
1	Additions and alterations to quarters for guards at Dharmavaram	1,096	742	1,838	..	..	..	..	..	..	1,096	742	1,838
2	Providing two blocks of guards' quarters at Dharmavaram	1,549	296	1,845	..	..	..	..	..	..	1,549	296	1,845
3	Constructing one 3-room block for Apothecary and Dispensary at Dharmavaram	3,462	854	4,316	..	..	..	..	..	..	3,462	854	4,316

Budget estimate of sanctioned and unsanctioned minor works for the year 1895-96—*cont.*

Item No.	Description of work.	Provision for 1895-96.														
		II.—Land.			III.—Formation.			IV.—Bridgework.			V.—Fencing.			VI.—Electric telegraph.		
		Cash.	Stores.	Total.	Cash.	Stores.	Total.	Cash.	Stores.	Total.	Cash.	Stores.	Total.	Cash.	Stores.	Total.
		15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
	SCHEDULE C.—SANCTIONED MINOR WORKS—*cont.*															
		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.			
60	Lengthening through siding at Narasingampet ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
61	Providing stable for permanent-way Inspector at Trichinopoly junction	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
62	Tools and plant and machinery required at Villupuram	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
63	Converting a portion in the north-west end in the Carpenters' shed of Engineering workshops into a Ticket Printing office at Trichinopoly junction.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
64	Debit on account of the proportionate cost of the extension of Carpenters' shop originally debited to general charges Villupuram-Dharmavaram Railway now to be converted into a Ticket Printing office at Trichinopoly junction	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
65	Constructing six portable Booking offices for use during festivals at important stations	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
66	Acquiring an additional plot of land to the south-west of the general offices at Trichinopoly junction	202	..	202	..	..	..	..	..	..	..	..	..	..	..	..
67	Lengthening through siding at Olakur	..	..	..	6	..	6	..	..	..	..	..	..	..	..	..
68	Providing water columns in Engine-shed at Trichinopoly Fort	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
69	Lengthening through siding at Budalur	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
70	Providing a safety siding at Ayyalur	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
71	Extending the through siding and widening passengers' platform at Sunderaperumalkoil station	..	..	..	137	..	137	..	..	..	..	..	..	..	..	..
	Total, Schedule C.—Sanctioned Works ..	202	..	202	352	..	352	3,104	1,308	4,412	814	2,073	2,887	..	.	..
	SCHEDULE C.—UNSANCTIONED MINOR WORKS—*cont.*															
1	Additions and alterations to quarters for guards at Dharmavaram	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
2	Providing two blocks of guards' quarters at Dharmavaram	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
3	Constructing one 3-room block for Apothecary and Dispensary at Dharmavaram	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

Budget estimate of sanctioned and unsanctioned minor works for the year 1895-96—*cont.*

Item No.	Description of work.	Provision for 1895-96.														
		II.—Land.			III.—Formation.			IV.—Bridgework.			V.—Fencing.			VI.—Electric telegraph.		
		Cash.	Stores.	Total.	Cash.	Stores.	Total.	Cash.	Stores.	Total.	Cash.	Stores.	Total.	Cash.	Stores.	Total.
		15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
	SCHEDULE C.—UNSANCTIONED MINOR WORKS—*cont.*															
4	Removing the existing steam pump and fixing it at Cuddalore old town station and substituting a more powerful one at Pákala station	Rs. ..	..	Rs. ..	Rs. ..	..	Rs. ..	Rs. ..	..	Rs. ..	Rs. ..	Rs. ..	Rs. ..	..	..	..
5	Extending existing urinals and adding a new latrine at Cuddalore old town station	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
6	Demolishing the existing portico and rebuilding the same with corrugated iron roof at Egmore	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
7	Providing light iron roof over loading bank at Tuticorin	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
8	Gate lodges on Nellore branch	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
9	Constructing an Assistant Locomotive Superintendent's office at Cuddalore old town	..	..	..	..	..	..	..	..	..	1,325	355	1,680	..	..	..
10	Contractor's outstanding claims on the Villupuram-Dharmavaram Railway	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
11	Compensation for land, Nellore branch	..	..	..	..	..	..	433	..	433	48	..	48	..	..	..
12	Land required for constructing staff quarters at Egmore	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
13	Do. do. do.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
14	Proposed goods shed at Pákala	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
15	Proposed siding and loading bank and open shed on east side of station house at Budalur station	72	..	72	..	..	..	..	..	..	22	40	62	..	..	..
16	Additional sum required to complete the extension of through siding and raising the platform at Ambaturai, *vide* item 58 of Schedule C., Sanctioned Works.	..	..	..	121	..	121	..	..	..	248	79	169	..	..	..
17	Laying an additional siding to Company's gravel pits at Pullyarpatti quarry siding	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
18	Laying a siding for Madura Cotton Ginning Factory at Tirumangalam	..	..	..	48	..	48	..	..	..	..	..	..	..	..	..
19	Diverting Local Fund road at Pákala station	146	..	146	1,611	..	1,611	76	..	76	229	310	539	..	..	..
20	Fencing with steel pales the ground lately acquired near the south side of the General offices at Trichinopoly junction	..	..	..	..	..	..	..	..	..	218	1,192	1,410	..	..	..
21	Extending through siding and passengers' platform at Acharapakkam	..	..	..	266	..	266	..	..	..	..	..	..	..	..	..
22	Constructing a quarter for the use of Chief Goods clerk at Egmore station	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
23	Extending through siding and raising and widening the platform at Madurántakam station	..	..	..	378	..	378	138	..	138	..	..	..	..	..	..

Budget estimate of sanctioned and unsanctioned minor works for the year 1895-96—*cont.*

Item No.	Description of work.	Provision for 1895-96—*cont.*											
		VII.—Ballast and permanent-way.			VIII.—Stations and buildings.			IX.—Plant.			Total.		
		Cash.	Stores.	Total.	Cash.	Stores.	Total.	Cash.	Stores.	Total.	Cash.	Stores.	Total.
		30	31	32	33	34	35	36	37	38	39	40	41
	SCHEDULE C.—UNSANCTIONED MINOR WORKS—*cont.*												
4	Removing the existing steam pump and fixing it at Cuddalore old town station and substituting a more powerful one at Pákala station	Rs. ..	..	Rs. ..	Rs. ..	3,450	Rs. 3,450	..	..	..	Rs. ..	Rs. 3,450	Rs. 3,450
5	Extending existing urinals and adding a new latrine at Cuddalore old town station	..	..	..	1,158	11	1,169	..	..	..	1,158	11	1,169
6	Demolishing the existing portico and rebuilding the same with corrugated iron roof at Egmore	..	..	..	122	1,588	1,710	..	..	..	122	1,588	1,710
7	Providing light iron roof over loading bank at Tuticorin	..	..	..	987	3,599	4,586	..	..	..	987	3,599	4,586
8	Gate lodges on Nellore branch	..	..	..	..	..	..	..	..	..	1,325	355	1,680
9	Constructing an Assistant Locomotive Superintendent's office at Cuddalore old town	..	..	..	3,224	1,582	4,806	..	..	..	3,224	1,582	4,806
10	Contractor's outstanding claims on the Villupuram-Dharmavaram Railway	1,317	..	1,317	2,329	..	2,329	..	..	..	4,127	..	4,127
11	Compensation for land, Nellore branch	..	..	..	..	..	..	..	..	..	..	..	..
12	Land required for constructing staff quarters at Egmore	..	..	..	..	..	..	..	..	..	..	..	..
13	Do. do. do.	..	..	..	..	..	..	..	..	..	..	..	..
14	Proposed goods shed at Pákala	..	..	..	480	1,371	1,851	..	..	..	480	1,371	1,851
15	Proposed siding and loading bank and open shed on east side of station-house at Budalur station	365	1,552	1,917	966	1,405	2,371	..	..	..	1,425	2,997	4,422
16	Additional sum required to complete the extension of through siding and raising the platform at Ambaturai, *vide* item 58 of Schedule C., Sanctioned Works.	..	..	..	206	..	206	..	..	..	79	79	158
17	Laying an additional siding to Company's gravel pits at Pullyarpatti quarry siding	78	414	492	21	635	656	..	..	..	99	1,049	1,148
18	Laying a siding for Madura Cotton Ginning Factory at Tirumangalam	188	958	1,146	58	336	894	..	..	..	294	1,294	1,588
19	Diverting Local Fund road at Pákala station	..	..	..	..	..	..	..	..	..	2,062	310	2,372
20	Fencing with steel pales the ground lately acquired near the south side of the General offices at Trichinopoly junction	..	..	..	..	..	..	..	..	..	218	1,192	1,410
21	Extending through siding and passengers' platform at Acharapákkam	199	1,150	1,349	117	..	117	..	..	..	582	1,150	1,732
22	Constructing a quarter for the use of Chief Goods clerk at Egmore station	..	..	..	1,059	296	1,355	..	..	..	1,059	296	1,355
23	Extending through siding and raising and widening the platform at Madurántakam station	227	1,138	1,365	518	202	720	..	..	..	1,261	1,340	2,601

