# Public Works (1895) Department.

RAILWAY BRANCH.

**G.O., No.** 342R

**DATED** 13th May

---

[Despatch Abstract.]

Statement of – on the South Indian Railway including the Mayavaram Muttupet Section for the quarter ended the 31st March 1895,

Recorded with remarks.

[P. W. 26. / 1,000—11-6-95]

Indexed.

## BACK PAPERS.

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

## FURTHER PAPERS.

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

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13th May 1895, No. 342 R., Public Works.

### GOVERNMENT OF MADRAS.

### PUBLIC WORKS DEPARTMENT.

**Railway.**

Read the following paper:—

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

[*Statement.*

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

| No. | Description. | January 1895. Number of trains. | January 1895. Late minutes. 15 minutes. | Above 15 minutes. | Above 30 minutes. | Above 60 minutes. | Above 90 minutes. | Total. | Total minutes late. | Percentage of late trains. | February 1895. Number of trains. | February 1895. Late minutes. 15 minutes. | Above 15 minutes. | Above 30 minutes. | Above 60 minutes. | Above 90 minutes. | Total. | Total minutes late. | Percentage of late trains. | March 1895. Number of trains. | March 1895. Late minutes. 15 minutes. | Above 15 minutes. | Above 30 minutes. | Above 60 minutes. | Above 90 minutes. | Total. | Total minutes late. | Percentage of late trains. | Average for the quarter. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15.<br>28. | Madras and Tuticorin .. (Mail) | 62 | 1 | 2 | 25 | 2 | .. | 30 | 1,447 | 48·39 | 56 | 2 | 5 | 8 | 1 | .. | 16 | 536 | 28·57 | 62 | 5 | 15 | 3 | .. | .. | 23 | 561 | 37·09 | 38·02 |
| 31.<br>14. | Do. do. .. ( Do. ) | 62 | .. | 9 | 17 | 2 | 2 | 30 | 1,450 | 48·39 | 56 | 1 | 8 | 7 | .. | .. | 16 | 445 | 28·57 | 62 | 4 | 12 | 5 | 1 | 1 | 22 | 678 | 35·48 | 37·48 |
| 13.<br>62. | Madras and Chingleput (Mail and Mixed) | 62 | 2 | 2 | .. | .. | .. | 4 | 70 | 6·45 | 56 | 1 | .. | .. | .. | .. | 1 | 16 | 1·78 | 62 | 1 | .. | .. | .. | .. | 1 | 16 | 1·61 | 3·28 |
| 25.<br>68. | Beach to Villupuram and Villupuram to Madras .. (Mixed) | 62 | .. | .. | .. | 1 | .. | 1 | 88 | 1·61 | 56 | .. | 1 | .. | .. | .. | 1 | 17 | 1·78 | 62 | 1 | .. | .. | .. | .. | 1 | 16 | 1·61 | 1·67 |
| 35.<br>56. | Beach and Pallávaram .. (Passenger) | 62 | .. | 1 | .. | .. | .. | 1 | 17 | 1·61 | 56 | .. | .. | .. | .. | .. | .. | .. | .. | 62 | .. | .. | .. | .. | .. | .. | .. | .. | 0·54 |
| 211.<br>212. | Madras and Pallávaram ( Do. ) | 62 | .. | .. | .. | .. | .. | .. | .. | .. | 56 | .. | .. | .. | .. | .. | .. | .. | .. | 62 | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 1.<br>40. | Villupuram and Trichinopoly Fort .. .. .. (Mixed) | 62 | 3 | 1 | 4 | .. | .. | 8 | 218 | 12·90 | 56 | 2 | .. | 4 | 1 | .. | 7 | 276 | 12·50 | 62 | 1 | .. | 2 | .. | .. | 3 | 102 | 4·83 | 10·08 |
| 41.<br>146. | Máyavaram and Negapatam .. ( Do. ) | 62 | 2 | 11 | 9 | .. | .. | 22 | 675 | 35·48 | 56 | 5 | 13 | 6 | .. | .. | 24 | 566 | 42·86 | 62 | 3 | 9 | 4 | .. | .. | 16 | 383 | 25·80 | 34·71 |
| 107.<br>110. | Dharmavaram and Pákala ( Do. ) | 62 | .. | .. | .. | .. | .. | .. | .. | .. | 56 | .. | 2 | .. | .. | .. | 2 | 44 | 3·57 | 62 | 5 | 9 | 4 | .. | .. | 18 | 444 | 29·03 | 10·87 |
| 89.<br>90. | Nellore and Villupuram .. ( Do. ) | 62 | .. | .. | .. | .. | .. | .. | .. | .. | 56 | 2 | 4 | .. | .. | .. | 6 | 107 | 10·71 | 62 | 1 | 1 | .. | 2 | .. | 4 | 303 | 6·45 | 5·72 |
| 97.<br>100. | Do. to do. and Pondicherry to Nellore .. ( Do. ) | 62 | 2 | 1 | .. | .. | 1 | 4 | 248 | 6·45 | 56 | .. | .. | .. | .. | .. | .. | .. | .. | 62 | 2 | 1 | .. | .. | .. | 3 | 47 | 4·83 | 3·76 |
| 85.<br>88. | Rénigunta and Tirupati West ( Do. ) | 62 | .. | .. | .. | .. | .. | .. | .. | .. | 56 | .. | .. | .. | .. | .. | .. | .. | .. | 63 | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 93.<br>94. | Do. do. ( Do. ) | 62 | 1 | .. | .. | .. | .. | 1 | 15 | 1·61 | 56 | .. | .. | .. | .. | .. | .. | .. | .. | 62 | .. | .. | .. | .. | .. | .. | .. | .. | 0·54 |
| 111.<br>116. | Chingleput and Arkonam ( Do. ) | 62 | .. | 1 | .. | .. | .. | 1 | 22 | 1·61 | 56 | .. | .. | .. | .. | .. | .. | .. | .. | 62 | .. | 1 | .. | .. | .. | 1 | 18 | 1·61 | 1·07 |
| 113.<br>112. | Do. do. ( Mail ) | 62 | .. | 1 | 1 | .. | .. | 2 | 69 | 3·23 | 56 | .. | 2 | .. | .. | .. | 2 | 46 | 3·57 | 62 | .. | .. | 1 | .. | .. | 1 | 46 | 1·61 | 2·80 |
| 123.<br>144. | Pondicherry and Villupuram (Mail and Mixed). | 62 | 1 | .. | .. | .. | .. | 1 | 15 | 1·61 | 56 | .. | 2 | 1 | .. | .. | 3 | 81 | 5·35 | 62 | 1 | 1 | 1 | .. | .. | 3 | 87 | 4·83 | 3·93 |
| 132. | Villupuram to Pondicherry .. ( Do. ) | 31 | 1 | .. | .. | .. | 1 | 2 | 176 | 6·45 | 28 | .. | .. | .. | .. | .. | .. | .. | .. | 31 | .. | .. | .. | .. | .. | .. | .. | .. | 2·15 |
| 141.<br>146. | Negapatam and Tanjore. (Mixed and Mail) | 62 | 3 | 2 | 3 | .. | .. | 8 | 213 | 12·90 | 56 | 1 | 1 | 1 | .. | .. | 3 | 67 | 5·35 | 62 | .. | 1 | .. | .. | .. | 1 | 18 | 1·61 | 6·62 |
| 63.<br>2. | Negapatam and Madura .. (Mixed) | 62 | 1 | 4 | 4 | .. | .. | 9 | 296 | 14·52 | 56 | .. | .. | 1 | .. | .. | 1 | 45 | 1·78 | 62 | .. | .. | 2 | .. | .. | 2 | 90 | 3·22 | 6·51 |
| 153.<br>156. | Negapatam and Tanjore .. ( Mail ) | 62 | .. | .. | .. | .. | .. | .. | .. | .. | 56 | .. | .. | .. | .. | .. | .. | .. | .. | 62 | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 149.<br>184. | Trichinopoly Junction and Erode ( Do. ) | 62 | 1 | .. | .. | .. | 1 | 2 | 150 | 3·23 | 56 | .. | .. | .. | .. | .. | .. | .. | .. | 62 | .. | .. | .. | .. | .. | .. | .. | .. | 1·08 |
| 179.<br>170. | Do. do. ( Do. ) | 62 | .. | 5 | 1 | .. | 1 | 7 | 439 | 11·29 | 56 | 1 | .. | .. | .. | .. | 1 | 15 | 1·78 | 62 | .. | 2 | .. | .. | .. | 2 | 45 | 3·22 | 5·43 |
| 193.<br>198. | Maniyáchi and Tinnevelly .. (Mail and Mixed) | 62 | .. | .. | .. | .. | .. | .. | .. | .. | 56 | .. | .. | .. | .. | .. | .. | .. | .. | 62 | 5 | 1 | 1 | .. | .. | 7 | 147 | 11·29 | 3·76 |
| 201.<br>204. | Do. do. .. (Mail and Mixed) | 62 | .. | .. | .. | .. | .. | .. | .. | .. | 56 | .. | .. | .. | .. | .. | .. | .. | .. | 62 | 4 | 2 | .. | .. | .. | 6 | 105 | 9·68 | 3·23 |
| 197.<br>200. | Do. do. .. (Mixed and Mail) | 62 | .. | .. | .. | .. | .. | .. | .. | .. | 56 | 1 | .. | .. | .. | .. | 1 | 15 | 1·78 | 62 | 10 | 10 | 3 | .. | .. | 23 | 524 | 37·09 | 12·96 |
| 205.<br>203. | Do. do. .. (Mixed and Mail) | 62 | .. | .. | .. | .. | .. | .. | .. | .. | 56 | .. | .. | .. | .. | .. | .. | .. | .. | 62 | 11 | 13 | 3 | .. | .. | 27 | 558 | 43·55 | 14·52 |
| 213.<br>214. | Dharmavaram and Pákala .. (Mixed) | 62 | .. | .. | .. | 1 | 1 | 2 | 205 | 3·23 | 56 | .. | 1 | .. | .. | .. | 1 | 17 | 1·78 | 62 | 2 | 4 | .. | .. | .. | 6 | 109 | 9·68 | 4·90 |
| 215.<br>216. | Máyavaram and Negapatam .. ( Do. ) | 62 | 1 | .. | 1 | .. | .. | 2 | 56 | 3·23 | 56 | .. | .. | .. | .. | .. | .. | .. | .. | 62 | .. | 2 | .. | .. | .. | 2 | 34 | 3·22 | 2·15 |
| 219.<br>220. | Do. and Muttupet .. ( Do. ) | 62 | .. | 5 | .. | .. | .. | 5 | 105 | 8·06 | 56 | .. | 7 | .. | .. | .. | 7 | 153 | 12·50 | 62 | .. | 2 | .. | .. | .. | 2 | 46 | 3·22 | 7·93 |
| 223.<br>218. | Do. and Tiruválúr .. ( Do. ) | 62 | 1 | .. | .. | .. | .. | 1 | 15 | 1·61 | 56 | .. | .. | .. | .. | .. | .. | .. | .. | 62 | .. | 1 | .. | .. | .. | 1 | 19 | 1·61 | 1·07 |
| 225.<br>226. | Do. and Negapatam .. ( Do. ) | 62 | .. | .. | .. | .. | .. | .. | .. | .. | 56 | .. | .. | .. | .. | .. | .. | .. | .. | 62 | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 235.<br>234. | Tiruválúr and Muttupet .. ( Do. ) | 62 | 2 | 4 | .. | .. | .. | 6 | 107 | 9·68 | 56 | .. | 10 | .. | .. | .. | 10 | 213 | 17·85 | 62 | 1 | 4 | .. | .. | .. | 5 | 94 | 8·06 | 11·86 |
|  | Total .. | 1,953 | 22 | 49 | 65 | 6 | 7 | 149 | 6,085 | 7·63 | 1,764 | 18 | 56 | 28 | 2 | .. | 102 | 2,715 | 5·78 | 1,953 | 57 | 92 | 27 | 3 | 1 | 180 | 4,398 | 9·21 | 7·54 |

