

Public Works (1893) Department.

RAILWAY BRANCH.

G.O., No. 886 R

DATED 16th May

[Despatch Abstract.]

*Late Trains, South Indian Railway. — According
note by the Consulting Engineer for Railways on
the Statement of — for the quarter ended the 31st
March 1893.*

16TH MAY 1893, No. 886 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

STATEMENT of late trains, South Indian Railway, for the quarter ended the 31st March 1893.

[Statement.]

STATEMENT of late trains on the South Indian Railway for the quarter ending 31st March 1893.

2

16TH MAY 1893, No. 886 R., PUBLIC WORKS.

Description.	JANUARY 1893.										FEBRUARY 1893.										MARCH 1893.										Average for the quarter.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
	No.	Number of trains.	Late minutes.					Total minutes of late trains.	Percentage of late trains.	Number of trains.	Late minutes.					Total minutes of late trains.	Percentage of late trains.	Number of trains.	Late minutes.					Total minutes of late trains.	Percentage of late trains.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
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			Above 15 minutes.	Above 30 minutes.	Above 60 minutes.	Above 90 minutes.	Total.				Above 15 minutes.	Above 30 minutes.	Above 60 minutes.	Above 90 minutes.	Total.				Above 15 minutes.	Above 30 minutes.	Above 60 minutes.	Above 90 minutes.	Total.			Above 15 minutes.	Above 30 minutes.	Above 60 minutes.	Above 90 minutes.	Total.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
6. } Madras and Tuticorin .. (Mail)	62	1	3	..	..	4	84	6.45	56	3	1	1	..	..	6	96	8.93	62	1	1	..	..	..	..	2	45	3.22	6.20	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

16TH MAY 1893, No. 886 R., PUBLIC WORKS.

3

No.	Description.	Number of trains.	Percentage of late trains.	Total minutes.	Average for the quarter.
104.	Do. .. (Mixed)	62	..	18	1.78
111.	Do. .. (Do.)	62	..	40	3.67
122.	Pondicherry and Villupuram .. (Do.)	62	..	..	..
117.	Do. .. (Do.)	62	..	..	..
120.	Do. .. (Do.)	62	..	..	..
123.	Negapatnam and Tanjore .. (Mail)	62	..	..	..
131.	Do. .. (Mixed)	62	..	..	..
125.	Do. .. (Do.)	62	..	..	..
133.	Do. .. (Do.)	62	..	..	..
126.	Do. .. (Do.)	62	..	..	..
135.	Do. .. (Do.)	62	..	..	..
128.	Do. .. (Mail)	62	..	..	..
137.	Do. .. (Do.)	62	..	..	..
143.	Trichinopoly Junction and Erode .. (Do.)	62	..	..	..
160.	Do. .. (Do.)	62	..	..	..
146.	Do. .. (Do.)	62	..	..	..
157.	Do. .. (Mixed)	62	..	..	..
168.	Maniyachi and Tinnevely .. (Mixed)	62	..	..	..
171.	Do. .. (Do.)	62	..	..	..
170.	Do. .. (Do.)	62	..	..	..
174.	Do. .. (Do.)	62	..	..	..
	Total ..	1,860	17	33	14

No. 212.

Endorsement by the Consulting Engineer for Railways, dated 5th May 1893.

Submitted, for the information of Government, with reference to G.O., No. 571 R., dated 5th May 1888.

2. During the quarter under review 2.85 per cent. of all trains on the South Indian Railway including Villupuram-Guntakal State Railway ran late, showing an appreciable improvement over the previous quarter in which the percentage was 4.11.

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

Madras to Tuticorin (mail).
Villupuram to Trichinopoly Junction (mixed).
Nellore to Pakala (mixed).
Chingleput to Arkonam (mail).
Negapatam to Tanjore (mixed).

ORDER—dated 16th May 1893, No. 886 R., Public Works.

Recorded.

(True Extract.)

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

To the Consulting Engineer for Railways.

Exd. A. D. Xavier.
Spare Copies

RAILWAY.

Govt. of {1893} Madras.
PUBLIC WORKS.