Budget estimate of sanctioned and unsanctioned minor works for the year 1895-96—*cont.*

Item No.	Description of work.	Amount of estimate.			Actual expenditure up to 1893-94.			Probable expenditure in 1894-95.			Balance.		
		Cash.	Stores.	Total.	Cash.	Stores.	Total.	Cash.	Stores.	Total.	Cash.	Stores.	Total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
	SCHEDULE C.—UNSANCTIONED MINOR WORKS—*cont.*												
		Rs.	Rs.	Rs.				Rs.		Rs.	Rs.	Rs.	Rs.
24	Additional sum required for enlarging Máyavaram station, *vide* item 5 of Schedule A	1,000	..	1,000	..	..	..	..	..	..	1,000	..	1,000
25	Additional sum required for laying pipes to staff quarters, sinking an additional well and raising tank house at Madura, *vide* item 9 of Schedule A..	400	100	500	..	..	..	..	..	..	400	100	500
26	Additional sum required for Tanjore-Pullyarpatti ballast siding, *vide* item 10 of Schedule A ..	2,782	..	2,782	..	..	..	..	..	..	2,782	..	2,782
27	Additional sum required for strengthening weak girders of 30 feet, 20 feet, 15 feet and 12 feet spans on divisions A and B, *vide* item 2 of Schedule B ..	96	1,000	1,096	..	..	..	..	..	..	96	1,000	1,096
28	Additional sum required for providing double-faced platform clocks at six stations, *vide* item 8 of Schedule C., Sanctioned Works	200	84	284	..	..	..	..	..	..	200	84	284
29	Additional sum required for inserting iron bars in the ticket windows of 86 stations, *vide* item 22 of Schedule C., Sanctioned Works	10	..	10	..	..	..	..	..	..	10	..	10
30	Additional sum required for laying a dead end siding 500 feet long in Tanjore station in continuation of the Tanjore-Pullyarpatti ballast siding, *vide* item 26 of Schedule C., Sanctioned Works	11	..	11	..	..	..	..	..	..	11	..	11
	Total, Schedule C.—Unsanctioned Works ..	37,500	24,739	62,239	..	..	..	8,392	..	8,392	29,108	24,739	53,847

Budget estimate of sanctioned and unsanctioned minor works for the year 1895-96—*cont.*

Item No.	Description of work.	Provision for 1895-96.														
		II.—Land.			III.—Formation.			IV.—Bridgework.			V.—Fencing.			VI.—Electric telegraph.		
		Cash.	Stores.	Total.	Cash.	Stores.	Total.	Cash.	Stores.	Total.	Cash.	Stores.	Total.	Cash.	Stores.	Total.
		15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
	SCHEDULE C.—UNSANCTIONED MINOR WORKS—*cont.*															
		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.			
24	Additional sum required for enlarging Máyavaram station, *vide* item 5 of Schedule A	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
25	Additional sum required for laying pipes to staff quarters, sinking an additional well and raising tank house at Madura, *vide* item 9 of Schedule A..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
26	Additional sum required for Tanjore-Pullyarpatti ballast siding, *vide* item 10 of Schedule A ..	2,782	..	2,782	..	..	..	..	..	..	..	..	..	..	..	..
27	Additional sum required for strengthening weak girders of 30 feet, 20 feet, 15 feet and 12 feet spans on divisions A and B, *vide* item 2 of Schedule B ..	..	..	..	..	..	..	96	1,000	1,096	..	..	..	..	..	..
28	Additional sum required for providing double-faced platform clocks at six stations, *vide* item 8 of Schedule C., Sanctioned Works	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
29	Additional sum required for inserting iron bars in the ticket windows of 86 stations, *vide* item 22 of Schedule C., Sanctioned Works	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
30	Additional sum required for laying a dead end siding 500 feet long in Tanjore station in continuation of the Tanjore-Pullyarpatti ballast siding, *vide* item 26 of Schedule C., Sanctioned Works	..	..	..	11	..	11	..	..	..	..	..	..	..	..	..
	Total, Schedule C.—Unsanctioned Works ..	3,000	..	3,000	2,435	..	2,435	743	1,000	1,743	1,594	1,976	8,570	..	..	..

Budget estimate of sanctioned and unsanctioned minor works for the year 1895-96—*cont.*

Item No.	Description of work.	Provision for 1895-96—*cont.*											
		VII.—Ballast and permanent-way.			VIII.—Stations and buildings.			IX.—Plant.			Total.		
		Cash.	Stores.	Total.	Cash.	Stores.	Total.	Cash.	Stores.	Total.	Cash.	Stores.	Total.
		30	31	32	33	34	35	36	37	38	39	40	41
	SCHEDULE C.—UNSANCTIONED MINOR WORKS—*cont.*												
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.				Rs.	Rs.	Rs.
24	*Additional sum required for enlarging Máyavaram station, vide* item 5 of Schedule A	..	..	..	1,000	..	1,000	..	..	..	1,000	..	1,000
25	Additional sum required for laying pipes to staff quarters, sinking an additional well and raising tank house at Madura, *vide* item 9 of Schedule A ..	..	..	..	400	100	500	..	..	..	400	100	500
26	Additional sum required for Tanjore-Pullyarpatti ballast siding, *vide* item 10 of Schedule A ..	..	..	..	..	..	..	..	..	..	2,782	..	2,782
27	Additional sum required for strengthening weak girders of 30 feet, 20 feet, 15 feet and 12 feet spans on divisions A and B, *vide* item 2 of Schedule B ..	..	..	..	..	..	..	..	..	..	96	1,000	1,096
28	Additional sum required for providing double-faced platform clocks at six stations, *vide* item 8 of Schedule C., Sanctioned Works	..	..	..	200	84	284	..	..	..	200	84	284
29	Additional sum required for inserting iron bars in the ticket windows of 86 stations, *vide* item 22 of Schedule C., Sanctioned Works	..	..	..	10	..	10	..	..	..	10	..	10
30	Additional sum required for laying a dead end siding 500 feet long in Tanjore station in continuation of the Tanjore-Pullyarpatti ballast siding, *vide* item 26 of Schedule C., Sanctioned Works	..	..	..	..	..	..	..	..	..	11	..	11
	Total, Schedule C.—Unsanctioned Works ..	2,374	5,212	7,586	18,962	16,551	35,513	..	..	..	29,108	24,739	53,847

21st May 1895.

(Signed) T. H. LeMESURIER,
for Ag. Agent, South Indian State Railway.

Locomotive Department.

Details to accompany Final Issue of budget, 1895-96 (Capital).