Madras,
8th May 1895.

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

ORDER—dated 13th May 1895, No. 342 R., Public Works.

Recorded.

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

3. The trains chiefly at fault were—

Madras and Tuticorin (2 mails).
Villupuram and Trichinopoly Fort (mixed).
Máyavaram and Negapatam (mixed).
Dharmavaram and Pákala (mixed).
Maniyáchi and Tinnevelly (mixed and mail).
Do. ( do. )
Tiruválúr and Muttupet (mixed).

(True Extract.)

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

To the Agent, South Indian Railway.

Exd. C. A. Munisawmy.
Spare Copies

RAILWAY.

# Govt. of {1895} Madras.

## PUBLIC WORKS.

*Dated May*, 13*th*.

*Recd.* *Encl.*

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**G.O., 13th May 1895, No. 342 R.**

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**MAY.**

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## Late Trains

Statement of — on the South Indian Railway including the Máyavaram-Muttupet section for the quarter ended the 31st March 1895, recorded with remarks.

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16th February 1895, No. 82 R., Public Works.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

**Railway.**

Read the following paper :—

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

[*Statement*.

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

| No. | Description. | Jany ~~October 1894~~. 1895 | | | | | | | | | February 1895 | | | | | | | | | March ~~December~~ 1895 | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Number of trains. | Late minutes. 15 minutes. | Above 15 minutes. | Above 30 minutes. | Above 60 minutes. | Above 90 minutes. | Total. | Total minutes late. | Percentage of late trains. | Number of trains. | Late minutes. 15 minutes. | Above 15 minutes. | Above 30 minutes. | Above 60 minutes. | Above 90 minutes. | Total. | Total minutes late. | Percentage of late trains. | Number of trains. | Late minutes. 16 minutes. | Above 15 minutes. | Above 30 minutes. | Above 60 minutes. | Above 90 minutes. | Total. | Total minutes late. | Percentage of late trains. | Average for the quarter. |
| 16.<br>28. | Madras and Tuticorin .. (Mail) | 62 | 1 | 2 | 25 | 2 | . | 30 | 1447 | 48.39 | 56 | 2 | 5 | 8 | 1 | . | 16 | 596 | 28.57 | 62 | 5 | 15 | 3 | . | . | 23 | 661 | 37.09 | 38.02 |
| 31.<br>14. | Do. do. .. (Do.) | 62 | . | 7 | 17 | 2 | 2 | 30 | 1452 | 48.39 | 66 | 1 | 8 | 7 | . | . | 16 | 445 | 28.57 | 62 | 4 | 13 | 3 | 1 | 1 | 22 | 678 | 35.48 | 37.48 |
| 13.<br>62. | Madras and Chingleput (Mail and Mixed) | 62 | 2 | 2 | . | . | . | 4 | 70 | 6.45 | 56 | 1 | . | . | . | . | 1 | 15 | 1.78 | 62 | 1 | . | . | . | . | 1 | 15 | 1.61 | 3.28 |
| 25.<br>68. | Beach to Villupuram and Villupuram to Madras .. (Mixed) | 62 | . | . | . | 1 | . | 1 | 88 | 1.61 | 56 | . | 1 | . | . | . | 1 | 17 | 1.78 | 62 | 1 | . | . | . | . | 1 | 15 | 1.61 | 1.67 |
| 35.<br>66. | Beach and Pallávaram .. (Passenger) | 62 | . | 1 | . | . | . | 1 | 17 | 1.61 | 56 | . | . | . | . | . | . | . | . | 62 | . | . | . | . | . | . | . | . | .54 |
| 211.<br>212. | Madras and Pallávaram (Do.) | 62 | . | . | . | . | . | . | . | . | 66 | . | . | . | . | . | . | . | . | 62 | . | . | . | . | . | . | . | . | . |
| 1.<br>40. | Villupuram and Trichinopoly Fort .. .. .. (Mixed) | 62 | 3 | 1 | 4 | . | . | 8 | 215 | 12.90 | 56 | 2 | . | 4 | 1 | . | 7 | 275 | 12.50 | 62 | 1 | . | 2 | . | . | 3 | 102 | 4.83 | 10.08 |
| 41.<br>145. | Máyavaram and Negapatam .. (Do.) | 62 | 2 | 11 | 9 | . | . | 22 | 675 | 35.48 | 56 | 5 | 13 | 6 | . | . | 24 | 566 | 42.85 | 62 | 3 | 9 | 4 | . | . | 16 | 888 | 25.80 | 34.71 |
| 107.<br>110. | Dharmavaram and Pákala (Do.) | 62 | . | . | . | . | . | . | . | . | 56 | . | 2 | . | . | . | 2 | 44 | 3.57 | 62 | 5 | 9 | 4 | . | . | 18 | 444 | 29.03 | 10.87 |
| 89.<br>90. | Nellore and Villupuram .. (Do.) | 62 | . | . | . | . | . | . | . | . | 56 | 2 | 4 | . | . | . | 6 | 107 | 10.71 | 62 | 1 | 1 | . | 2 | . | 4 | 203 | 6.45 | 5.72 |
| 97.<br>100. | Do. to do. and Pondicherry to Nellore .. (Do.) | 62 | 2 | 1 | . | . | 1 | 4 | 248 | 6.45 | 56 | . | . | . | . | . | . | . | . | 62 | 2 | 1 | . | . | . | 3 | 47 | 4.83 | 3.76 |
| 85.<br>88. | Rénigunta and Tirupati West (Do.) | 62 | . | . | . | . | . | . | . | . | 56 | . | . | . | . | . | . | . | . | 62 | . | . | . | . | . | . | . | . | . |
| 93.<br>94. | Do. do. (Do.) | 62 | 1 | . | . | . | . | 1 | 15 | 1.61 | 56 | . | . | . | . | . | . | . | . | 62 | . | . | . | . | . | . | . | . | .54 |
| 111.<br>116. | Chingleput and Arkonam (Do.) | 62 | . | 1 | . | . | . | 1 | 22 | 1.61 | 56 | . | . | . | . | . | . | . | . | 62 | . | 1 | . | . | . | 1 | 18 | 1.61 | 1.07 |
| 113.<br>112. | Do. do. (Mail) | 62 | . | 1 | 1 | . | . | 2 | 57 | 3.22 | 56 | . | 2 | . | . | . | 2 | 44 | 3.57 | 62 | . | . | 1 | . | . | 1 | 46 | 1.61 | 2.80 |
| 123.<br>144. | Pondicherry and Villupuram (Mail and Mixed) | 62 | 1 | . | . | . | . | 1 | 15 | 1.61 | 56 | . | 2 | 1 | . | . | 3 | 81 | 5.35 | 62 | 1 | 1 | 1 | . | . | 3 | 97 | 4.83 | 3.93 |
| 132. | Villupuram to Pondicherry .. (Do.) | 31 | 1 | . | . | . | 1 | 2 | 175 | 6.45 | 28 | . | . | . | . | . | . | . | . | 31 | . | . | . | . | . | . | . | . | 2.15 |
| 141.<br>146. | Negapatam and Tanjore. (Mixed and Mail) | 62 | 3 | 2 | 3 | . | . | 8 | 213 | 12.90 | 56 | 1 | 1 | 1 | . | . | 3 | 67 | 5.35 | 62 | . | 1 | . | . | . | 1 | 18 | 1.61 | ~~5.05~~ 6.62 |
| 43.<br>2. | Negapatam and Madura .. (Mixed) | 62 | 1 | 4 | 4 | . | . | 9 | 296 | 14.51 | 56 | . | . | 1 | . | . | 1 | 45 | 1.78 | 62 | . | . | 2 | . | . | 2 | 90 | 3.22 | 6.51 |
| 153.<br>156. | ~~Máyavaram~~ Negapatam and Tanjore .. (Mail) | 62 | . | . | . | . | . | . | . | . | 56 | . | . | . | . | . | . | . | . | 62 | . | . | . | . | . | . | . | . | . |
| 169.<br>184. | Trichinopoly Junction and Erode (Do.) | 62 | 1 | . | . | . | 1 | 2 | 150 | 3.23 | 56 | . | . | . | . | . | . | . | . | 62 | . | . | . | . | . | . | . | . | 1.28 |
| 179.<br>170. | Do. do. (Do.) | 62 | . | 5 | 1 | . | 1 | 7 | 419 | 11.29 | 56 | 1 | . | . | . | . | 1 | 15 | 1.78 | 62 | . | 2 | . | . | . | 2 | 45 | 3.22 | 5.43 |
| 193.<br>198. | Maniyáchi and Tinnevelly .. (Mail and Mixed) | 62 | . | . | . | . | . | . | . | . | 56 | . | . | . | . | . | . | . | . | 62 | 5 | 1 | 1 | . | . | 7 | 147 | 11.29 | 3.76 |
| 201.<br>204. | Do. do. .. (Mail and Mixed) | 62 | . | . | . | . | . | . | . | . | 56 | . | . | . | . | . | . | . | . | 62 | 4 | 2 | . | . | . | 6 | 105 | 9.68 | 3.23 |
| 197.<br>200. | Do. do. .. (Mixed and Mail) | 62 | . | . | . | . | . | . | . | . | 56 | 1 | . | . | . | . | 1 | 15 | 1.78 | 62 | 10 | 10 | 3 | . | . | 23 | 524 | 37.09 | 12.96 |
| 205.<br>208. | Do. do. .. (Mixed and Mail) | 62 | . | . | . | . | . | . | . | . | 56 | . | . | . | . | . | . | . | . | 62 | 11 | 13 | 3 | . | . | 27 | 558 | 43.55 | 14.52 |
| 213.<br>214. | Dharmavaram and Pákala .. (Mixed) | 62 | . | . | . | 1 | 1 | 2 | 205 | 3.23 | 56 | . | 1 | . | . | . | 1 | 17 | 1.78 | 62 | 2 | 4 | . | . | . | 6 | 109 | 9.68 | 4.90 |
| 215.<br>216. | Máyavaram and Negapatam .. (Do.) | 62 | 1 | . | 1 | . | . | 2 | 56 | 3.23 | 56 | . | . | . | . | . | . | . | . | 62 | . | 2 | . | . | . | 2 | 34 | 3.22 | 2.15 |
| 219.<br>220. | Do. and Muttupet .. (Do.) | 62 | . | 5 | . | . | . | 5 | 105 | 8.06 | 56 | . | 7 | . | . | . | 7 | 153 | 12.50 | 62 | . | 2 | . | . | . | 2 | 46 | 3.22 | 7.93 |
| 223.<br>218. | Do. and Tiruválúr .. (Do.) | 62 | 1 | . | . | . | . | 1 | 15 | 1.61 | 56 | . | . | . | . | . | . | . | . | 62 | . | 1 | . | . | . | 1 | 19 | 1.61 | 1.07 |
| 225.<br>226. | Do. and Negapatam .. (Do.) | 62 | . | . | . | . | . | . | . | . | 56 | . | . | . | . | . | . | . | . | 62 | . | . | . | . | . | . | . | . | . |
| 235.<br>234. | Tiruválúr and Muttupet .. (Do.) | 62 | 2 | 4 | . | . | . | 6 | 107 | 9.68 | 56 | . | 10 | . | . | . | 10 | 213 | 17.85 | 62 | 1 | 4 | . | . | . | 5 | 94 | 8.06 | 11.86 |
| | Total .. | 1753 | 22 | 49 | 65 | 6 | 7 | 149 | 6085 | 7.63 | 1764 | 16 | 56 | 28 | 2 | . | 102 | 2715 | 5.78 | 1953 | 57 | 92 | 27 | 3 | 1 | 180 | 4398 | 9.21 | 7.54 |