Dated May, 16th.

Recd.

Encl.

G.O., 16th May 1893, No. 886 R.

MAY.

Late Trains, South Indian
Railway

Recording note by the Consulting Engi-
neer for Railways on the statement of —
for the quarter ended the 31st March 1893.

P. W. CURRENT No. 4327

20TH FEBRUARY 1893, No. 379 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

Statement of late trains, South Indian Railway, for the quarter ended 31st December 1892.

Recd. 9.5.93

No. 212 of 8 May 1893.

Transferred to Joint Secretary.

AK Senel

for E. R.

3.5.93

File 11/5

[Statement.]

[illegible]

No. 82.

Endorsement by the Consulting Engineer for Railways, dated Madras, 15th Feb. 1893.
Submitted for the information of Government with reference to G.O., dated 5th May 1888, No. 371 R.

2. During the quarter under review 4.11 per cent. of all trains on the South Indian Railway including Villupuram-Guntakal State Railway ran late showing an appreciable improvement over the previous quarter in which the percentage was 6.08.
3. The trains chiefly at fault on the South Indian Railway proper including the Villupuram-Guntakal section were—

Madras to Tuticorin and *vice versa* (mail).
Mayavaram to Madura (mixed).
Arkonam to Chingleput (mail).
Tanjore to Negapatam and *vice versa* (mixed).
Do. do. (mail).
Trichinopoly junction to Erode (mail).
Dharmavaram to Pakala (mixed).
Guntakal to Dharmavaram (mixed).
Pakala to Chinna Tappa Samudrum (mixed).
Chingleput to Villupuram (mixed).
Villupuram to Trichinopoly Fort (mixed).
Trichinopoly junction to Villupuram (mixed).

ORDER—dated 20th February 1893, No. 379 R., Public Works.

Recorded.

(True Extract.)

(Signed) W. V. CONSTABLE, Major, R.E.
Offg. Under-Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways.

Exd. C. A. Munisawmy.
Spare Copies

South Indian Railway

Abstract and Return of late trains

During January 1893

South Indian Railway

Return of late trains

Abstract for January 1893

Down Trains	15 late	30 late	60 late	90 late	the excess of 90 late	total in month
1 35 train						
" 40						
" 43						
" 44						
" 45						
" 51						
" 57						
" 58						
" 62						
" 66						
" 71						
" 75						
" 77+78						
" 80						
" 97						
" 99						
" 101						
" 102						
" 110						
" 111						
" 120						
" 122						
" 131						
" 133						
" 135						
" 137						
" 157						
" 160						
" 171						
" 174						

Description and Number	Late minutes						Percentage of late trains	Total minutes late
	15 minutes not over 30 mts	above 15 and not over 30 mts	above 30 and not over 60 mts	above 60 and not over 90 mts	above 90 mts total	total		
No 6 + 114 Madras and Tuticorin mail 62	1	3			4	84	6.45	
" 12+140 do do 62		3			4	46	6.45	
" 5+66 Madras and Chingleput local mail 62		1				30	1.61	
" 9+58 Beach to Chingleput + Chingleput to Madras mixed 62								
" 13+57 Beach and Tuticorin Rangas 62								
" 3+62 Chingleput and Villupuram mixed 62	1				2	51	3.22	
" 1+51 Villupuram and Tiruchirappalli 62	2	3			6	139	9.68	
" 17+35 Mayavaram and Madurai do 62	1				4	202	6.45	
" 21+43 Abanigachi and Tuticorin do 62								
" 27+45 do do 62	3				3	52	4.84	
" 50+51 Villupuram and Pakala do 62								
" 77+83 Villupuram and Chinnai + Puzos Semudra do 62	1				2	46	3.22	

155 minutes with 24 minutes waiting for foreign trains 177 mts.