Item No.	Nature of work.	Amount of estimate.			Actual expenditure up to 1893-94.			Probable expenditure in 1894-95.			Balance			Provision for 1895-96.		
		Cash.	Stores.	Total.	Cash.	Stores.	Total.	Cash.	Stores.	Total.	Cash.	Stores.	Total.	Cash.	Stores.	Total.
	Rolling-Stock.		Rs.	Rs.*		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.
	Sanctioned Works.															
	Works costing more than Rs. 5,000.															
1	Eighty long framed bogie third-class carriages including automatic vacuum brake gear ..	..	5,57,955	*5,57,955	..	4,26,362	4,26,362	..	84,682	84,682	..	46,911	46,911	..	89,731	89,731
2	Twenty bogie composite third-class carriages including automatic vacuum brake gear ..	..	2,10,222	*2,10,222	..	1,41,808	1,41,808	..	67,370	67,370	..	1,044	1,044	..	25,352	25,352
3	Twenty four-wheeled coupled bogie engines including automatic vacuum brake gear ..	..	4,80,957	*4,80,957	..	5,40,938	5,40,938	..	10,000	10,000	..	—69,981	—69,981	..	..	..
4	Eighty iron covered goods wagon	..	1,13,840	*1,13,840	..	1,21,852	1,21,852	..	3,159	3,159	..	—11,171	—11,171	..	..	..
5	Twenty open low sided bogie wagons ..	..	48,600	* 48,600	..	57,286	57,286	..	2,343	2,343	..	—11,029	—11,029	..	..	..
6	Three Engineers' inspection carriages ..	..	15,000	15,000	..	..	..	..	5,000	5,000	..	10,000	10,000	..	..	..
7	Ten first and second class composite carriages.	..	71,060	71,060	..	55,750	55,750	..	3,000	3,000	..	12,310	12,310	..	10,000	10,000
8	Four mineral oil tank trucks	..	14,496	14,496	..	7,254	7,254	..	7,242	7,242	..	..	..	..	..	..
9	Two do. for carriage of petroleum.	..	7,248	7,248	..	..	..	..	7,248	7,248	..	..	..	..	..	..
10	Fitting up 212 sets of safety chains for Cuddapah-Nellore State Railway stock ..	..	6,360	6,360	..	..	..	..	2,331	2,331	..	4,029	4,029	..	2,500	2,500
11	Fitting vacuum brake gear to 73 additional vehicles	..	35,202	35,202	..	..	..	..	..	..	..	35,202	35,202	..	35,202	35,202
12	Eight mail service vans	..	41,360	41,360	..	..	..	..	..	..	..	41,360	41,360	..	41,360	41,360
13	One five-ton crane	..	5,974	5,974	..	..	..	..	..	..	..	5,974	5,974	..	5,974	5,974
14	Six cattle wagons	..	15,762	15,762	..	10,327	10,327	..	1,815	1,815	..	3,620	3,620	..	3,620	3,620
15	Two powder vans on cattle truck wheels and under frames	..	6,724	6,724	..	..	..	..	3,442	3,442	..	3,282	3,282	..	3,282	3,282
	Total, works costing over Rs. 5,000 ..	..	16,30,760	16,30,760	..	13,61,577	13,61,577	..	1,97,632	1,97,632	..	71,551	71,551	..	2,17,021	2,17,021
	Works costing below Rs. 5,000.															
16	One covered goods wagon	..	1,300	1,300	..	..	..	..	..	..	..	1,300	1,300	..	1,300	1,300
17	Fitting steel foot plate and adjusting the weights of 20 O. Class Engines	..	2,948	2,948	..	..	..	..	2,948	2,948	..	..	..	..	..	..
	Total works costing below Rs. 5,000 ..	..	4,248	4,248	..	..	..	..	2,948	2,948	..	1,300	1,300	..	1,300	1,300
	Total, sanctioned works ..	..	16,35,008	16,35,008	..	13,61,577	13,61,577	..	2,00,580	2,00,580	..	72,851	72,851	..	2,18,321	2,18,321

* Excess provision made over the sanctions will be covered by the revised estimates already sent.

Details to accompany Final Issue of budget, 1895-96 (Capital)—*cont.*

Item No.	Description of work.	Amount of estimate.			Actual expenditure up to 1893-94.			Probable expenditure in 1894-95.			Balance.			Provision for 1895-96.		
		Cash	Stores.	Total.	Cash.	Stores.	Total.	Cash.	Stores.	Total.	Cash.	Stores.	Total.	Cash.	Stores.	Total.
	ROLLING STOCK—*cont.*		RS.	RS.		RS.	RS.		RS.	RS.		RS.	RS.		RS.	RS.
	Unsanctioned Works.															
	Works costing more than Rs. 5,000.															
18	Substitution of 37 Clemenson under frames with Fox's pressed steel bogies	..	1,23,062	1,23,062	..	..	..	..	..	..	..	1,23,062	1,23,062	..	1,23,062	1,23,062
	Works costing below Rs. 5,000.															
19	One composite carriage	..	4,240	4,240	..	..	..	..	..	..	..	4,240	4,240	..	4,240	4,240
	Total, Unsanctioned works ..	..	1,27,302	1,27,302	..	..	..	..	..	..	..	1,27,302	1,27,302	..	1,27,302	1,27,302
	Reserve for unforeseen works	..	..	..	..	..	..	..	..	..	..	..	..	..	14,778	14,778
	Grand total, rolling-stock ..	..	17,62,310	17,62,310	..	13,61,577	13,61,577	..	2,00,580	2,00,580	..	2,00,153	2,00,153	..	3,60,401	3,60,401
	Plant, locomotive	..	..	..	..	..	..	..	7,529	7,529	..	..	..	..	..	..

(Signed) E. BAILEY,
Offg. Chief Auditor, S. I. Ry.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper :—

List of sanctioned and unsanctioned works to accompany the Capital budget estimate, South Indian Railway, for 1895-96.

ORDER—dated 25th July 1895, No. 475 R., Public Works.

Ordered that the list of sanctioned and unsanctioned works to accompany the Capital budget estimate, South Indian Railway, for 1895-96 be forwarded to the Government of India in continuation of Public Works Department letter No. 292 R., dated 20th April 1895.

[Here enter No. 476 R., dated 25th July 1895.]

(True Extract.)

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

To the Agent, South Indian Railway.
" Examiner, Railway Accounts, Madras.

ENDORSEMENT—dated 25th July 1895, No. 476 R., Public Works.

Forwarded.

(By order.)

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

Ex. T. K. Narayana Aiyangar.
Spare Copies

RAILWAY.

Govt. of {1895} Nos.

PUBLIC WORKS

Dated July, 25th.

Read.

G.O., 25th July 1895, Nos. 475, 476 R.

JULY.

South Indian Railway

Forwarding Proceedings embodying list of sanctioned and unsanctioned wo to accompany the Capital budget esti —, for 1895–96.