MADRAS,
15th February 1895.

(Signed) A. D. G. SHELLEY, Captain, R.E.,
*for* Consulting Engineer for Railways.

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

Recorded.

2. During the quarter under review 12·96 per cent. of all trains ran late showing a considerable increase over the corresponding quarter of 1893 in which the percentage was 9·24. Of the percentage of 12·96, 9·70 per cent. is attributable to loss of time by the slowing of trains over the bridges on the main line which are now being strengthened.

3. The trains chiefly at fault were—

Madras and Tuticorin (2 mails).
Villupuram and Trichinopoly Fort (mixed).
Máyavaram and Negapatam (mixed).
Nellore and Villupuram (mixed).
Negapatam and Madura (mixed).
Máyavaram and Tanjore (mail).
Máyavaram and Muttupet (mixed).
Tiruválúr and Muttupet (mixed).

(True Extract.)

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

To the Agent, South Indian Railway.

Exd. C. A. Munisawmy.
Spare Copies

RAILWAY.

# Govt. of {1895} Madras.

## PUBLIC WORKS.

*Dated February, 16th.*

*Recd.* *Encl.*

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

**FEBRUARY.**

### Late Trains

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

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1077

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

TO
THE CONSULTING ENGINEER
FOR RAILWAYS,
*Madras.*

SOUTH INDIAN
5355
AGENT
4657
RAILWAY

Dated 8 March 1895.
Received 9.3.95 S
[illegible]

No. 220

ENCLOSURE. 1 by bookpost

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

Enclo by Book Post

J. H. Le Mesurier
for Agent.

Govt. o

**PU**

*Dated Feb*

*Recd.*

**G.O.**

**Late Trains**

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

---

AGENT

# SOUTH INDIAN RAILWAY.

## ABSTRACT AND RETURN OF LATE TRAINS

*for the month of* January *1895.*

## SOUTH INDIAN RAILWAY.

RETURN OF LATE TRAINS.

*Abstract for* January 1895.

| Description and Number. | | Late Minutes. | | | | | | Total minutes late. | Percentage of late trains. | Remarks. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | 15 minutes. | Above 15 and not exceeding 30 mts. | Above 30 and not exceeding 60 mts. | Above 60 and not exceeding 90 mts. | Above 90 mts. | Total. | | | |
| No. 13 & 62 Madras and Chingleput —— Mail. Mixed | 62 | 2 | 2 | . | . | . | 4 | 70 | 6.45 | |
| " 15 & 28 Madras and Tuticorin —— Mail | 62 | 1 | 2 | 25 | 2 | . | 30 | 1447 | 48.39 | |
| " 31 & 14 —do— and —do —— do | 62 | . | 9 | 17 | 2 | 2 | 30 | 1450 | 48.39 | |
| " 25 & 58 Beach to Villupuram & Villupuram to Madras Mixed | 62 | . | . | . | 1 | . | 1 | 88 | 1.61 | |
| " 35 & 56 Beach and Pallavaram —— Passenger | 62 | . | 1 | . | . | . | 1 | 17 | 1.61 | |
| " 211 & 212 Madras and Pallavaram —— do | 62 | . | . | . | . | . | . | . | . | |
| Carried over... | 372 | 3 | 14 | 42 | 5 | 2 | 66 | 3072 | 17.74 | |

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

## 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 | 3 | 14 | 42 | 5 | 2 | 66 | 3072 | 17.74 | |
| Nos. 1 & 40 Villupuram and Trichy Fort — Mixed | 62 | 3 | 1 | 4 | . | . | 8 | 218 | 12.90 | Lost by Engines 175 Mts., time lost by Caution Signal for Foreign Railway trains at Junctions 177 Mts. |
| " 41 & 45 Mayavaram and Negapatam — do | 62 | 2 | 11 | 9 | . | . | 22 | 675 | 35.48 | |
| " 43 & 42 Negapatam and Madura — do | 62 | 1 | 4 | 4 | . | . | 9 | 296 | 14.51 | |
| " 85 & 88 Renigunta and Tirupati East — do | 62 | . | . | . | . | . | . | . | . | |
| " 93 & 94 — do — and — do — do | 62 | 1 | . | . | . | . | 1 | 15 | 1.61 | |
| " 89 & 90 Nellore and Villupuram — do | 62 | . | . | . | . | . | . | . | . | |
| " 97 & 100 Nellore to Villupuram & Pondicherry to Nellore — do | 62 | 2 | 1 | . | . | 1 | 4 | 248 | 6.45 | |
| " 107 & 110 Dharmavaram and Pakala — do | 62 | . | . | . | . | . | . | . | . | |
| " 213 & 214 — do — and — do — do | 62 | . | . | . | 1 | 1 | 2 | 205 | 3.22 | |
| " 111 & 116 Chingleput and Arkonam — do | 62 | . | 1 | . | . | . | 1 | 22 | 1.61 | |
| " 113 & 112 — do — and — do — Mail | 62 | . | 1 | 1 | . | . | 2 | 59 | 3.22 | |
| " 123 & 144 Pondicherry and Villupuram — Mail & Mixed | 62 | 1 | . | . | . | . | 1 | 15 | 1.61 | Defective Engines account for 451 Mts., waited on loco 305 Mts., time detention at Kandamangalam by Customs 5 Mts., and waiting [illegible] |
| " 132 Villupuram to Pondicherry — do | 31 | 1 | . | . | . | 1 | 2 | 175 | 6.45 | Note.—[illegible] |
| " 141 & 146 Negapatam and Tanjore — Mixed & Mail | 62 | 3 | 2 | 3 | . | . | 8 | 213 | 12.90 | |
| " 153 & 156 — do — and — do — Mail | 62 | . | . | . | . | . | . | . | . | |
| " 169 & 184 Trichy J and Erode — do | 62 | 1 | . | . | . | 1 | 2 | 150 | 3.22 | |
| " 179 & 170 — do — and — do — do | 62 | . | 5 | 1 | . | 1 | 7 | 439 | 11.29 | |
| " 193 & 198 Maniyachi and Tinnevelly — Mail & Mixed | 62 | . | . | . | . | . | . | . | . | |
| " 197 & 200 — do — and — do — Mixed & Mail | 62 | . | . | . | . | . | . | . | . | |
| " 201 & 204 — do — and — do — Mail & Mixed | 62 | . | . | . | . | . | . | . | . | |
| " 205 & 208 — do — and — do — Mixed & Mail | 62 | . | . | . | . | . | . | . | . | |
| " 215 & 216 Mayavaram and Negapatam — Mixed | 62 | 1 | . | 1 | . | . | 2 | 56 | 3.22 | |
| " 219 & 220 — do — and Mutupet — do | 62 | . | 5 | . | . | . | 5 | 105 | 8.06 | |
| " 223 & 218 — do — and Tiruvalur — do | 62 | 1 | . | . | . | . | 1 | 15 | 1.61 | |
| " 225 & 226 — do — and Negapatam — do | 62 | . | . | . | . | . | . | . | . | |
| " 235 & 234 Tiruvalur and Mutupet — do | 62 | 2 | 4 | . | . | . | 6 | 107 | 9.68 | |
| Total ... | 1953 | 22 | 49 | 65 | 6 | 7 | 149 | 6085 | 7.63 | |