Defective engine account for 74 minutes, waited on loco 115 minutes, slow running

Up Trains	15 late	30 late	60 late	90 late	the excess of 90 late	total in month
No 1 train						
" 3						
" 5						
" 6						
" 9						
" 12						
" 13						
" 17						
" 24						
" 27						
" 81						
" 83						
" 85						
" 89						
" 91						
" 92						
" 93						
" 96						
" 104						
" 105						
" 115						
" 117						
" 123						
" 125						
" 126						
" 128						
" 143						
" 146						
" 168						
" 170						

"	71+89	Vellore and Chittoor	do	62	"	1	"	"	1	25	1.61		
"	75+85	Pakala and Thamaravaram	do	62	"	1	"	"	1	20	1.61		
"	92+101	Mellore and Pakala	do	62	"	"	"	1	1	78	1.61		
"	96+97	do	do	62	1	"	4	"	5	176	8.06		
"	91+99	Renigunta and Tirupati west	do	62	"	"	"	"	"	"	"		
"	93+102	do	do	62	"	1	"	"	1	17	1.61		
"	105+110	Chingleput and Arakonam	mail	62	3	2	"	"	5	93	8.06		
"	104+111	do	do	mixed	62	"	"	"	"	"	"		
"	115+122	Pondicherry and Villupuram	do	62	"	"	"	"	"	"	"		
"	117+120	do	do	62	"	"	"	"	"	"	"		
"	123+131	Megapattam and Tirupur	mail	62	"	4	2	"	6	171	9.68		
"	125+133	do	do	mixed	62	2	"	"	5	105	8.06		
"	126+135	do	do	62	2	2	3	"	7	213	11.29		
"	128+137	do	do	mail	62	"	"	"	"	"	"		
"	143+160	Tiruchinopoly and Erode	do	62	"	2	"	"	2	41	3.22		
"	146+157	do	do	62	1	1	"	1	3	97	4.84		
"	168+171	Mangachi and Tirumvelly	mixed	62	1	"	"	"	1	15	1.61		
"	170+174	do	do	62	1	2	"	"	3	49	4.84		
					1860	17	33	14	2	1	67	1800	3.60
													Total

South Indian Railway

Return of late trains for the month of January 1893

Down Trains.

Up Trains.

Date	No. of train	Proper time of arrival.	Actual time of arrival.	Excess minutes	Cause of detention
1893.					
January 1	44	18 55	19 25	30	Detained at meeting stations, shunting, passengers and waited on Loco
	51	20 35	21 5	30	Detained at meeting stations and shunting at stations
	131	7 55	8 25	30	waited at Tanjore for arrival of m 121 mail train
	135	19 10	19 25	15	waited at Tanjore for arrival of m 35 train
2	45	18 7	18 24	17	Detained at meeting stations
	66	19 35	20 5	30	Detained at meeting stations
	131	7 55	8 30	35	waited at Tanjore for arrival of m 121 mail and time lost by driver
	157	11 40	11 59	19	Detained at meeting station
3	45	18 7	18 24	17	Detained at meeting station
	131	7 55	8 36	41	waited at Tanjore for arrival of m 123 train, time lost by driver and waited on Loco
4	110	8 50	9 5	15	waited at Tanjore for arrival of m 123 train
	131	7 55	8 15	20	Delayed by traffic at Tanjore
7	51	20 35	21 0	25	Detained at meeting station, shunting and Roadgoods
	110	8 50	9 10	20	waited at Tanjore for arrival of m 123 train
	135	19 10	19 25	15	Detained at meeting stations, Roadgoods & waited on Loco
8	51	20 35	21 10	35	Shunting and waited on Loco
	135	19 10	19 28	18	Shunting at Tanjore
9	135	19 10	19 56	46	Detained at meeting stations, shunting and Roadgoods
10	45	18 7	18 25	18	Detained at meeting stations
	51	20 35	20 54	19	Shunting and time lost by driver
	131	7 55	8 15	20	waited at Tanjore for arrival of m 121 mail
	135	19 10	20 1	51	Detained at meeting stations and shunting at stations
11	71	4 30	4 55	25	waited at Kottapatti for arrival of m 123 train
	110	8 50	9 5	15	waited at Tanjore for arrival of m 123 train