South Im
Engineer
Sct

Budget E[illegible]e of Sanctioned and unsan

of work.	Amount of Estimate			Exp[illegible] 189[illegible]			Probable Expenditure in 1894-95			Balance			III Land			III
	Cash	Stores	Total	Cash	Sto	Total	Cash	Stores	Total	Cash	Stores	Total	Cash	Stores	Total	Ca
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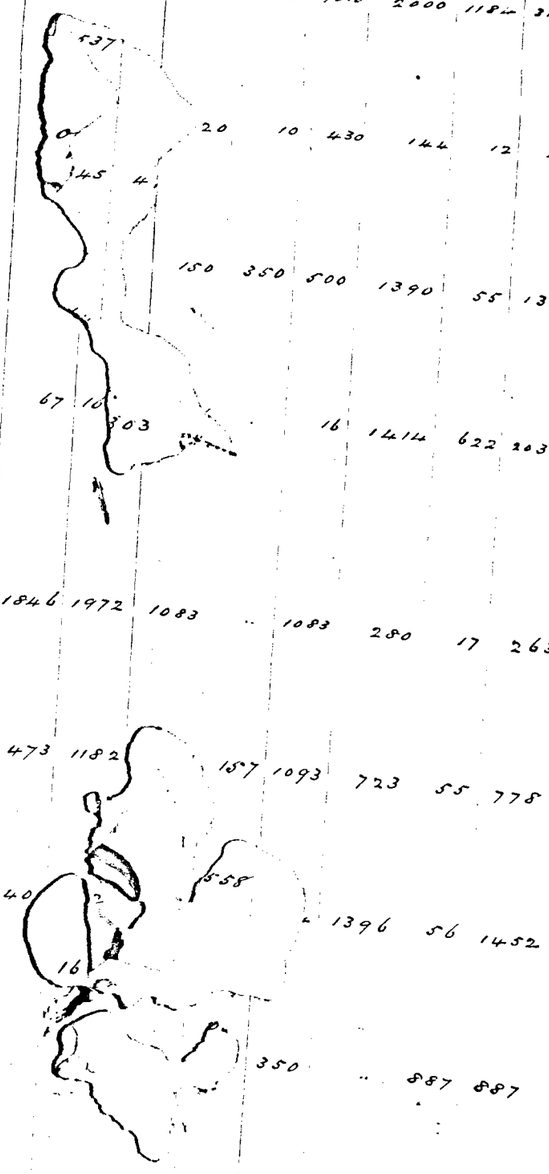
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495	2624	3119	315	866	1181	175	1750	1925	5	8	13	
71	2114	2043	32	1522	7	3	668	591	1259	"	1	1
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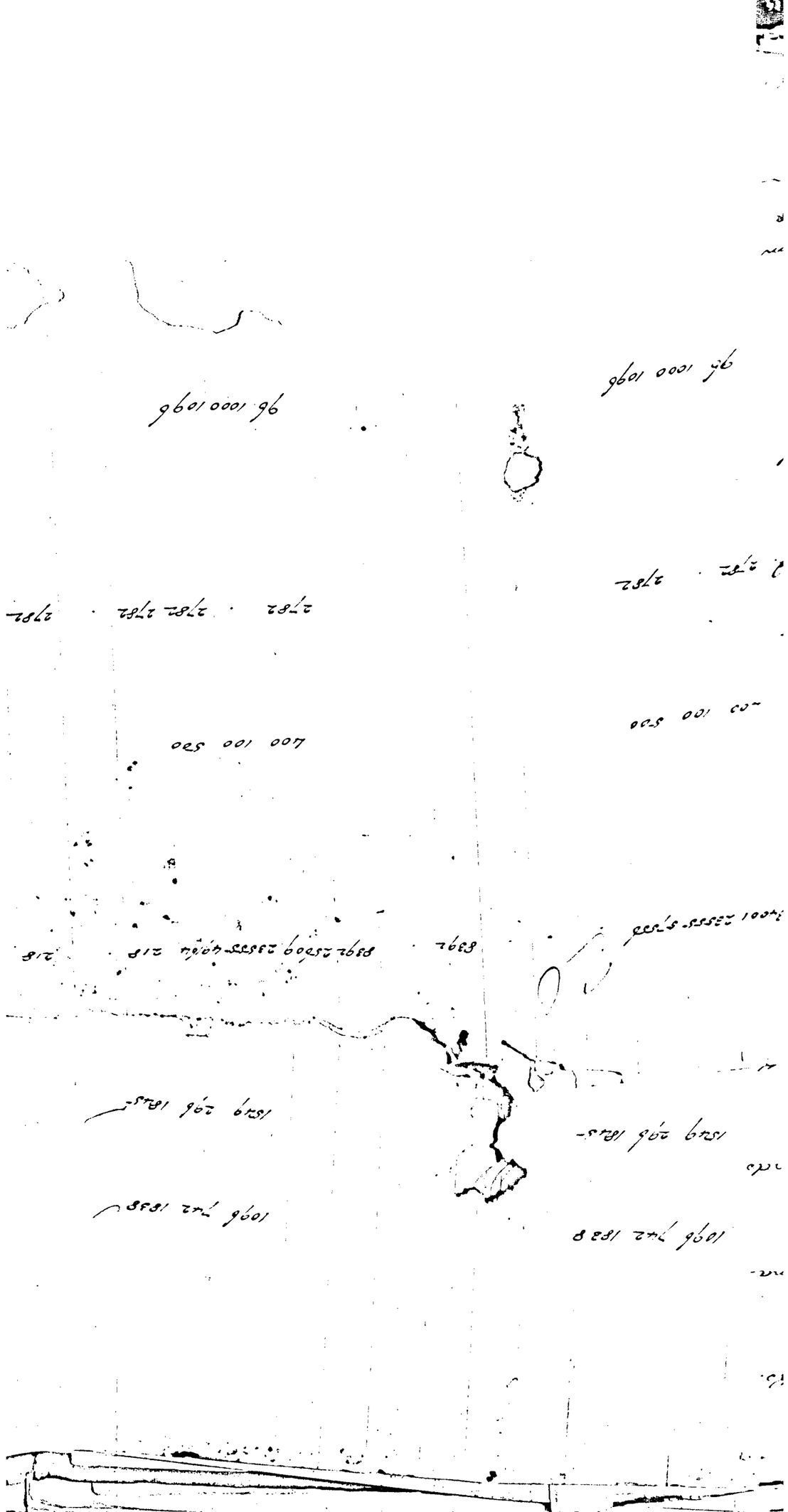
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Provision for 1895-96

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South Indian Rail
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Schedules

Budget estimate of sanctioned and proposed

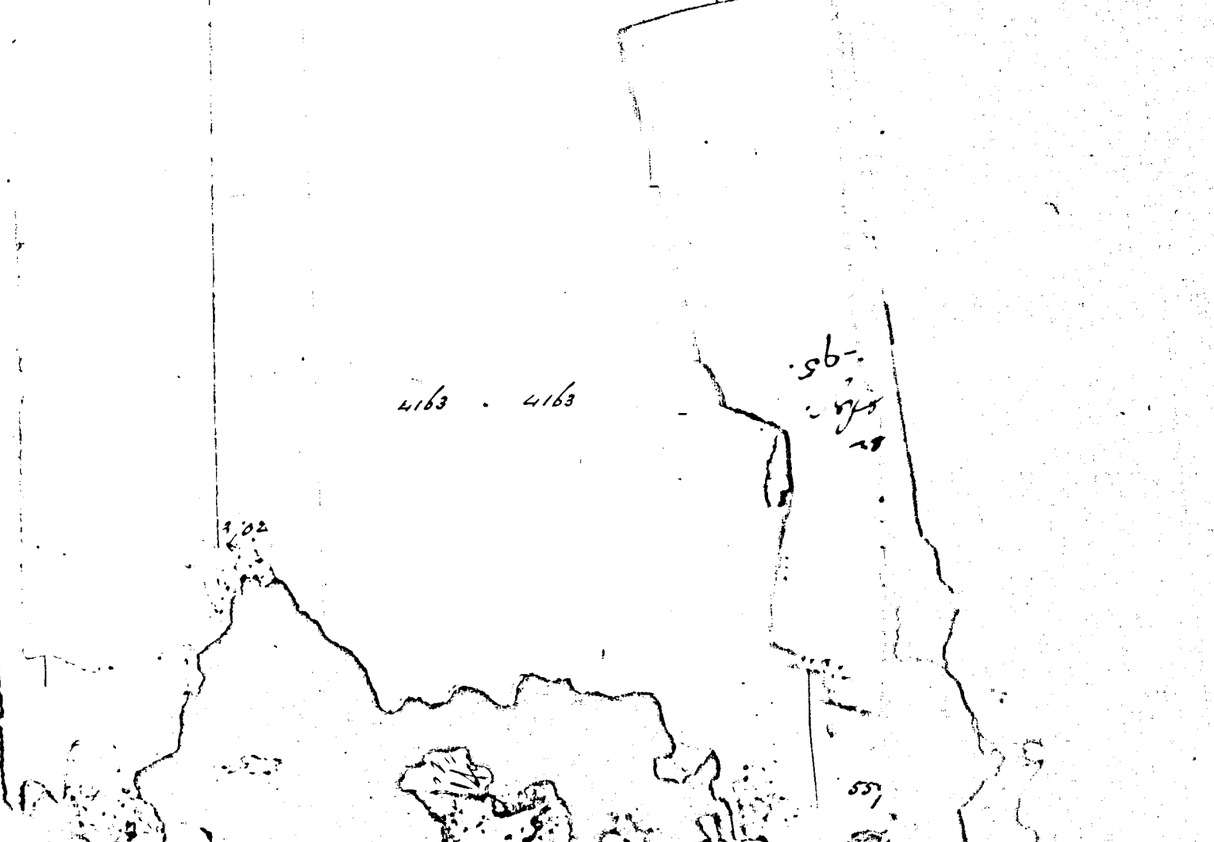
Amount of actual expen. Probable exc.
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1893-94 1894-95

Balance II Land

Cash Stores	Total	Cash Stores	Total	Cash Stores	Total	Cash Stores	Total	Cash Stores	Total	Total
3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

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Department.

Statement of Budget 1895-96. (Capital.)

	Condition	Probable expenditure 1893-94	Actual expenditure in 1894-95.	Balance.	Provision for 1895-96
		Total Cash Stores Total	Total Cash Stores Total	Total Cash Stores Total	Total Cash Stores Total
1					
2					
3					
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11					
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16					
17	weights" of 20. O. class Engines			2948 2948	
	Total 2 works Costing below Rs 5000			4248 4248	
	Total Sanctioned works.			1635008 1635008	13615
	Carried over			1635008 1635008	13615

Details to accompany Final Issue

				Brought forward	1635008 1635008 · 1361577
1	80			Substitution of 37 Clemenson underframes with Fox's pressed steel bogies	1230621230621230621

Details to accompany Final Estimate

| | | |

H No 475 Rd/25-7-95.

PUBLIC WORKS DEPARTMENT.
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following

List of sanctioned and unsanctioned works to accompany the Capital budget estimate S.R. for 1895-96.

Ordered that the list of sanctioned and unsanctioned works to accompany the Capital budget estimate S.R. for 1895-96 be forwarded to the Government of India in continuation of P. No. D. letter No. 292 R dated 20th April 1895.