| Down trains. | 15 mts. late. | 30 mts. late. | 60 mts. late. | 90 mts. late. | In excess of 90 mts. late. | Total in month late. |
|---|---|---|---|---|---|---|
| No. 156 train | . | . | . | . | . | . |
| " 184 | 1 | . | . | . | 1 | 2 |
| " 170 | . | 4 | 1 | . | . | 5 |
| " 198 | . | . | . | . | . | . |
| " 200 | . | . | . | . | . | . |
| " 204 | . | . | . | . | . | . |
| " 208 | . | . | . | . | . | . |
| " 216 | 1 | . | 1 | . | . | 2 |
| " 220 | . | . | . | . | . | . |
| " 218 | 1 | . | . | . | . | 1 |
| " 226 | . | . | . | . | . | . |
| " 224 | 2 | 4 | . | . | . | 6 |
| **Up trains.** | | | | | | |
| No. 13 train | 2 | 2 | . | . | . | 4 |
| " 15 | 1 | 2 | 24 | 2 | . | 29 |
| " 31 | . | 8 | 17 | 2 | 2 | 29 |
| " 25 | . | . | . | 1 | . | 1 |
| " 35 | . | 1 | . | . | . | 1 |
| " 211 | . | . | . | . | . | . |
| " 1 | 1 | 1 | . | . | . | 2 |
| " 41 | 1 | 11 | 1 | . | . | 13 |
| " 43 | 1 | 4 | . | . | . | 5 |
| " 85 | . | . | . | . | . | . |
| " 93 | 1 | . | . | . | . | 1 |
| " 97 | . | . | . | . | . | . |
| " 107 | . | . | . | . | . | . |
| " 213 | . | . | . | . | . | . |
| " 111 | . | 1 | . | . | . | 1 |
| " 113 | . | . | . | . | . | . |
| " 123 | 1 | . | . | . | . | 1 |
| " 141 | 3 | . | 2 | . | . | 5 |
| " 153 | . | . | . | . | . | . |
| " 169 | . | . | . | . | . | . |
| " 179 | . | 1 | . | . | 1 | 2 |
| " 193 | . | . | . | . | . | . |
| " 197 | . | . | . | . | . | . |
| " 201 | . | . | . | . | . | . |
| " 205 | . | . | . | . | . | . |
| " 215 | . | . | . | . | . | . |
| " 219 | . | 5 | . | . | . | 5 |
| " 223 | . | . | . | . | . | . |
| " 225 | . | . | . | . | . | . |
| " 235 | . | . | . | . | . | . |
| " 89 | . | . | . | . | . | . |

SOUTH INDIAN RAILWAY.

Return of late trains for the Month of January 1895.

Down trains.

| Date. 1895. | | No. of Trains. | Proper time of arrival. | | Actual time of arrival. | | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|---|---|---|
| January | 1 | 132 | 14 | 50 | 15 | 5 | 15 | Waited on traffic. |
| | 2 | 184 | 18 | 15 | 20 | 30 | 135 | Detained at Kulitalai owing to the derailment of a truck & Van of Ballast train at facing points. |
| | 3 | 100 | 10 | 35 | 13 | 56 | 201 | Time lost by driver and Engine defective. |
| | 4 | 100 | 10 | 35 | 10 | 50 | 15 | Waited at [illegible] for [illegible]. |
| | | 170 | 11 | 40 | 11 | 57 | 17 | Detained at meeting stations. |
| | 5 | 28 | 18 | 55 | 19 | 34 | 39 | Time lost by Caution Signals and waited on Loco. |
| | | 100 | 10 | 35 | 10 | 50 | 15 | Waited at [illegible] for Madras Railway [illegible], and time lost by Caution Signals. |
| | | 145 | 18 | 20 | 19 | 13 | 53 | Detained at meeting Stations and Shunting. |

Up trains.

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

Return of

RAILWAY.

Month of January 1895.

Down trains.

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

Up trains.

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

# Return of late trains.

## Down trains.

| Date. 1895. | | No. of Trains. | Proper time of arrival. | | Actual time of arrival. | | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|---|---|---|
| January | 7 | . | . | . | . | . | . | [illegible] train, and time lost by Caution Signals. |
| | | 216 | 7 | 15 | 7 | 30 | 15 | Detained at meeting Stations. |
| | | 234 | 17 | 30 | 17 | 57 | 21 | Inwards train late in and time lost by Caution Signals. |
| | 8 | 2 | 17 | 55 | 18 | 40 | 45 | Detained at meeting Stations and time lost by Caution Signals. |
| | 9 | 40 | 20 | 25 | 20 | 40 | 15 | Detained at meeting Stations & Shunting. |
| | | 100 | 10 | 35 | 10 | 52 | 17 | Detained at meeting Stations and time lost by Caution Signals. |
| | | 145 | 18 | 20 | 19 | 6 | 46 | Detained at meeting Stations, Shunting and Passengers. |
| | 10 | 40 | 20 | 25 | 20 | 40 | 15 | Detained at meeting Stations & Shunting |
| | | 145 | 18 | 20 | 18 | 35 | 15 | Shunting |
| | | 216 | 7 | 15 | 7 | 56 | 41 | Detained at meeting Stations & Shunting. |
| | 11 | 2 | 17 | 55 | 18 | 44 | 49 | Detained at meeting Stations. |
| | | 145 | 18 | 20 | 19 | 4 | 44 | Detained at meeting Stations & Shunting. |

## Up trains.

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

# Return of late trains.

## Down trains.

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

## Up trains.

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

# Return of late trains.

Down trains.

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

Up trains.

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

Up trains.

| Date. 1895. | | No. of trains. | Proper time of arrival. | | Actual time of arrival. | | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|---|---|---|
| January | 29 | 15 | 10 | 30 | 11 | 19 | 49 | Detained at meeting stations, time lost by caution signals & waited on loco. |
| | 30 | 15 | 10 | 30 | 11 | 17 | 47 | Detained at meeting stations, time lost by caution signals, & waited on loco. |
| | | 31 | 18 | 10 | 18 | 27 | 17 | Time lost by caution signals & waited on loco. |
| | | 41 | 13 | 30 | 13 | 55 | 25 | Detained at meeting stations & shunting. |
| | | 141 | 4 | 10 | 4 | 25 | 15 | Shunting. |
| | 31 | 41 | 13 | 30 | 13 | 55 | 25 | Detained at meeting stations & shunting. |
| | | 93 | 15 | 20 | 15 | 35 | 15 | Waited at [illegible] for [illegible] |
| | | 123 | 2 | 46 | 3 | 1 | 15 | Waited on loco, shunting, and detained at [illegible] by customs. |

The Madras Railway trains arrived at [illegible] late on 3 days.

The Madras Railway trains arrived at [illegible] late on 2 days.

The Madras Railway South-west Mail arrived late, [illegible] on 8 days, 3 days under the 15 [illegible]

The [illegible] Railway trains [illegible] on 2 days, and days under [illegible]

TRAFFIC MANAGER'S OFFICE,
Trichinopoly, 7 March 1895.

H Davies
for Traffic Manager.

1488

From
The Agent,
South Indian Railway.
*Trichinopoly,*

To
The Consulting Engineer
for Railways,
*Madras.*

Dated 2nd
Received } April 1895.

No. 308
Enclosure. 1

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

J H L Meaurice
for Agent.

[illegible] Book kept

# SOUTH INDIAN RAILWAY.

## ABSTRACT AND RETURN OF LATE TRAINS

*for the month of* February *1895.*

## SOUTH INDIAN RAILWAY.

### RETURN OF LATE TRAINS.

*Abstract for* February 1895.

| Description and Number. | | Late Minutes. 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 & Mixed | 56 | 1 | . | . | . | . | 1 | 15 | 1.78 | |
| " 15 & 28 Madras and Tuticorin —— Mail | 56 | 2 | 5 | 8 | 1 | . | 16 | 576 | 28.57 | |
| " 31 & 44 —— do —— and —— do —— do | 56 | 1 | 8 | 7 | . | . | 16 | 445 | 28.57 | |
| " 25 & 58 Beach to Villupuram & Villupuram to Madras Mixed | 56 | . | 1 | . | . | . | 1 | 17 | 1.78 | |
| " 35 & 56 Beach and Pallavaram —— Passenger | 56 | . | . | . | . | . | . | . | . | |
| " 211 & 212 Madras and Pallavaram —— do | 56 | . | . | . | . | . | . | . | . | |
| Carried over... | 336 | 4 | 14 | 15 | 1 | . | 34 | 1073 | 10.11 | |