Date	No. of train	Proper time of arrival.	Actual time of arrival.	Excess minutes	Cause of detention
1893.					
January 1	6	10 50	11 10	20	Detained at meeting stations, passengers and waited on Loco
	12	18 5	18 23	18	Detained at meeting station and waited on Loco
	17	19 30	20 10	40	Detained at meeting station, heavy passengers and time lost by driver
	125	9 10	9 30	20	Detained at meeting station
	143	11 40	11 57	17	waited at Trichy J for arrival of m 12 mail
	146	17 35	17 50	15	Heavy passengers at Trichy J
2	12	18 5	18 23	18	Detained at meeting stations
	105	18 50	19 18	28	Detained at meeting station & time lost at Caution Signals
	125	9 10	9 40	30	Shunting at stations and detained at meeting station
	143	11 40	12 4	24	waited at Trichinopoly J. for arrival of m 12 mail and waited on Loco
	168	11 20	11 35	15	waited at Maniyachi for arrival of m 6 mail
	170	19 30	19 47	17	waited at Maniyachi for arrival of m 45 train
3	6	10 50	11 5	15	Detained at meeting station & delayed by traffic at stations
	17	19 30	21 57	117	Detained at meeting stations, shunting at stations & time lost at Caution Signals
	105	18 50	19 5	15	Detained at meeting station
	123	4 30	4 55	25	Time lost by driver
	125	9 10	9 35	25	Detained at meeting station
	170	19 30	19 47	17	waited at Maniyachi for arrival of m 45 train
4	96	21 35	22 18	43	Owing to derailment of trucks at Renigunta
	125	9 10	9 25	15	Detained at meeting station
6	1	17 25	17 40	15	Detained at meeting station
9	6	10 50	11 9	19	Detained at meeting station, time lost by driver and waited on Loco

Return of

late trains

Down train

Up train

Date.	No. of train	Proper time of arrival.	Actual time of arrival	late minutes	Cause of delay			
1893								
January.	11	135	19	10	20	0	50	Detained at meeting stations and waited on loco
	17	77	18	40	19	11	31	Left station late on 7th 15 min of 107 train for Plymouth and waited on account of engine defects at meeting station
	101	21	55	22	53	58		Left station late and detained at meeting station on account of engine defects and 107 train which waited at 7th for station engine
	28	40	8	0	8	41	41	Detained at meeting stations. Engine defects and time lost by driver
	29	51	20	35	20	50	15	Detained at meeting station
	31	62	14	50	15	5	15	Engine defects

Date	Cause of Detention									
1893	No. of trains	Proper time of arrival	Actual time of arrival	Late minutes						
January	9	12	18	5	18	24	19	Detained at meeting station, delayed by traffic at stations and waited on Loco		
		17	19	30	20	0	30	Shunting & Roadgoods and time lost by driver		
	10	125	9	10	9	25	15	Detained at meeting station		
		170	19	30	19	45	15	Waited at Wainjachi for arrival of 1045 train		
	11	96	21	35	22	20	145	Time lost by driver and Shunting		
		126	14	40	14	58	18	Detained at meeting station and Shunting		
	17	85	18	45	19	5	20	Detained at meeting station and Shunting		
	18	96	21	35	22	8	33	Time lost by driver and waited on Loco		
	19	83	21	40	21	55	15	13 min waited at 7th for 107 train and 2 Caution Signals		
	20	96	21	35	22	15	140	Time lost by driver, waited on Loco and Shunting		
	23	146	17	35	18	38	63	Engine defects and time lost by driver		
	26	17	19	30	19	45	15	Detained at meeting station & time lost at Caution Signals		
		96	21	35	21	50	15	Shunting, passengers and waited on Loco		
	28	93	14	5	14	22	17	Delayed by traffic at Kerigunta		
	29	3	10	55	11	31	36	Detained at meeting station		

The above delay time is not at under the 15 minutes the delay

Real part is late on 13 days out of 14 from 1 to 12 days for reports to Government.

Traffic Manager's Office,
Dachinopoly, 2nd March 1893

C. H. Cooper
Traffic Manager

No. 302

South Indian Railway Co., Ltd.,

AGENT'S OFFICE,

TRICHINOPOLY, 3rd March 1893.