To the Agent S.R.
& Examiner R.s Accounts.

H. E. No. 476 R 25th July 1895.

Forwarded

DR
26/7/95

DEST...

DEST...

SOUTH INDIAN RAILWAY.

RETURN OF LATE TRAINS.

Abstract for May *1895.*

Description and Number.			Late Minutes. 15 minutes.	Above 15 and not exceeding 30 mts.	Above 30 and not exceeding 60 mts.	Above 60 and not exceeding 90 mts.	Above 90 mts.	Total.	Total minutes late.	Percentage of late trains.	Remarks.
Nos. 13 & 62 Madras and Chingleput	Mail/Pass	62	1	1	1	.	.	2	45	3.22	
" 15 & 28 Madras and Tuticorin	Mail	62	2	13	6	1	1	23	804	37.09	
" 31 & 14 do and do	do	62	1	11	3	1	.	16	451	25.80	
" 25 & 58 Beach to Villupuram & Villupuram to Trichy Madras		62	.	1	.	.	.	1	16	1.61	
" 35 & 56 Beach and Pallavaram	Passngr.	62	.	.	.	.	.	.	.	.	
" 211 & 212 Madras and Pallavaram	do	62	.	.	.	.	.	.	.	.	
Carried over...		372	4	26	9	2	1	42	1316	11.29	

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

ABSTRACT OF LATE TRAINS.

Description and Number.		Late Minutes. 15 minutes.	Above 15 and not exceeding 30 mts.	Above 30 and not exceeding 60 mts.	Above 60 and not exceeding 90 mts.	Above 90 mts.	Total.	Total minutes late.	Percentage of late trains.	Remarks.
Brought forward ...	372	4	26	9	2	1	42	1316	11·29	
Do. 1840 Villupuram and Trichy Fort	Mixed	62	2	1	9	.	.	12	416	19·35	
" 41 & 145 Mayavaram and Negapatam	do	62	1	6	2	.	.	9	237	14·51	
" 43 & 2 Negapatam and Madura	do	62	.	3	8	.	.	11	460	17·74	
" 85 & 88 Kringuntala and Tirupati wash	do	62	.	.	.	.	.	.	.	.	
" 93 & 94 do and do	do	62	.	.	.	.	.	.	.	.	
" 89 & 90 Tellore and Villupuram	do	62	3	2	.	1	1	7	273	11·29	
" 97 & 100 Tellore to Villupuram & Pondicherry & to Tellore	do	62	1	2	.	.	.	3.	54	4·84	
107 & 110 Dharmavaram and Pakala	do	62	3	2	3	.	.	8	202	12·90	
213 & 214 do and do	do	62	2	2	1	.	.	5	130	8·06	
111 & 116 Chingleput and Arkonam	do	62	.	.	.	.	.	.	.	.	
113 & 117 do and do	Mail	62	.	1	.	.	.	1	30	1·61	
" 123 & 144 Pondicherry and Villupuram	Mail & Mixed	62	1	.	1	.	.	2	72	3·22	
" 132 Villupuram to Pondicherry	Mail	31	.	.	.	.	.	.	.	.	
" 141 & 146 Negapatam and Tanjore	Mixed & Mail	62	.	.	.	.	.	.	.	.	
" 153 & 156 do and do	Mail	62	.	1	.	.	.	1	22	1·61	
" 169 & 184 Trichy J and Erode	do	62	.	1	.	.	.	1	23	1·61	
" 179 & 170 do and do	do	62	.	5	.	.	.	5	114	8·06	
" 193 & 198 Tuticorin and Tinnevelly	Mail & Mixed	62	.	.	.	.	.	.	.	.	
" 197 & 200 do and do	Mixed & Mail	62	3	.	.	.	.	3	45	4·84	
" 201 & 204 do and do	Mail & Mixed	62	.	.	.	.	.	.	.	.	
" 205 & 208 do and do	Mixed & Mail	62	.	.	.	.	.	.	.	.	
" 215 & 216 Mayavaram and Negapatam	Mixed	62	.	2	.	.	1	3	182	4·84	
" 219 & 220 Mayavaram and Mutupet	do	62	.	2	.	.	.	2	43	3·22	
" 223 & 218 do and Tiruvalur	do	62	.	2	.	.	.	2	47	3·22	
" 225 & 226 do and Negapatam	do	62	.	.	2	.	.	2	93	3·22	
" 235 & 234 Tiruvalur and Mutupet	do	62	.	4	1	.	.	5	147	8·06	
Total ...		1953	20	62	36	3	3	124	3906	6.35	

Deficiency in account for 290 kt. omitted on pro 563 kt. time delay by Engineering department 55 kt. distance ab Kadamangalam to Jy.

Note.— Also trains took the Tanjore Cauvery Station Madura & Tuticorin Section to the extent of 2,254 miles between Trichy & Kadamangalam & Tanjore & Kadamangalam & Tuticorin & Tinnevelly Stations of 207

SOUTH INDIAN RAILWAY.

Return of late trains for the Month of May 1895.

Down trains.

Date. 1895.	No. of Trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.
May 1	144	0	40	1	37	57	Waited ah Villupuram for the arrival of mail from Madras and detained ah meeting stations.
2	2	18	0	18	50	50	Detained ah meeting stations.
3	112	8	45	9	15	30	Waited ah Kolkonam for Madras Railway train.
9	90	21	55	22	10	15	Waited on loco.
10	90	21	55	22	10	15	Shunting.
	100	10	35	10	54	19	Time lost by Caution Signals and drivers.
12	58	12	35	12	51	16	Shunting and heavy Passengers
	62	15	20	15	35	15	Shunting and heavy Passengers.
	234	17	30	18	20	50	Detained ah Mutupet owing to Engine being sunk ah points No. 9 while Shunting.

Up trains.

Date. 1895.	No. of Trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.
May 2	1	17	5	17	47	42	Detained ah meeting stations.
	15	10	30	11	30	60	Detained ah meeting stations, time lost by Caution Signals & waited on loco.
	179	17	40	18	0	20	Detained ah meeting stations.
	245	6	27	8	46	139	Waited ah Nagavaram for the arrival of mail train from Madras.
3	15	10	30	10	45	15	Time lost by Caution Signals and waited on loco.
4	15	10	30	11	11	41	Detained ah meeting stations, time lost by Caution Signals & waited on loco.
6	197	10	50	11	5	15	Waited ah Mannyachi for the arrival of mail train from Madras.
7	41	13	30	13	52	22	Shunting, loading and detained ah meeting stations.
8	31	18	10	18	32	22	Detained ah meeting stations, time lost by Caution Signals & waited on loco.
9	15	10	30	10	45	15	Time lost lost by Caution Signals and waited on loco.
	31	18	10	18	53	43	Time lost by Caution Signals; Stoppages

RAILWAY.

Return of

Month of May *1895.*

Down trains.								Up trains.							
Date. 1895.		No. of Trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.	Date. 1895.		No. of Trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.
May	15	90	21	55	22	10	15	Shunting, Passengers, and time lost by Caution Signals.	May	9	31						Stoppage of train ab 347/8 mile owing to a beam knocked over by Engine, waited on loco and detained ab meeting Stations.
	16	2	18	0	18	52	52	Detained ab meeting Stations and time lost by Caution Signals & drivers.		11	107	11	50	12	31	41	Waited ab Dharmavaram for Southern Mahratta Railway train, Shunting and time lost by Caution Signals.
		170	11	40	12	10	30	Waited ab Conde for Headas (Ry train, and time lost by Caution Signals.		12	107	11	50	12	5	15	Waited ab Dharmavaram for Southern Mahratta Railway train, detained ab meeting Stations and time lost by Caution Signals.
	18	90	21	55	24	0	125	Detained ab meeting Stations and time lost by Caution Signals.			153	20	0	20	22	22	Time lost by Caution Signals and detained ab meeting Stations.
	19	40	20	25	20	40	15	Detained ab meeting Stations, loading and unloading and time lost by drivers.			235	20	45	21	12	27	Detained ab meeting Stations & Shunting
										13	43	19	5	19	52	47	Time lost by Caution Signals, waited on Loco and detained ab meeting Stations.
		226	22	20	23	15	55	Shunting, detained ab Sekkil owing to drivers being injured while jumping off the Engine.			123	2	40	2	55	15	Detained ab Kandamangalam by Customs.
											197	10	50	11	5	15	Waited ab Mannyachi for the arrival of Mail from Madras.
										14	15	10	30	10	50	20	Time lost by Caution Signals & waited on Loco.