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

## ABSTRACT OF LATE TRAINS.

| Description and Number. | | 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 ... | 336 | 4 | 14 | 15 | 1 | . | 34 | 1073 | 10.11 | Time lost by station signals 132 mts, waiting on Engineering for Engine, Railway trains at Junctions 24 mts. [illegible] |
| No. 140 & 0 Villupuram and Trichy Fort — Mixed | 56 | 2 | . | 4 | 1 | . | 7 | 275 | 12.50 | |
| " 41 & 45 Mayavaram and Negapatam — do | 56 | 5 | 13 | 6 | . | . | 24 | 566 | 42.85 | |
| " 43 & 42 Negapatam and Madura — do | 56 | . | . | 1 | . | . | 1 | 45 | 1.78 | |
| " 85 & 88 Singanallur and Tirupati Week — do | 56 | | | | | | | | | |
| " 93 & 94 — do — and — do — do | 56 | | | | | | | | | |
| " 89 & 90 Nellore to Villupuram — do | 56 | 2 | 4 | . | . | . | 6 | 107 | 10.71 | |
| " 97 & 100 Nellore to Villupuram and Pondicherry to Nellore — do | 56 | | | | | | | | | |
| " 107 & 110 Dharmavaram and Pakala — do | 56 | . | 2 | . | . | . | 2 | 44 | 3.57 | |
| " 213 & 214 — do — and — do — do | 56 | . | 1 | . | . | . | 1 | 17 | 1.78 | |
| " 111 & 116 Chingleput and Arkonam — do | 56 | | | | | | | | | |
| " 113 & 112 — do — and — do — Mail | 56 | . | 2 | . | . | . | 2 | 44 | 3.57 | |
| " 123 & 144 Pondicherry and Villupuram — Mail & Mixed | 56 | . | 2 | 1 | . | . | 3 | 81 | 5.35 | Defective engines account for 10 mts, crossed at 179 mts, time lost by drivers 99 mts, Defective tank 20 mts, detention at Sundamangalam by Junctions 24 mts, and [illegible] |
| " 132 Villupuram to Pondicherry — do | 28 | . | . | . | . | . | . | . | . | |
| " 141 & 146 Negapatam and Tanjore — Mixed & Mail | 56 | 1 | 1 | 1 | . | . | 3 | 67 | 5.35 | |
| " 153 & 156 — do — and — do — Mail | 56 | . | . | . | . | . | . | . | . | |
| " 169 & 184 Trichy J and Erode — do | 56 | . | . | . | . | . | . | . | . | |
| " 179 & 170 — do — and — do — do | 56 | 1 | . | . | . | . | 1 | 15 | 1.78 | |
| " 193 & 198 Maniyachi and Tinnevelly — Mail & Mixed | 56 | . | . | . | . | . | . | . | . | |
| " 197 & 200 — do — and — do — Mixed & Mail | 56 | 1 | . | . | . | . | 1 | 15 | 1.78 | |
| " 201 & 204 — do — and — do — Mail & Mixed | 56 | . | . | . | . | . | . | . | . | |
| " 205 & 208 — do — and — do — Mixed & Mail | 56 | . | . | . | . | . | . | . | . | |
| " 215 & 216 Mayavaram and Negapatam — Mixed | 56 | . | . | . | . | . | . | . | . | |
| " 219 & 220 — do — and Muthupet — do | 56 | . | 7 | . | . | . | 7 | 153 | 12.50 | |
| " 223 & 218 — do — and Tiruvalur — do | 56 | . | . | . | . | . | . | . | . | |
| " 225 & 226 — do — and Negapatam — do | 56 | . | . | . | . | . | . | . | . | |
| " 235 & 234 Tiruvalur and Muthupet — do | 56 | . | 10 | . | . | . | 10 | 213 | 17.85 | |
| Total ... | 1764 | 16 | 56 | 28 | 2 | . | 102 | 2715 | 5.78 | |

| Down trains. | 15 mts. late. | 30 mts. late. | 60 mts. late. | 90 mts. late. | In excess of 90 mts. late. | Total in month late. |
|---|---|---|---|---|---|---|
| No. 156 train | . | . | . | . | . | . |
| " 184 | . | . | . | . | . | . |
| " 170 | . | . | . | . | . | . |
| " 198 | . | . | . | . | . | . |
| " 200 | . | . | . | . | . | . |
| " 204 | . | . | . | . | . | . |
| " 208 | . | . | . | . | . | . |
| " 216 | . | . | . | . | . | . |
| " 220 | . | . | . | . | . | . |
| " 218 | . | . | . | . | . | . |
| " 226 | . | . | . | . | . | . |
| " 234 | . | 8 | . | . | . | 8 |

| Up trains. | | | | | | |
|---|---|---|---|---|---|---|
| No. 13 train | 1 | . | . | . | . | 1 |
| " 15 | 2 | 5 | 8 | 1 | . | 16 |
| " 31 | 1 | 8 | 6 | . | . | 15 |
| " 25 | . | 1 | . | . | . | 1 |
| " 35 | . | . | . | . | . | . |
| " 211 | . | . | . | . | . | . |
| " 1 | 1 | . | . | . | . | 1 |
| " 41 | 5 | 11 | 2 | . | . | 18 |
| " 43 | . | . | . | . | . | . |
| " 55 | . | . | . | . | . | . |
| " 93 | . | . | . | . | . | . |
| " 89 | 1 | 2 | . | . | . | 3 |
| " 97 | . | . | . | . | . | . |
| " 107 | . | 1 | . | . | . | 1 |
| " 213 | . | 1 | . | . | . | 1 |
| " 111 | . | . | . | . | . | . |
| " 113 | . | 1 | . | . | . | 1 |
| " 123 | . | 2 | 1 | . | . | 3 |
| " 141 | . | 1 | 1 | . | . | 2 |
| " 153 | . | . | . | . | . | . |
| " 169 | . | . | . | . | . | . |
| " 179 | 1 | . | . | . | . | 1 |
| " 193 | . | . | . | . | . | . |
| " 197 | 1 | . | . | . | . | 1 |
| " 201 | . | . | . | . | . | . |
| " 205 | . | . | . | . | . | . |
| " 215 | . | . | . | . | . | . |
| " 219 | . | 7 | . | . | . | 7 |
| " 223 | . | . | . | . | . | . |
| " 225 | . | . | . | . | . | . |
| " 235 | . | 2 | . | . | . | 2 |

# SOUTH INDIAN RAILWAY.

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

### Down trains.

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

### Up trains.

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

*Return of*

Down trains.

| Date. 1895. | | No. of Trains. | Proper time of arrival. | | Actual time of arrival. | | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|---|---|---|
| February | 15 | 46 | 8 | 5 | 8 | 20 | 15 | Detained at meeting stations. |
| | 16 | 2 | 17 | 55 | 18 | 40 | 45 | Detained at meeting stations. |
| | | 145 | 18 | 20 | 18 | 56 | 36 | Detained at meeting stations and Road Side loads. |
| | 17 | 40 | 20 | 25 | 21 | 5 | 40 | Shunting and detained at meeting stations. |
| | | 145 | 18 | 20 | 18 | 38 | 18 | Detained at meeting stations and Shunting. |
| | | 234 | 17 | 30 | 17 | 48 | 18 | Inwards train late in and time lost by Caution Signals. |
| | 18 | 234 | 17 | 30 | 17 | 55 | 25 | Inwards train late in and time lost by Caution Signals. |
| | 19 | 40 | 20 | 25 | 21 | 13 | 48 | Detained at meeting stations, Shunting and time lost by Caution Signals. |
| | | 110 | 0 | 35 | 0 | 58 | 23 | Shunting, loading and unloading. |
| | 21 | 90 | 21 | 55 | 22 | 15 | 20 | Shunting waited on Loco and Passengers. |

RAILWAY.

Month of February 1895.

Up trains.

| Date. 1895. | | No. of Trains. | Proper time of arrival. | | Actual time of arrival. | | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|---|---|---|
| February | 5 | 41 | 13 | 30 | 13 | 55 | 25 | Detained at meeting stations, Shunting and Road Side loads. |
| | | 219 | 14 | 50 | 15 | 8 | 18 | Detained at meeting stations, time lost by Caution Signals and Shunting. |
| | 6 | 15 | 10 | 30 | 11 | 17 | 47 | Time lost by Caution Signals, waited on Loco and detained at meeting stations. |
| | | 31 | 18 | 10 | 18 | 33 | 23 | Waited on Loco and time lost by Caution Signals. |
| | 7 | 15 | 10 | 30 | 11 | 25 | 55 | Detained at meeting stations, time lost by Caution Signals and waited on Loco. |
| | | 31 | 18 | 10 | 18 | 26 | 16 | Time lost by Caution Signals and waited on Loco. |
| | | 41 | 13 | 30 | 13 | 50 | 20 | Shunting. |
| | | 89 | 21 | 45 | 22 | 1 | 16 | Detained at meeting stations and time lost by Caution Signals. |
| | 8 | 31 | 18 | 10 | 18 | 28 | 18 | Time lost by Caution Signals and waited on Loco. |
| | | 41 | 13 | 30 | 13 | 45 | 15 | Detained at meeting stations & loading. |
| | 9 | 15 | 10 | 30 | 11 | 17 | 47 | Detained at meeting stations, time lost by Caution Signals & waited on Loco. |
| | 10 | 41 | 13 | 30 | 13 | 45 | 15 | Shunting. |
| | 11 | 31 | 18 | 10 | 18 | 51 | 41 | Time lost by Caution Signals, detained at meeting stations, waited on Loco and Ballast 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. |
|---|---|---|---|---|---|---|---|---|
| February | 21 | 234 | 17 | 30 | 15 | 0 | 30 | Inwards train late in and time lost by Caution Signals. |
| | 22 | 90 | 21 | 55 | 22 | 10 | 15 | Detained at meeting stations and Road side goods. |
| | 24 | 14 | 8 | 10 | 8 | 49 | 39 | Time lost by Caution Signals, detained at Tirumangalam owing to the derailment of low sided wagon at facing points and at meeting stations. |
| | 25 | 90 | 21 | 55 | 22 | 16 | 21 | Detained at meeting stations and waited on Loco. |
| | | 145 | 18 | 20 | 18 | 36 | 16 | Detained at meeting stations and Shunting. |
| | | 234 | 17 | 30 | 17 | 54 | 24 | Inwards train late in and time lost by Caution Signals. |
| | 28 | 40 | 20 | 25 | 21 | 15 | 50 | Detained at meeting stations & Shunting. |

Up trains.

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

# Return of late trains.

Down trains.

| Date. 1895. | | No. of Trains. | Proper time of arrival. | | Actual time of arrival. | | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|---|---|---|
| February | 28 | 145 | 18 | 20 | 18 | 55 | 35 | Detained at meeting Stations. |
| | | 234 | 17 | 30 | 17 | 48 | 18 | Drivers ran trains late in and time lost by Caution Signals. |

Up trains.