From

The Agent,
SOUTH INDIAN RAILWAY.

To

The CONSULTING ENGINEER FOR RAILWAYS,
MADRAS.

Sir,

Adverting to your letter of 12th ult., I have the honor to forward herewith, got out on the Madras Railway form kindly supplied by you, and which I herewith return, this Company's Abstract and Return of late trains for January 1893.

I have the honor to be

Sir

Your most obedient Servant

William C. ...

Aquit

2. Encls

V/

156 R

217.5-30

9/5

10/5

13/5 R 16/5

R/O

FROM

THE AGENT, N^o 471

South Indian Railway,

Trichinopoly,

To

THE CONSULTING ENGINEER

FOR RAILWAYS,

Madras.

Dated 30. } March 1893.
Received }

No. 443

ENCLOSURE. 1

The undersigned begs to forward

herewith *An Abstract*
and Return of Late
trains for the month of
February 1893.

William Betts.

Agent.

From

THE AGENT,

South Indian Railway,

Trichinopoly,

To

THE CONSULTING ENGINEER FOR

RAILWAYS,

Madras.

Dated
Received

}

3.3.1893

No. 302

ENCLOSURE. 2

3/3

REGISTERED
No 424
FILE
No

SOUTH INDIAN RAILWAY.

ABSTRACT AND RETURN OF LATE TRAINS

for the month of *February* 1893.

SOUTH INDIAN RAILWAY.
RETURN OF LATE TRAINS.
Abstract for February, 1893.

Description and Number.	LATE MINUTES.					Total minutes late.	Percentage of late trains.	Remarks.
	Total.							
	Above 15 and not exceeding 30 mts.	Above 30 and not exceeding 60 mts.	Above 60 and not exceeding 90 mts.	Above 90 mts.				
1274114 Madras and Tuticorin — Mail 56	3	1	1	"	5	96	8.93	
" 1274140 — — — — — 56	"	1	"	"	1	20	1.78	
" 5466 — — — — — 56	"	"	"	"	"	"	"	
" 9458 Beach to Chingput & Chingput to Madras. Mixed 56	"	"	"	"	"	"	"	
" 13457 Beach and Pallavaram — — — — — 56	"	"	"	"	"	"	"	
" 3462 Chingput and Velluram — — — — — 56	"	2	"	"	4	66	7.14	
" 1451 Velluram and Tiruchirappally — — — — — 56	2	2	"	"	"	"	"	
Carried over...	39	5	4	1	10	182	2.55	

Down trains.	15 mts. late.	30 mts. late.	60 mts. late.	90 mts. late.	In excess of 90 mts. late.	Total in month late.
1274114	"	"	"	"	"	"
1274140	"	"	"	"	"	"
5466	"	"	"	"	"	"
9458	"	"	"	"	"	"
13457	"	"	"	"	"	"
3462	"	"	"	"	"	"
1451	"	"	"	"	"	"
Carried over...	"	"	"	"	"	"

ABSTRACT OF LATE TRAINS.

ABSTRACT OF LATE TRAINS.									
Description and Number.	LATE MINUTES.						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 ...	392	5	4	1	"	10	182	2.55	
Apr 17 + 35 Manguram and Madurai mixed	56	"	"	"	"	"	"	"	
" 24 + 43 Marungudi and Tuticorin	56	"	"	"	"	"	"	"	
" 27 + 45 " "	56	"	1	"	"	1	19	1.78	
" 80 + 81 Villupuram and Pudukota	56	1	"	"	"	2	35	3.57	
" 77-78 + 83 " " and Chinnai Type Semudam	56	"	1	"	"	1	42	1.78	
" 71 + 89 Villor and Chinnai	56	"	1	"	"	1	39	1.78	
" 75 + 85 Patala and Thannuram	56	"	"	"	"	"	"	"	
" 92 + 101 Arlora and Patala	56	2	4	"	2	8	487	14.28	
" 96 + 97 " "	56	3	2	"	"	6	176	10.71	
" 91 + 99 Rengulata and Tempate west	56	"	"	"	"	"	"	"	