RAILWAY.

Return of

Month of May 1895.

Down trains. Date. 1895.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
May 20	40	20 25	21 0	35	Detained at meeting Stations and Shunting.
	214	12 30	12 50	20	Shunting, time lost by Caution Signals and detained at meeting Stations.
21	184	18 15	18 38	23	Passengers.
	214	12 30	13 30	60	Detained at meeting Stations, Shunting and time lost by drivers.
22	40	20 25	20 44	19	Detained at meeting Stations Shunting and Ro/sods.
	90	21 55	22 13	18	Detained at meeting Stations and Shunting
25	2	18 0	18 52	52	Detained at meeting Stations and time lost by Caution Signals.

Up trains. Date. 1895.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
May 14	197	10 50	11 5	15	Waited at Inamgaon for the arrival of mail train from Madras.
15	15	10 30	10 48	18	Time lost by Caution Signals and waited on loco.
	21	18 10	18 27	17	Waited on loco and time lost by Caution Signals.
	89	21 45	22 5	20	Passengers, Shunting, and detained at meeting Stations.
	107	11 50	12 8	18	Time lost by Caution Signals and Stoppage of train at 9 $\frac{308}{4}$ mile between Buttapaperam & Timmmungutta owing to a man run over by the train.
	213	23 50	0 5	15	Shunting.
16	15	10 30	10 59	29	Time lost by Caution Signals and waited on loco.
	31	18 10	18 30	20	Time lost by Caution Signals and drivers and waited on loco.
	41	13 30	13 45	15	Detained at meeting Stations, Shunting and time lost by Caution Signals.
	43	19 5	19 52	47	Detained at meeting Stations, time lost by Caution Signals & waited on loco.

Return of late trains.

Down trains.

Date. 1895.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
May 25	216	7 15	7 42	27	Detained ah meeting Stations and time lost by Caution Signals.
	218	9 50	10 10	20	Detained ah meeting Stations.
27	28	18 55	20 37	102	Time lost by Caution Signals, detained ah meeting Stations and detained ah Vaithiswarankoil owing to the derail -ment of 50 C on the main line.
	145	18 20	19 8	48	Detained ah meeting Stations.
	214	12 30	12 45	15	Detained ah meeting Stations, time lost by Caution Signals & drivers.
28	2	18 0	18 52	52	Detained ah meeting Stations and time lost by Caution Signals.
	14	8 10	8 40	30	Time lost by Caution Signals and drivers, waited on Loco & detained ah meeting Stations.

Up trains.

Date. 1895.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
May 17	15	10 30	10 51	21	Time lost by Caution Signals & waited on Loco.
	31	18 10	18 31	21	Time lost by Caution Signals and drivers and waited on Loco.
	43	19 5	19 52	47	Detained ah meeting Stations, time lost by Caution Signals & waited on Loco.
18	15	10 30	11 50	80	Detained ah meeting Stations, time lost by Caution Signals and waited on Loco.
	31	18 10	18 37	27	Unloading luggages, time lost by Caution Signals and waited on Loco.
	41	13 30	13 48	18	Detained ah meeting Stations, and time lost by Caution Signals.
	43	19 5	19 34	29	Detained ah meeting Stations and time lost by Caution Signals.
	179	17 40	18 3	23	Detained ah meeting Stations and time lost by Caution Signals.
19	15	10 30	11 0	30	Time lost by Caution Signals and waited on Loco.
	31	18 10	18 45	35	Waited on Loco, time lost by Caution Signals and drivers.
	225	21 15	21 53	38	Detained ah meeting Stations.

Return of late trains.

Down trains.

Date. 1895.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
May 28	170	11 40	11 58	18	Time lost by Caution Signals and detained at meeting Stations.
	216	7 15	7 31	16	Time lost by Caution Signals and detained at meeting Stations.
29	40	20 25	21 10	45	Detained at meeting Stations and time lost by drivers.
	234	17 30	17 57	27	Inwards train late in and waited on Loco.
30	2	18 0	18 50	50	Detained at meeting Stations and time lost by Caution Signals.
	28	18 55	19 13	18	Time lost by Caution Signals and detained at meeting Stations.
	40	20 25	21 5	40	Detained at meeting Stations.
	90	21 55	23 0	65	Detained at meeting Stations and Engine defective.

Up trains.

Date. 1895.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
May 20	15	10 30	11 30	60	Time lost by Caution Signals, passengers, waited on Loco & detained at meeting Stations.
	43	19 5	19 21	16	Detained at meeting Stations, time lost by Caution Signals, and waited on Loco.
	107	11 50	12 25	35	Waited at Dharmavaram for Southern Mahratta Railway train, time lost by Caution signals and waited on Loco.
	21	17 5	17 46	41	Time lost by drivers and detained at meeting Stations.
	15	10 30	11 5	35	Luggages, time lost by Caution Signals, and waited on Loco.
	97	12 10	12 25	15	Detained at meeting Stations.
22	15	10 30	10 50	20	Time lost by Caution Signals & waited on Loco.
	31	18 10	18 34	24	Time lost by drivers and Caution Signals and waited on Loco.
	107	11 50	12 35	45	Time lost by Caution Signals & drivers.
23	15	10 30	10 52	22	Time lost by Caution Signals and waited on Loco.
	31	18 10	18 25	15	Waited on Loco and time lost by Caution Sigls.
	41	13 30	13 48	18	Detained at meeting Stations & Shunting.
	213	23 50	0 10	20	Time lost by Caution Signals & waited on Loco.
24	1	17 5	17 46	41	Loading, Shunting and detained at meeting Stations.

Return of late trains.

Down trains.

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

Up trains.

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

Return of late trains.

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

Return of late trains.

Down trains.

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

The Madras Railway train arrived at Katpadi late on 7 days under the 15th inst, the
The Madras Railway train arrived at Perambur late on 2 days, 1 day under the 15
The Madras Railway North-west mail arrived at Arkonam late on 2 days, 1 day under
The Madras Railway train arrived at Erode late on one day.
The Southern Mahratta Railway train arrived at Chikmagaram late on 4 days, 2

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

Up trains.

Date. 1895.	No. of trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
May 30	41	13 30	14 15	45	Detained at meeting Stations, Shunting waited on face, and time lost by Caution Signals.
	219	14 50	15 13	23	Detained at meeting Stations.
31	15	10 30	10 57	27	Shunting, time lost by Caution Signals and waited on face.

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

V. Davies.
Ag Traffic Manager.

Encl. 1 to Letter No. 2902 dt 5
Letter No. 626 dt 4-7-95
Encl. A

3414
6-8-95

From
The Agent,
South Indian Railway,
Trichinopoly,

To
The Consulting Engineer
for Railways,
Madras.

Dated 5th
Received } August 1895.

No. 737
Enclosure. 1 Copy Abstract

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

J. H. L. Rosario
for Agent.

SOUTH INDIAN RAILWAY
2.8.95
AGENT
13017

SOUTH INDIAN RAILWAY.

ABSTRACT AND RETURN OF LATE TRAINS

for the month of June *1895*.

SOUTH INDIAN RAILWAY.

RETURN OF LATE TRAINS.

Abstract for June *1895.*

Description and Number.			Late Minutes. 15 minutes.	Above 15 and not exceeding 30 mts.	Above 30 and not exceeding 60 mts.	Above 60 and not exceeding 90 mts.	Above 90 mts.	Total.	Total minutes late.	Percentage of late trains.	Remarks.
No. 13 & 62	Madras and Chingleput	mail & Pass	60	.	.	1	.	.	1	35	1.67	
" 15 & 28	Madras and Tuticorin	mail	60	2	5	8	3	1	19	825	31.66	
" 31 & 14	do and do	do	60	3	3	4	.	1	11	485	18.33	
" 25 & 58	Beach to Villupuram & Villupuram to Madras	Pass	60	.	2	.	1	1	4	243	6.67	
" 35 & 56	Beach and Pallavaram	Passenger	60	.	2	.	.	.	2	34	3.33	
" 211 & 212	Madras and Pallavaram	do	60	.	1	.	.	.	1	22	1.67	
	Carried over...		360	5	13	13	4	3	38	1644	10.55	

Down trains.	15 mts. late.	30 mts. late.	60 mts. late.	90 mts. late.	In excess of 90 mts. late.	Total in month late.
No. 62 trains	.	.	.	.	.	.
" 28	.	.	4	.	.	4
" 14	.	1	.	.	.	1
" 58	.	.	.	1	.	1
" 56	.	.	.	.	.	.
" 212	.	1	.	.	.	1
" 40	1	4	3	2	.	10
" 145	1	2	2	1	.	6
" 2	1	1	5	1	.	8
" 88	.	.	.	.	.	.
" 94	.	.	.	.	.	.
" 90	.	1	1	.	.	2
" 100	.	1	1	.	.	2
" 110	.	.	.	.	.	.
" 214	1	5	3	.	.	9
" 116	.	1	.	.	.	1
" 112	1	4	4	.	.	9
" 144	.	1	.	.	.	1
" 132	.	.	.	.	.	.