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

# Return of late trains.

Down trains.

| Date. 189 . | | No. of Trains. | Proper time of arrival. | | Actual time of arrival. | | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|---|---|---|
| | | | | | | | | |

Up trains.

| Date. 1895. | | No. of Trains. | Proper time of arrival. | | Actual time of arrival. | | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|---|---|---|
| February | 21 | 15 | 10 | 30 | 10 | 50 | 20 | Shunting, time lost by caution signals, and waited on loco. |
| | | 41 | 13 | 30 | 14 | 0 | 30 | Shunting and loading. |
| | | 219 | 14 | 50 | 15 | 17 | 27 | Detained at meeting stations, Shunting and time lost by caution signals. |
| | | 235 | 20 | 45 | 21 | 4 | 19 | Inwards train late in, shunting and time lost by caution signals. |
| | 22 | 15 | 10 | 30 | 10 | 50 | 20 | Waited on loco, and time lost by caution signals. |
| | | 31 | 18 | 10 | 18 | 30 | 20 | Waited on loco and time lost by caution signals. |
| | | 59 | 21 | 45 | 22 | 5 | 20 | Detained at meeting stations. |
| | | 213 | 23 | 50 | 0 | 7 | 17 | Shunting. |
| | 23 | 31 | 18 | 10 | 18 | 27 | 17 | Detained at meeting stations and time lost by caution signals. |
| | | 41 | 13 | 30 | 13 | 45 | 15 | Detained at meeting stations. |
| | | 107 | 11 | 50 | 12 | 11 | 21 | Detained at meeting stations. |
| | 25 | 15 | 10 | 30 | 10 | 45 | 15 | Waited on loco and time lost by caution signals. |
| | | 41 | 13 | 30 | 14 | 3 | 33 | Shunting and detained at meeting stations. |
| | | 219 | 14 | 50 | 15 | 12 | 22 | Detained at meeting stations, Shunting and time lost by caution signals. |
| | 27 | 31 | 18 | 10 | 18 | 48 | 38 | Waited on loco, detained at meeting stations and time lost by caution signals. |

## Return of late trains.

Down trains.

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

Up trains.

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

The [illegible] arrived at [illegible] late on 2 days, under the 15 late, the restricted time [illegible]

The [illegible] Railway [illegible] arrived at Arkonam late on one day, under the 15 late the restricted time for [illegible]

The Madras Railway trains arrived at Katpadi late on 2 days, under the 15 late, the restricted time [illegible]

The Southern Mahratta Railway train arrived at [illegible] late on one day, under the 15 late, the restricted time for [illegible]

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

Traffic Manager.

2012

42R

FROM

THE Acting AGENT,

South Indian Railway,

*Trichinopoly,*

TO

THE CONSULTING ENGINEER

FOR RAILWAYS,

*Madras.*

Dated 4th } May 1895.
Received }

No. 417

ENCLOSURE. 1

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

Encl. by Book Post

Danl. Logan
Acting Agent.

AGENT

# SOUTH INDIAN RAILWAY.

including Mayavaram - Mutupet Section

## ABSTRACT AND RETURN OF LATE TRAINS

*for the month of* March *1895.*

# SOUTH INDIAN RAILWAY.

RETURN OF LATE TRAINS.

*Abstract for* March 1895.

| Description and Number. | | Late Minutes. | | | | | | Total minutes late. | Percentage of late trains. | Remarks. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | 15 minutes. | Above 15 and not exceeding 30 mts. | Above 30 and not exceeding 60 mts. | Above 60 and not exceeding 90 mts. | Above 90 mts. | Total. | | | |
| Nos 13 & 62 Madras and Chingleput —— mail & Expr | 62 | 1 | . | . | . | . | 1 | 15. | 1.61 | |
| " 15 & 28 Madras and Tuticorin —— mail | 62 | 5 | 15 | 3 | . | . | 23 | 561 | 37.09 | |
| " 31 & 14 Madras and Tuticorin —— mail | 62 | 4 | 13 | 3 | 1 | 1 | 22 | 678 | 35.48 | |
| " 25 & 58 Beach to Villupuram & Villupuram to Madras Expt | 62 | 1 | . | . | . | . | 1 | 15 | 1.61 | |
| " 35 & 56 Beach and Pallavaram —— Passenger | 62 | . | . | . | . | . | . | . | . | |
| " 211 & 212 Madras and Pallavaram —— do | 62 | . | . | . | . | . | . | . | . | |
| Carried over... | 372 | 11 | 28 | 6 | 1 | 1 | 47 | 1269 | 12.63 | |

| Down trains. | 15 mts. late. | 30 mts. late. | 60 mts. late. | 90 mts. late. | In excess of 90 mts. late. | Total in month late. |
|---|---|---|---|---|---|---|
| No. 62 train | . | . | . | . | . | . |
| " 28 | . | . | . | . | . | . |
| " 14 | . | . | . | . | . | . |
| " 58 | . | . | . | . | . | . |
| " 56 | . | . | . | . | . | . |
| " 212 | . | . | . | . | . | . |
| " 40 | 1 | . | 1 | . | . | 2 |
| " 145 | . | 1 | 3 | . | . | 4 |
| " 2 | . | . | 2 | . | . | 2 |
| " 88 | . | . | . | . | . | . |
| " 94 | . | . | . | . | . | . |
| " 90 | 1 | 1 | . | 1 | . | 3 |
| " 100 | 2 | 1 | . | . | . | 3 |
| " 110 | 1 | 4 | 2 | . | . | 7 |
| " 214 | 2 | 3 | . | . | . | 5 |
| " 116 | . | . | . | . | . | . |
| " 112 | . | . | 1 | . | . | 1 |
| " 144 | . | . | 1 | . | . | 1 |
| " 132 | . | . | . | . | . | . |

# ABSTRACT OF LATE TRAINS.

| Description and Number. | | Late Minutes. | | | | | | Total minutes late. | Percentage of late trains. | Remarks. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | 15 minutes. | Above 15 and not exceeding 30 mts. | Above 30 and not exceeding 60 mts. | Above 60 and not exceeding 90 mts. | Above 90 mts. | Total. | | | |
| Brought forward ... | 372 | 11 | 28 | 6 | 1 | 1 | 47 | 1269 | 12·63 | |
| Nos. 1 & 40 Villupuram and Trichy Fort — Mixed | 62 | 1 | . | 2 | . | . | 3 | 102 | 4·83 | |
| " 41 & 145 Mayavaram and Negapatam — do | 62 | 3 | 9 | 4 | . | . | 16 | 383 | 25·80 | |
| " 43 & 42 Negapatam and Madura — do | 62 | . | . | 2 | . | . | 2 | 90 | 3·22 | |
| " 55 & 88 Renigunta and Tirupati West — do | 62 | . | . | . | . | . | . | . | . | |
| " 93 & 94 — do — and Tirupati West — do | 62 | . | . | . | . | . | . | . | . | |
| " 89 & 90 Nellore and Villupuram — do | 62 | 1 | 1 | . | 2 | . | 4 | 203 | 6·45 | |
| " 97 & 100 Nellore to Villupuram & Pondichery to Nellore — do | 62 | 2 | 1 | . | . | . | 3 | 47 | 4·83 | |
| " 107 & 110 Dharmavaram and Pakala — do | 62 | 5 | 9 | 4 | . | . | 18 | 444 | 29·03 | |
| " 213 & 214 — do — and — do — do | 62 | 2 | 4 | . | . | . | 6 | 109 | 9·68 | |
| " 111 & 116 Chingleput and Arkonam — do | 62 | . | 1 | . | . | . | 1 | 18 | 1·61 | |
| " 113 & 112 — do — and — do — Mail | 62 | . | . | 1 | . | . | 1 | 46 | 1·61 | |
| " 123 & 144 Pondichery and Villupuram — Mail & Mixed | 62 | 1 | 1 | 1 | . | . | 3 | 97 | 4·83 | |
| " 132 Villupuram to Pondichery — Mixed | 31 | . | . | . | . | . | . | . | . | |
| " 141 & 146 Negapatam and Tanjore — Mixed Mail | 62 | . | 1 | . | . | . | 1 | 18 | 1·61 | |
| " 153 & 156 — do — and — do — Mail | 62 | . | . | . | . | . | . | . | . | |
| " 169 & 184 Trichy J and Erode — do | 62 | . | . | . | . | . | . | . | . | |
| " 179 & 170 — do — and — do — do | 62 | . | 2 | . | . | . | 2 | 45 | 3·22 | |
| " 193 & 198 Maniyachi and Tinnevelly — Mail & Mixed | 62 | 5 | 1 | 1 | . | . | 7 | 147 | 11·29 | |
| " 197 & 200 — do — and — do — Expr & Mail | 62 | 10 | 10 | 3 | . | . | 23 | 524 | 37·09 | |
| " 201 & 204 — do — and — do — Mail & Mixed | 62 | 4 | 2 | . | . | . | 6 | 105 | 9·68 | |
| " 205 & 208 — do — and — do — Expr & Mail | 62 | 11 | 13 | 3 | . | . | 27 | 558 | 43·55 | |
| " 215 & 216 Mayavaram and Negapatam — Expr | 62 | . | 2 | . | . | . | 2 | 34 | 3·22 | |
| " 219 & 220 — do — and Mutupet — do | 62 | . | 2 | . | . | . | 2 | 46 | 3·22 | |
| " 223 & 218 — do — and Tiruvalur — do | 62 | . | 1 | . | . | . | 1 | 19 | 1·61 | |
| " 225 & 226 — do — and Negapatam — do | 62 | . | . | . | . | . | . | . | . | |
| " 235 & 234 Tiruvalur and Mutupet — do | 62 | 1 | 4 | . | . | . | 5 | 94 | 8·06 | |
| Total ... | 1953 | 57 | 92 | 27 | 3 | 1 | 180 | 4398 | 9·21 | |