Down trains.	15 mts. late.	30 mts. late.	60 mts. late.	90 mts. late.	In excess of 90 mts. late.	Total in month late.
Apr 120 train	"	2	1	"	"	3
" 122	"	"	"	"	"	"
" 131	"	"	"	"	"	"
" 133	"	1	"	"	"	1
" 135	"	"	"	"	"	"
" 137	"	"	"	"	"	"
" 157	"	"	"	"	"	"
" 160	"	"	"	"	"	"
" 171	"	"	"	"	"	"
" 174	"	"	"	"	"	"

Up trains.	15 mts. late.	30 mts. late.	60 mts. late.	90 mts. late.	In excess of 90 mts. late.	Total in month late.
Apr 1 train	1	1	"	"	2	2
" 3	"	"	"	"	"	"
" 5	"	"	"	"	"	"
" 6	3	1	"	"	5	5
" 9	"	"	"	"	"	"
" 12	"	1	"	"	1	1

5 mts. late. Cautious signals 44 mts. late. Attention by Routings 4 mts. late.

15.5 mts. Cautious signals 44 mts. Stationing by Rengulata 134 mts.

Deluxe engine account for 309 minutes, waited on 89 mts, slow down at Karamangalam 35 mts, and waiting for Poyan train at Jundak																									
No	13	17	24	27	81	83	85	89	91	92	93	96	104	105	115	117	123	125	126	128	143	146	168	170	

Defective engine account for 309 minutes, waited on Ore 89 mts. Also during at Kandanungalam 35 mts. and waiting for engine from at Junction

Total ... 1680

9 21 14 2 446 1430 2.74

SOUTH INDIAN
Return of late trains for the

Down trains.									
Date.	No. of Trains.		Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.	
1893.									
February -	5	110	8	50	9	30	40		
"	8	97	11	50	12	12	22	Engine defective	
"	11	133	13	55	14	43	48	Inwards train late in and detained at meeting station	
"	12	135	19	10	19	56	46		
"	13	101	21	55	23	55	120	Shunting, passengers and detained at meeting stations	
"	15	80	1	35	1	50	15	Waited at station for water & engine	
"	16	135	19	10	19	28	18	Heavy Roadgoods	
"	17	101	21	55	22	33	38	Detained at meeting station and heavy passengers	
"	"	110	8	50	9	10	20	Waited at station for water & engine	
"	19	51	20	35	20	55	20	Time lost by driver and Roadgoods	
"	21	97	11	50	12	23	33	Shunting and heavy passengers of Koolahasti festival	
"	23	45	18	7	18	26	19	Detained at meeting station	
"	"	51	20	35	20	50	15	Heavy passengers and Roadgoods and waited for inspection train to clear line	
"	"	135	19	10	19	33	23	Shunting and Roadgoods	
"	25	110	8	50	9	10	20	Waited at station for water & engine	

RAILWAY.

Month of February 1893.

Up trains.									
Date.	No. of Trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.		Cause of detention.	
1893 . .									
February -	1	6	10 50	11	10	20			Engine defective, waited on Loco and time lost by Caution Signals
	4	125	9 10	9	27	17			Time lost by driver, waited on Loco and Shunting and Roadgoods
	6	1	17 25	17	40	15			Shunting
	6	10	50	11	5	15			Detained at meeting Station, time lost by driver, waited on Loco and time lost by Caution Signals
	7	6	10 50	11	5	15			waited for no 40 mail to clear line, time lost by Caution Signals and waited on Loco
	8	6	10 50	11	5	15			Time lost by driver and Caution Signals
	10	1	17 25	17	41	16			Detained at meeting Station
	83	21	40	22	22	42			Engine defective
	92	12	0	15	12	192			Engine defective, time lost by driver and waited on Loco
	11	125	9 10	9	55	45			Engine defective and Shunting
	12	115	2 50	3	15	25			Detained at Koodamangalam by Customs and time lost by driver
	126	14	40	15	15	35			Engine defective, waited on Loco and Roadgoods

Return of

Down trains.					
Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
1893.					

late trains.

late trains.

Up trains.

Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.	
1893.						
February	13	92	12 0	12 32	32	Detained meeting station, shunting, passengers and time lost by driver
	15	89	22 50	23 29	39	Waited at K. J. for N. 101 train
		96	21 35	21 50	15	waited at Koolahasti distant Semaphore for No 101 train to clear line
		125	9 10	9 40	30	Time lost by driver and shunting
	16	96	21 35	22 0	25	waited on Loco and detained at Koolahasti distant Semaphore for No 101 train to clear line
		104	12 20	12 38	18	waited on Loco and time lost by Caution Signals
		128	19 30	19 47	17	Detained at meeting station
	17	96	21 35	22 5	30	Detained at meeting station and heavy passengers
		115	2 50	3 5	15	Detained at Kandamangalam by Customs
	18	92	12 0	12 18	18	Heavy passengers of Koolahasti festival and detained at meeting station
		92	12 0	12 16	16	Heavy passengers of Koolahasti festival
		96	21 35	22 26	51	Time lost by driver, waited on Loco and heavy passengers
		126	14 40	14 58	18	Detained at meeting station
	20	92	12 0	12 40	40	Time lost by driver, waited on Loco and stoppage of train at B. 27 3/15 mile to pick up a wounded man

Return of

late trains.

Down trains.					
Date.	No. of trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
1893 .					

late trains.					Up trains.
Date.	No. of trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
1893 .					

TRAFFIC MANAGER'S OFFICE,
Trichinopoly, 29th March - 1893. }

Keep a close watch on the Lib on our trip -
the whole time for reports & comments.

[Signature]
Traffic Manager.

FROM

THE AGENT,

South Indian Railway,

Trichinopoly.

To

THE CONSULTING ENGINEER

FOR RAILWAYS,

Madras.

Dated } May 1893.
Received }

No. 588

ENCLOSURE.

1 copy
book post

The undersigned begs to forward

herewith an Abstract
and Return of late
trains for the month of
March 1893.

J. H. L. Meunier
for Agent.

SOUTH INDIAN RAILWAY.

ABSTRACT AND RETURN OF LATE TRAINS

for the month of *March* 1893.

SOUTH INDIAN RAILWAY.
RETURN OF LATE TRAINS.
Abstract for March 1893.

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. 6 + 44 Madras and Tuticorin — mail	62	1	1	1	1	2	445	3.22	
" 12 + 440 — do — do — do	62	"	"	"	"	"	"	"	
" 5 + 66 — do — and Chingleput East mail	62	1	1	1	1	2	51	3.22	
" 9 + 58 Beach to Chingleput + Chingleput to Madras mixed	62	"	"	"	"	"	"	"	
" 13 + 57 Beach and Pallavaram — Passenger.	62	"	"	"	"	"	"	"	
" 3 + 62 Chingleput and Villupuram — mixed	62	1	1	1	1	4	520	6.45	
" 1 + 51 Villupuram and Tiruchy — do	62	4	1	1	1	4	80	6.45	
Carried over...	424	1	7	1	1	2	696	2.76	

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. 35 train.	" 40	" 43	" 44	" 45	" 51
" 40	"	"	"	"	"	"
" 43	"	"	"	"	"	"
" 44	"	"	"	"	"	"
" 45	"	"	"	"	"	"
" 51	"	"	"	"	"	"
" 57	"	"	"	"	"	"
" 58	"	"	"	"	"	"
" 62	"	"	"	"	"	"
" 66	"	"	"	"	"	"
" 71	"	"	"	"	"	"
" 75	"	"	"	"	"	"
" 77-78	"	"	"	"	"	"
" 80	"	"	"	"	"	"
" 97	"	"	"	"	"	"
" 99	"	"	"	"	"	"
" 101	"	"	"	"	"	"
" 102	"	"	"	"	"	"
" 110	"	"	"	"	"	"