ABSTRACT OF LATE TRAINS.

Description and Number.		Late Minutes. 15 minutes.	Above 15 and not exceeding 30 mts.	Above 30 and not exceeding 60 mts.	Above 60 and not exceeding 90 mts.	Above 90 mts.	Total.	Total minutes late.	Percentage of late trains.	Remarks.
Brought forward ...	360	5	13	13	4	3	38	1644	10·55	
Nos 1 & 40 Villupuram and Trichy J.	Pass 60	3	4	9	3	2	21	1208	35·00	
" 41 & 45 Nagapatam and Negapatam	do 60	1	10	2	1	.	14	385	23·33	
" 43 & 42 Negapatam and Madura	do 60	3	1	6	1	.	11	422	18·33	
" 85 & 88 Penigumtah and Tirupatur Mesh	do 60	1	.	.	.	.	1	15	1·67	
" 93 & 94 do and do	do 60	2	1	.	.	.	3	55	5·00	
" 89 & 90 Kellore and Villupuram	do 60	.	8	1	.	.	9	229	15·00	
" 97 & 100 Kellore to Villupuram & Pondicherry to Kellore	do 60	.	2	1	.	.	3	79	5·00	
" 107 & 110 Dharmavaram and Pakala	do 60	.	8	2	1	.	11	340	18·33	
" 213 & 214 do and do	do 60	1	6	3	.	.	10	284	16·67	
" 111 & 116 Chinglipuk and Arkonam	do 60	.	2	3	.	.	5	149	8·33	
" 113 & 112 do and do	Mail 60	1	4	5	.	.	10	308	16·67	
Nos 123 & 144 Pondicherry and Villupuram	Mail & Pass 60	.	3	.	.	.	3	69	5·00	
" 132 Villupuram to Pondicherry	Pass 30	.	.	.	.	.	.	.	.	
" 141 & 146 Negapatam and Tanjore	Pass & Mail 60	.	2	.	.	.	2	43	3·33	
" 153 & 156 do and do	Mail 60	1	.	.	.	.	1	15	1·67	
" 169 & 184 Trichy J. and Erode	do 60	.	1	.	.	.	1	20	1·67	
" 179 & 170 do and do	do 60	.	2	1	.	.	3	90	5·00	
" 193 & 198 Manjakudi and Tinnevelly	Mail & Pass 60	.	.	.	.	.	.	.	.	
" 197 & 200 do and do	Pass & Mail 60	3	.	.	.	.	3	45	5·00	
" 201 & 204 do and do	Mail & Pass 60	.	.	.	.	.	.	.	.	
" 205 & 208 do and do	Pass & Mail 60	.	.	.	.	.	.	.	.	
" 215 & 216 Nagavaram and Negapatam	Pass 60	1	.	1	.	.	2	62	3·33	
" 219 & 220 do and Mutupet	do 60	.	3	.	.	.	3	58	5·00	
" 223 & 218 do and Tiruvalur	do 60	.	1	1	.	.	2	69	3·33	
" 225 & 226 do and Negapatam	do 60	.	1	.	.	.	1	16	1·67	
" 235 & 234 Tiruvalur and Mutupet	do 60	.	2	.	.	.	2	38	3·33	
Total ...	1890	22	74	48	10	5	159	5703	8·41	

Deficient Engines account for 91 late, waiting on Loco 679 late, time lost by departure trains at Kandamangalam by Customs 39 late and waited for Foreign arrivals 4 late.

Note. — The trains left Mutupet at 4-45 P.M. instead of 4-30 P.M. Arrivals at Negapatam and Katambur owing to the Spl. Cattle Mail, & left Negapatam at 5-15 P.M. instead of 5 P.M.

This Cadjan and Coir Factory was not standing last year.

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

SOUTH INDIAN RAILWAY.

Return of late trains for the Month of June 1895.

Down trains.

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

Up trains.

Date. 1895.	No. of Trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.
June 1	15	10	30	10	45	15	Time lost by caution signals & drivers and waited on loco.
	31	18	10	18	27	17	Time lost by drivers & caution signals and waited on loco.
	97	12	10	12	30	20	Detained ah meeting stations.
	215	6	27	6	42	15	Waited ah Nagavaram for the arrival of mail train from Madras.
2	1	17	5	17	40	35	Detained ah meeting stations and waited on loco.
	13	8	15	8	50	35	Detained ah meeting stations.
	43	19	5	19	20	15	Time lost by caution signals and detained ah meeting stations.
	89	21	45	22	10	25	Detained ah meeting stations & shunting.
3	31	18	10	18	30	20	Waited on loco and time lost by caution signals.
	197	10	50	11	5	15	Waited ah Mannargudi for the arrival of mail train from Madras.
4	1	16	35	21	5	270	Detained ah meeting stations and waited on loco.
	41	13	30	13	50	20	Detained ah meeting stations and shunting.
	223	16	30	16	50	20	Detained ah meeting stations.
5	15	10	30	10	50	20	Waited on loco, shunting and time lost by caution signals.

No: 5-18 R at 12 Annet 1895

RAILWAY.

Return of

Month of June 1895.

Down trains.									Up trains.								
Date. 1895.		No. of Trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.	Date. 1895.		No. of Trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.
June	9	212	19	45	20	7	22	Waited on loco.	June	6	123	2	40	3	0	20	Detained at Kandamangalam by Customs & Shunting.
	13	144	0	40	1	3	23	Time lost by drivers, detained at meeting stations and Shunting.		7	15	10	30	10	49	19	Time lost by drivers & Caution Signals and waited on loco.
	14	214	12	30	12	55	25	Detained at meeting stations.			31	18	10	18	25	15	Waited on loco, time lost by Caution Signals and detained at meeting stations.
	15	40	20	25	20	44	19	Detained at meeting stations and time lost by drivers.			41	13	30	13	47	17	Detained at meeting stations, Shunting and time lost by Caution Signals.
	16	40	20	25	20	48	23	Detained at meeting stations and time lost by drivers.			89	21	45	22	5	20	Detained at meeting stations and waited at Katpady for Madras Railway train.
		58	12	35	13	36	61	Engine defective.		8	15	10	30	10	49	19	Time lost by Caution Signals and waited on loco.
		112	8	45	9	11	26	Waited at Arkonam for Madras Railway train, and Passengers.			31	18	10	19	8	58	Time lost by drivers & Caution Signals waited on loco and detained at meeting stations.
		214	12	30	13	30	60	Detained at meeting stations, time lost by drivers, waited on loco, and time lost by Caution Signals.			153	20	0	20	15	15	Time lost by Caution Signals and Stoppage of train at M. 266 6 miles owing to a mare found lying across the line.
	17	214	12	30	12	50	20	Detained at meeting stations and time lost by Caution Signals.		9	107	11	50	12	35	45	Waited at Sharmavaram for Mail Train and time lost by drivers.
	18	2	18	0	18	15	15	Detained at meeting stations and time lost by Caution Signals.		10	41	13	30	13	50	20	Detained at meeting stations, Shunting and time lost by Caution Signals and drivers.

RAILWAY.

Return of

Month of June 1895.