Defective Engines account for 1122 mts, waited on foo 319 mts, time lost by drivers 108 mts, time lost by Caution signal 2106 mts,
Delay by Engineering Department 150 mts, detention at Shandamangalam by Customs 40 mts, awaited for Foreign Ry trains at Junctions 10 mts.
Note.— The train [illegible] at the Bridge between [illegible] [illegible] the working of [illegible]
the Girders not having been Completed. This caused an increase in [illegible] percentage of late trains [illegible]

| Down trains. | 15 mts. late. | 30 mts. late. | 60 mts. late. | 90 mts. late. | In excess of 90 mts. late. | Total in month late. |
|---|---|---|---|---|---|---|
| No. 146 train | . | 1 | . | . | . | 1 |
| " 156 | . | . | . | . | . | . |
| " 164 | . | . | . | . | . | . |
| " 170 | . | 2 | . | . | . | 2 |
| " 178 | . | . | . | . | . | . |
| " 200 | 9 | 6 | 1 | . | . | 16 |
| " 204 | . | . | . | . | . | . |
| " 208 | 10 | 6 | 1 | . | . | 17 |
| " 216 | . | 1 | . | . | . | 1 |
| " 220 | . | . | . | . | . | . |
| " 218 | . | 1 | . | . | . | 1 |
| " 226 | . | . | . | . | . | . |
| " 234 | 1 | 3 | . | . | . | 4 |
| **Up trains.** | | | | | | |
| No. 13 train | 1 | . | . | . | . | 1 |
| " 15 | 5 | 15 | 3 | . | . | 23 |
| " 31 | 4 | 13 | 3 | 1 | 1 | 22 |
| " 25 | 1 | . | . | . | . | 1 |
| " 35 | . | . | . | . | . | . |
| " 211 | . | . | . | . | . | . |
| " 1 | . | . | 1 | . | . | 1 |
| " 41 | 3 | 8 | 1 | . | . | 12 |
| " 43 | . | . | . | . | . | . |
| " 85 | . | . | . | . | . | . |
| " 73 | . | . | . | . | . | . |
| " 89 | . | . | . | 1 | . | 1 |
| " 97 | . | . | . | . | . | . |
| " 107 | 4 | 5 | 2 | . | . | 11 |
| " 213 | . | 1 | . | . | . | 1 |
| " 111 | . | 1 | . | . | . | 1 |
| " 113 | . | . | . | . | . | . |
| " 123 | 1 | 1 | . | . | . | 2 |
| " 141 | . | . | . | . | . | . |
| " 153 | . | . | . | . | . | . |
| " 169 | . | . | . | . | . | . |
| " 179 | . | . | . | . | . | . |
| " 193 | 5 | 1 | 1 | . | . | 7 |
| " 197 | 1 | 4 | 2 | . | . | 7 |
| " 201 | 4 | 2 | . | . | . | 6 |
| " 205 | 1 | 7 | 2 | . | . | 10 |
| " 215 | . | 1 | . | . | . | 1 |
| " 219 | . | 2 | . | . | . | 2 |
| " 223 | . | . | . | . | . | . |
| " 225 | . | . | . | . | . | . |
| " 235 | . | 1 | . | . | . | 1 |

SOUTH INDIA RAILWAY.

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

### Down trains.

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

### Up trains.

| Date. 1895. | | No. of Trains. | Proper time of arrival. | | Actual time of arrival. | | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|---|---|---|
| March | 1 | 15 | 10 | 30 | 10 | 45 | 15 | Detained at meeting stations, waited on Loco and time lost by Caution Signals. |
| | | 107 | 11 | 50 | 12 | 5 | 15 | Shunting and detained at meeting stations |
| | | 197 | 10 | 50 | 11 | 5 | 15 | Waited at Maniyachi for the arrival of mail train from Madras and time lost by Caution Signals. |
| | 2 | 15 | 10 | 30 | 10 | 46 | 16 | Waited on Loco & time lost by Caution Signals. |
| | 3 | 205 | 18 | 35 | 18 | 50 | 15 | Waited at Maniyachi for the arrival of mail train from Madras and time lost by Caution Signals. |
| | 4 | 31 | 18 | 10 | 18 | 25 | 15 | Waited on Loco & time lost by Caution Signals. |
| | 5 | 41 | 13 | 30 | 13 | 56 | 26 | Detained at meeting stations & Shunting. |
| | | 219 | 14 | 50 | 15 | 12 | 22 | Detained at meeting stations, Shunting and time lost by Caution Signals. |
| | | 235 | 20 | 45 | 21 | 1 | 16 | Inwards train late in, Shunting and time lost by Caution Signals. |
| | 7 | 41 | 13 | 30 | 13 | 50 | 20 | Shunting and detained at meeting stations. |
| | 9 | 31 | 18 | 10 | 18 | 25 | 15 | Waited on Loco and time lost by Caution Signals. |
| | | 41 | 13 | 30 | 13 | 50 | 20 | Passengers and Shunting. |
| | 10 | 41 | 13 | 30 | 13 | 50 | 20 | Shunting and detained at meeting stations. |
| | 11 | 15 | 10 | 30 | 10 | 45 | 15 | Waited on Loco & time lost by Caution Sigls. |
| | | 123 | 2 | 40 | 3 | 5 | 25 | Detained at Kandamangalam by Customs. |
| | 12 | 15 | 10 | 30 | 11 | 25 | 55 | Waited on Loco & time lost by Caution Signals. |
| | | 31 | 18 | 10 | 20 | 46 | 156 | Waited on Loco and delay caused by Engineering Department. |

Return of

Down trains.

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

RAILWAY.

Month of March 1895.

Up trains.

| Date. 1895. | | No. of Trains. | Proper time of arrival. | | Actual time of arrival. | | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|---|---|---|
| March | 12 | 107 | 11 | 50 | 12 | 15 | 25 | Shunting, detained at meeting Stations and time lost by Caution Signals. |
| | 13 | 15 | 10 | 30 | 11 | 18 | 48 | Time lost by Caution Signals, waited on loco, and detained at meeting Stations. |
| | | 31 | 18 | 10 | 18 | 35 | 25 | Waited on loco & time lost by Caution Signals. |
| | | 41 | 13 | 30 | 13 | 52 | 22 | Shunting and detained at meeting Stations. |
| | | 107 | 11 | 50 | 12 | 41 | 51 | Time lost by Caution Signals and drivers and Shunting. |
| | 14 | 1 | 17 | 5 | 17 | 47 | 42 | Detained at meeting Stations and time lost by drivers. |
| | | 15 | 10 | 30 | 10 | 45 | 15 | Waited on loco & time lost by Caution Signals. |
| | | 31 | 18 | 10 | 18 | 30 | 20 | Waited on loco & time lost by Caution Signals. |
| | | 41 | 13 | 30 | 13 | 45 | 15 | Detained at meeting Stations & Shunting. |
| | | 107 | 11 | 50 | 12 | 24 | 34 | Shunting and heavy Passengers. |
| | | 193 | 8 | 15 | 9 | 7 | 52 | Detained at Maniyachi for the arrival of Mail train from Tuticorin. |
| | 15 | 15 | 10 | 30 | 10 | 55 | 25 | Detained at meeting Stations, waited on loco and time lost by Caution Signals. |
| | | 31 | 18 | 10 | 17 | 30 | 80 | Detained at meeting Stations, waited on loco and time lost by Caution Signals. Shunting. |
| | | 41 | 13 | 30 | 13 | 50 | 20 | |
| | | 89 | 21 | 45 | 23 | 9 | 84 | Detained at meeting Stations, time lost by drivers and Engine defective. |
| | | 107 | 11 | 50 | 12 | 15 | 25 | Passengers, Shunting and time lost by Caution Signals. |

Return of

RAILWAY.

Month of March 1895.

Down trains.

| Date. 1895. | | No. of Trains. | Proper time of arrival. | | Actual time of arrival. | | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|---|---|---|
| March | 14 | 214 | 12 | 30 | 12 | 47 | 17 | Time lost by Caution Signals, detained at meeting Stations and Passengers. |
| | 15 | 110 | 0 | 35 | 0 | 51 | 16 | Shunting. Passengers and Refoods. |
| | | 144 | 0 | 40 | 1 | 37 | 57 | Detained at Villupuram for the arrival of train from Vellore and at Kandamangalam by Customs. |
| | | 208 | 17 | 3 | 17 | 22 | 19 | Inwards train late in and time lost by Caution Signals. |
| | 16 | 110 | 0 | 35 | 0 | 57 | 22 | Time lost by Caution Signals and drivers, Passengers and Shunting. |
| | | 200 | 9 | 22 | 9 | 37 | 15 | Inwards train late in and time lost by Caution Signals. |
| | | 208 | 17 | 3 | 17 | 18 | 15 | Inwards train late in and time lost by Caution Signals. |
| | | 214 | 12 | 30 | 12 | 45 | 15 | Detained at meeting Stations and time lost by Caution Signals. |
| | | 216 | 7 | 15 | 7 | 31 | 16 | Detained at meeting Stations. |
| | | 218 | 9 | 50 | 10 | 9 | 19 | Detained at meeting Stations. |
| | 17 | 110 | 0 | 35 | 1 | 15 | 40 | Time lost by Caution Signals, detained |

Up trains.