Down trains.									Up trains.								
Date. 1895.		No. of Trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.	Date. 1895.		No. of Trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.
June	18	40	20	25	21	10	45	Detained at meeting Stations.	June	11	93	15	20	15	35	15	Waited at Penugantalo for Guntur Railway train.
	19	40	20	25	20	45	20	Detained at meeting Stations, Shunting, and Road side goods.		12	15	10	30	10	55	25	Time lost by Caution Signals & drivers and waited on loco.
		145	18	20	18	39	19	Detained at meeting Stations.			31	18	10	18	25	15	Waited on loco and time lost by Caution Signals.
		146	7	50	8	13	23	Detained at meeting Stations and time lost by Caution Signals.			93	15	20	15	45	25	Waited at Penugantalo for Guntur Railway train.
	20	2	18	0	18	52	52	Detained at meeting Stations and time lost by Caution Signals.			107	11	50	12	17	27	Waited at Dharmavaram for Southern Mahratta Railway train, waited on loco and time lost by Caution Signals.
		28	18	55	19	27	32	Detained at meeting Stations.		13	1	17	5	17	20	15	Detained at meeting Stations.
		40	20	25	21	40	75	Detained at meeting Stations and time lost by drivers.			31	18	10	18	53	43	Detained at meeting Stations, time lost by Caution Signals and waited on loco.
		116	16	10	16	33	23	Time lost by drivers.			89	21	45	22	5	20	Passengers, detained at meeting Stations and loading.
	21	2	18	0	18	52	52	Detained at meeting Stations and time lost by Caution Signals.		14	89	21	45	22	5	20	Detained at meeting Stations.
		28	18	55	19	35	40	Detained at meeting Stations.			107	11	50	12	40	50	Waited at Dharmavaram for the Railway train, time lost by Caution Signals and Shunting.
		40	20	25	21	15	50	Detained at meeting Stations and waited on loco.			197	10	50	11	5	15	Waited at Guntyadu for the arrival of mail train from Guntur.
		112	8	45	9	15	30	Waited at Arkonam for Guntur Up train.		15	15	10	30	11	23	53	Detained at meeting Stations, time lost by Caution Signals & drivers and waited on loco.
											107	11	50	12	8	18	Detained at meeting Stations.
										16	31	18	10	18	25	15	Time lost by Caution Signals & waited on loco.

Return of late trains.

Down trains.

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

Up trains.

Date. 1895.	No. of Trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.
June 16	41	13	30	13	48	18	Detained at meeting stations.
	89	21	45	22	8	23	Detained at meeting stations & Shunting.
17	1	17	5	17	50	45	Time lost by drivers.
	15	10	30	11	17	47	Time lost by Caution Signals, waited on loco and detained at meeting stations.
	31	18	10	18	52	42	Detained at meeting stations, time lost by drivers & Caution Signals and waited on loco.
	89	21	45	22	10	25	Detained at meeting stations, and waited at Katpadi for Madras Up train.
	107	11	50	12	17	27	Detained at meeting stations and time lost by Caution Signals.
	197	10	50	11	5	15	Waited at Wanyachi for the arrival of mail from Madras.
18	1	17	5	17	46	41	Detained at meeting stations and time lost by drivers.
	15	10	30	10	52	22	Stoppage of train at 146 1/4 mile between Porto Novo & Kille owing to N Mawoo found Crossing the line and time lost by Caution Signals.
	41	13	30	13	52	22	Detained at meeting stations.
	93	15	20	15	35	15	Waited at Perungulatoor for Madras Railway train.
	213	23	50	0	10	20	Time lost by drivers & Caution Signals
19	41	13	30	13	57	27	Detained at meeting stations and time lost by Caution Signals.

Return of late trains.

Down trains.

Date. 1895.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
June 24	28	18 55	19 35	40	Detained at meeting Stations and time lost by Caution Signals.
	40	20 25	21 0	35	Detained at meeting Stations.
	214	12 30	12 45	15	Detained at meeting Stations and time lost by drivers.
25	112	8 45	9 5	20	Waited at Arkonam for Madras Ry train.
	145	18 20	18 35	15	Detained at meeting Stations.
	170	11 40	12 5	25	Waited at Erode for Madras Ry train.
	214	12 30	13 0	30	Detained at meeting Stations and time lost by drivers.
	218	9 50	10 39	49	Detained at meeting Stations.
26	28	18 55	19 42	47	Detained at meeting Stations.
	90	21 55	22 55	60	Detained at meeting Stations, Engine defective and time lost by drivers.
	112	8 45	9 33	48	Waited at Arkonam for Madras Railway train.

Up trains.

Date. 1895.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
June 19	43	19 5	19 20	15	Time lost by Caution Signals & drivers.
	123	2 40	3 6	26	Detained at Kandaumangalam by Customs and Shunting.
	169	11 45	12 5	20	Waited at Tirthy I for the arrival of Mail train from Madras.
	215	6 27	7 14	47	Waited at Nayavaram for the arrival of Mail train from Madras and detained at meeting Stations.
20	1	16 35	18 5	90	Time lost by drivers and detained at meeting Stations.
21	1	17 5	17 46	41	Time lost by drivers & waited on Loco.
	25	21 20	20 37	17	Detained at meeting Stations, unloading and Shunting.
	35	18 38	18 54	16	Detained at meeting Stations.
	107	11 50	12 8	18	Waited at Dharmavaram for the Ry train, and detained at meeting Stations.
22	15	16 30	11 27	57	Detained at meeting Stations, time lost by Caution Signals and waited on Loco.
	25	21 20	22 42	142	Detained at meeting Stations, Engine defective and waited on Loco.
	35	18 38	18 56	18	Detained at meeting Stations.
	89	21 45	22 1	16	Detained at meeting Stations.
	107	11 50	12 18	28	Waited at Dharmavaram for the Ry train.
	111	12 0	12 35	35	Onwards train No 112 late in, which was detained at Arkonam for the Ry train.

Return of late trains.

Down trains.

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

Up trains.

Date. 1895.	No. of Trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.
June. 22	113	18	50	19	40	50	Detained ah meeting Stations.
	141	4	0	4	20	20	Time lost by Caution Signals & Shunting.
	219	14	50	15	10	20	Waited on loco.
23	1	16	35	19	53	198	Waited on loco, time lost by drivers and Engine defective.
	41	13	30	13	57	27	Detained ah meeting Stations, Shunting and time lost by Caution Signals.
	219	14	50	15	6	16	Shunting and detained ah meeting Stations.
24	1	17	5	17	50	45	Time lost by drivers & Shunting.
	15	10	30	12	1	91	Time lost by drivers & Caution Signals waited on loco and detained ah meeting Stations.
	31	18	10	21	10	180	Time lost by drivers & Caution Signals waited on loco and detained ah meeting Stations.
25	25	21	20	21	43	23	Detained ah meeting Stations.
	41	13	30	13	50	20	Detained ah meeting Stations.
	107	11	50	12	18	28	Waited ah Dharmavaram for S. Ry train, and detained ah meeting Stations.
26	1	17	5	17	20	15	Detained ah meeting Stations and time lost by drivers.
	15	10	30	11	36	66	Detained ah meeting Stations, time lost by Caution Signals & waited on loco.
	31	18	10	19	0	50	Waited on loco and Time lost by Cautions Signals & drivers.
	107	11	50	12	55	65	Waited ah Dharmavaram for S. Ry train and time lost by drivers.

Return of late trains.

Down trains.						Up trains.					
Date. 1895.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.	Date. 1895.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
						June 26	111	12 0	12 35	35	Inwards train No. 112 late in, which was detained at Arkonam for Madras Railway train.
						27	1	17 5	17 46	41	Detained at meeting Stations & Shunting
							15	10 30	11 20	50	Detained at meeting Stations, time lost by Caution Signals & waited on loco.
							43	19 5	19 43	38	Detained at meeting Stations, time lost by Caution Signals & waited on loco.
							107	11 50	12 7	17	Waited at Dharmavaram for Southern Mahratta Railway train & Shunting.
							111	12 0	12 23	23	Inwards train late in, which was detained at Arkonam for Madras Railway train.
						28	15	10 30	11 55	85	Time lost by Caution Signals and drivers and waited on loco.
						29	15	10 30	10 45	15	Time lost by Caution Signals and drivers.
						30	15	10 30	11 52	82	Detained at meeting Stations, time lost by Caution Signals and waited on loco.
							85	6 5	6 20	15	Waited at Renigunta for Madras Railway train.
							107	11 50	12 7	17	Detained at meeting Stations.
							111	12 0	12 33	33	Inwards train No. 112 train late in, which was detained at Arkonam for Madras Railway train.

Return of late trains.

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

The Madras Railway train arrived at Ratpadi late on 8 days, 6 days under the 15 hrs, the restricted time for reports to Government.

The Madras Railway train arrived at Vengumlate late on 12 days, 7 days under the 15 hrs, the restricted time for reports to Government.

The Madras Railway North-west mail arrived at Arkonam late on 5 days, under the 15 hrs, the restricted time for reports to Government.

The Madras Railway train arrived at Erode late on 3 days, one day under the 15 hrs, the restricted time for reports to Government.

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

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

A. Slick
For Ag Traffic Manager.