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

# *Return of late trains.*

## Down trains.

| Date. 1895. | | No. of Trains. | Proper time of arrival. | | Actual time of arrival. | | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|---|---|---|
| March | 17 | 110 | | | | | | detained at meeting stations and Passengers. |
| | | 145 | 18 | 20 | 18 | 37 | 17 | Detained at meeting stations. |
| | | 200 | 9 | 22 | 9 | 37 | 15 | Inwards train late in and time lost by Caution Signals. |
| | | 208 | 17 | 3 | 17 | 18 | 15 | Inwards train late in and time lost by Caution Signals. |
| | | 234 | 17 | 30 | 17 | 50 | 20 | Inwards train late in and time lost by Caution Signals. |
| | 18 | 112 | 8 | 45 | 9 | 31 | 46 | Waited at Arkonam for Madras Ry train, and time lost by Caution Signals. |
| | | 200 | 9 | 22 | 9 | 37 | 15 | Inwards train late in and time lost by Caution Signals. |
| | | 208 | 17 | 3 | 17 | 18 | 15 | Inwards train late in and time lost by Caution Signals. |
| | 19 | 200 | 9 | 22 | 9 | 37 | 15 | Inwards train late in and time lost by Caution Signals. |

## Up trains.

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

## Return of late trains.

### Down trains.

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

### Up trains.

| Date. 1895. | | No. of Trains. | Proper time of arrival. | | Actual time of arrival. | | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|---|---|---|
| March | 25 | 15 | 10 | 30 | 10 | 45 | 15 | Waited on Loco & time lost by Caution Signals. |
| | | 31 | 18 | 10 | 18 | 30 | 20 | Waited on Loco & time lost by Caution Signals. |
| | | 197 | 10 | 50 | 11 | 10 | 20 | Inwards train late in and time lost by Caution Signals. |
| | | 205 | 18 | 35 | 18 | 55 | 20 | Inwards train late in and time lost by Caution, Signals. |
| | 26 | 15 | 10 | 30 | 10 | 58 | 28 | Detained at meeting Stations, waited on Loco, and time lost by Caution Signals. |
| | | 31 | 18 | 10 | 18 | 43 | 33 | Waited on Loco, time lost by Caution Signals and detained at meeting Stations. |
| | | 41 | 13 | 30 | 13 | 45 | 15 | Detained at meeting Stations. |
| | | 701 | 15 | 55 | 16 | 10 | 15 | Inwards train late in and time lost by Caution Signals. |
| | 27 | 15 | 10 | 30 | 10 | 58 | 28 | Waited on Loco, time lost by Caution Signals, and detained at meeting Stations. |
| | | 31 | 18 | 10 | 18 | 43 | 33 | Waited on Loco, time lost by Caution Signals & detained at meeting Stations. |
| | | 107 | 11 | 50 | 12 | 5 | 15 | Waited at Dhannuvasam for the Ry [illegible] and time lost by Caution Signals. |
| | | 123 | 2 | 40 | 2 | 55 | 15 | Detained at Kandamangalam by Customs. |
| | | 193 | 8 | 15 | 8 | 30 | 15 | Waited at Maniyachi for the arrival of Mail train from Tuticorin and time lost by Caution Signals. |
| | | 197 | 10 | 50 | 11 | 15 | 25 | Inwards train late in and time lost by Caution Signals. |
| | | 701 | 15 | 55 | 16 | 20 | 25 | Inwards train late in and time lost by Caution Signals. |

## Return of late trains.

Down trains.

| Date. 1895. | | No. of Trains. | Proper time of arrival. | | Actual time of arrival. | | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|---|---|---|
| March | 24 | 170 | 11 | 40 | 12 | 5 | 25 | Detained at meeting stations. |
| | | 200 | 9 | 22 | 9 | 37 | 15 | Inwards train late in and time lost by Caution Signals. |
| | | 208 | 17 | 3 | 17 | 18 | 15 | Inwards train late in and time lost by Caution Signals. |
| | 25 | 200 | 9 | 22 | 9 | 37 | 15 | Inwards train late in and time lost by Caution Signals. |
| | | 208 | 17 | 3 | 17 | 18 | 15 | Inwards train late in and time lost by Caution Signals. |
| | 26 | 200 | 9 | 22 | 9 | 37 | 15 | Inwards train late in and time lost by Caution Signals. |
| | | 208 | 17 | 3 | 17 | 23 | 20 | Inwards train late in and time lost by Caution Signals. |
| | 27 | 90 | 21 | 55 | 23 | 15 | 80 | Waited on Loco. |
| | | 200 | 9 | 22 | 9 | 47 | 25 | Inwards train late in and time lost by Caution Signals. |
| | | 208 | 17 | 3 | 17 | 38 | 35 | Inwards train late in and time lost by Caution Signals. |

Up trains.

| Date. 1895. | | No. of Trains. | Proper time of arrival. | | Actual time of arrival. | | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|---|---|---|
| March | 27 | 205 | 18 | 35 | 19 | 15 | 40 | Inwards train late in and time lost by Caution Signals. |
| | 28 | 15 | 10 | 30 | 10 | 50 | 20 | Waited on Loco and time lost by Caution Signals. |
| | | 31 | 18 | 10 | 18 | 28 | 18 | Waited on Loco and time lost by Caution Signals. |
| | | 193 | 8 | 15 | 8 | 35 | 20 | Inwards train late in and time lost by Caution Signals. |
| | | 197 | 10 | 50 | 11 | 30 | 40 | Inwards train late in and time lost by Caution Signals. |
| | | 201 | 15 | 55 | 16 | 15 | 20 | Inwards train late in and time lost by Caution Signals. |
| | | 205 | 18 | 35 | 19 | 10 | 35 | Inwards train late in and time lost by Caution Signals. |
| | 29 | 15 | 10 | 30 | 10 | 50 | 20 | Waited on Loco & time lost by Caution Signals. |
| | | 31 | 18 | 10 | 18 | 33 | 23 | Passengers, waited on Loco and time lost by Caution Signals. |
| | | 193 | 8 | 15 | 8 | 30 | 15 | Inwards train late in and time lost by Caution Signals. |
| | | 197 | 10 | 50 | 11 | 16 | 26 | Inwards train late in and time lost by Caution Signals. |
| | | 201 | 15 | 55 | 16 | 10 | 15 | Inwards train late in and time lost by Caution Signals. |
| | | 205 | 18 | 35 | 18 | 56 | 21 | Inwards train late in and time lost by Caution Signals. |
| | 30 | 15 | 10 | 30 | 10 | 50 | 20 | Waited on Loco and time lost by Caution Signals. |

# Return of late trains.

Down trains.

| Date. 1895. | | No. of Trains. | Proper time of arrival. | | Actual time of arrival. | | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|---|---|---|
| March | 28 | 200 | 9 | 22 | 9 | 52 | 30 | Inwards train late in and time lost by Caution Signals. |
| | | 208 | 17 | 3 | 17 | 28 | 25 | Inwards train late in and time lost by Caution Signals. |
| | 29 | 170 | 11 | 40 | 12 | 0 | 20 | Waited at Kodar for trains [illegible]. |
| | | 200 | 9 | 22 | 9 | 47 | 25 | Inwards train late in and time lost by Caution Signals. |
| | | 208 | 17 | 3 | 17 | 28 | 25 | Inwards train late in and time lost by Caution Signals. |
| | 30 | 110 | 0 | 35 | 0 | 56 | 21 | Time lost by Caution Signals and Shunting. |
| | | 200 | 9 | 22 | 9 | 47 | 25 | Inwards train late in and time lost by Caution Signals. |
| | | 208 | 17 | 3 | 17 | 27 | 24 | Inwards train late in and time lost by Caution Signals. |
| | 31 | 40 | 20 | 25 | 21 | 10 | 45 | Shunting, time lost by drivers and detained at meeting Stations. |

Up trains.

| Date. 1895. | | No. of Trains. | Proper time of arrival. | | Actual time of arrival. | | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|---|---|---|
| March | 30 | 31 | 18 | 10 | 18 | 31 | 21 | Waited on Loco, time lost by Caution Signals, and detained at meeting Stations. |
| | | 193 | 8 | 15 | 8 | 30 | 15 | Inwards train late in and time lost by Caution Signals. |
| | | 197 | 10 | 50 | 11 | 20 | 30 | Inwards train late in and time lost by Caution Signals. |
| | | 201 | 15 | 55 | 16 | 10 | 15 | Inwards train late in and time lost by Caution Signals. |
| | | 205 | 18 | 35 | 19 | 0 | 25 | Inwards train late in and time lost by Caution Signals. |
| | 31 | 15 | 10 | 30 | 10 | 50 | 20 | Waited on Loco and time lost by Caution Signals. |
| | | 31 | 18 | 10 | 18 | 31 | 21 | Waited on Loco and time lost by Caution Signals. |
| | | 193 | 8 | 15 | 8 | 30 | 15 | Waited at Maniyachi for the arrival of Mail train from Tuticorin and time lost by Caution Signals. |
| | | 197 | 10 | 50 | 11 | 21 | 31 | Inwards train late in and time lost by Caution Signals. |
| | | 201 | 15 | 55 | 16 | 10 | 15 | Inwards train late in and time lost by Caution Signals. |
| | | 205 | 18 | 35 | 18 | 56 | 21 | Inwards train late in and time lost by Caution Signals. |

1 2012 5
4 47 4.6.95

No. 342. R, dated 13.5.95

(R) Form No. 3.

11

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

# PROCEEDINGS OF THE MADRAS GOVERNMENT.

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READ the following

Statement of late trains on the South Indian Railway (including Mayavaram-Mutupet section) for the quarter ended the 31st March 1895.

Print

Recorded.

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

3. The trains chiefly at fault were

| | |
|---|---|
| Madras & Tuticorin | (2 mails) |
| Villupuram & Trichy Fort | (mixed) |
| Mayavaram & Negapatam | (-do) |
| Dharmavaram & Pakala | (-do) |
| Maniyachi & Tinnevelly | (mixed & mail) |
| do | (do) |
| Tiruvalur & Mutupet | (mixed) |

To
The Agent, S. I. Ry.

DESPATCHED
21 MAY 95

N° 342. R dated 13. 5. 95

19th May 1894, No. 313 R., Public Works.

GOVERNMENT OF MADRAS.

## PUBLIC WORKS DEPARTMENT.

### Railway.

Read the following paper :—

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

[*Statement.*

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

Recorded.

2. It is observed that during the quarter under review 8·34 per cent. of all trains on the South Indian Railway ran late, being a considerable increase compared with the corresponding quarter of 1893, in which the percentage was 2·85. This unpunctuality is attributable to the reduced speed of the trains over the portions of the line breached in November last and also to delay on account of traffic.

3. The trains chiefly at fault were—

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

(True Extract.)

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

To the Agent, South Indian Railway.

Exd. C. A. Muniswamy.
Spare Copies

RAILWAY.

Govt. of {1894} Madras.

PUBLIC WORKS.

*Dated May, 19th.*

*Recd.* *Encl.*

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

**MAY.**

**Late trains on the South Indian Railway**

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