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.				
						Above 90 mts.	Total.			
Brought forward ... 434	1	7	1	1	2	12	696	2.76		wing 271 minutes, waited on Bangalore Depot and again 11 min at Junction 59 minutes.
Aug 17 + 35 Mayavaram and Madurai mixed. 62.	1	1	"	"	"	2	37	3.22		
" 24 + 43 Manjeshi and Tuticorin 62.	"	"	"	"	"	"	"	"		
" 27 + 45 " 62.	"	"	"	"	"	"	"	"		
" 30 + 31 Villupuram and Pakala 62.	3	"	"	"	"	3	445	4.84		
" 77-78 + 53 " 62.	"	"	"	"	"	"	"	"		
" 71 + 89 Tellore and Chittoor mixed. 62.	"	2	"	"	"	2	444	3.22		
" 75 + 85 Pakala and Dharmavaram 62.	"	2	1	"	"	3	96	4.84		
" 92 + 101 Nellore and Pakala 62.	"	"	"	"	1	1	245	1.61		
" 96 + 97 " 62.	2	2	1	1	1	7	365	11.29		

Driving 271 minutes, waited on Engineering Department
for sign leave at Junction 59 minutes.

Down trains.	Total in month late.					
	15 mts. late.	20 mts. late.	30 mts. late.	60 mts. late.	90 mts. late.	In excess of 90 mts. late.
No. 11 train						
" 120						
" 122						
" 131						
" 133						
" 135						
" 137						
" 157						
" 160						
" 171						
" 174						

	1860	12	15	7	2	5	44	1907	2.20
" 91 + 99 Benignita and Tinipati Nash	62	"	"	2	"	"	2	89	3.22
" 93 + 102	62	"	"	"	"	"	"	"	"
" 105 + 110 Chingput and Arkonaw mail	62	1	"	"	"	"	1	15	1.61
" 104 + 111	62	"	"	"	"	"	"	"	"
" 115 + 122 Pondicherry and Villupuram	62	1	1	1	"	"	3	85	4.84
" 117 + 120	62	"	"	"	"	"	"	"	"
" 123 + 131 Nagapattam and Tanjore mail	62	"	"	"	"	"	"	"	"
" 125 + 133	62	2	"	1	"	"	3	65	4.84
" 126 + 135	62	1	"	"	"	1	2	125	3.22
" 128 + 137	62	"	"	"	"	"	"	"	"
" 143 + 160 Trichingopoly and Brode	62	"	"	"	"	"	"	"	"
" 146 + 157	62	"	"	"	"	"	"	"	"
" 168 + 171 Mainjandi and Tinnivelly mixed	62	"	"	"	"	"	"	"	"
" 170 + 174	62	"	"	"	"	"	"	"	"
Total ...	1860	12	15	7	2	5	44	1907	2.20

Defective Engines account for 577 minutes, waited on Oros 109 minutes, then 364 minutes, detention by Customs at Kandaungayadaw 50 minutes and waiting for

SOUTH INDIAN
Return of late trains for the

Down trains.									
Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.				
1893.									
March.	2	80	1 35	1 50	15	Detained at meeting Station			
	101	21	55	2 0	2.45	3 hrs + 5 mts delayed by Engineering Dept and 1 hr owing to derangement of Carriages at Ayerpattur			
	5	51	20	35	20	55	20	Detained at meeting Stations and Shunting.	
	6	62	14	50	16	5	75	Time lost by Driver and waited on loco	
	7	71	4	30	4	55	2.5	Waited at Roadside for Madras Railway Home.	
		97	11	50	12	45	55	Waited on loco and time lost by driver	
	8	110	8	50	9	5	15	Waited at Ashokapur for Madras Railway Home.	
	10	75	18	0	18	52	52	Heavy festival passengers at Roadside	
	11	133	13	55	14	30	35	Engine defective	
	13	75	18	0	18	25	25	Shunting, Roadgoods and delayed by traffic	
	15	51	20	35	20	55	20	Time lost by driver	
	19	135	19	10	21	0	110	Engine defective	
	20	135	19	10	19	25	15	Shunting	
	24	97	11	50	13	0	70	Shunting and delayed by traffic	
	25	51	20	35	20	55	20	Time lost by driver	
	26	51	20	35	20	55	20	Shunting and Roadgoods	
	29	62	14	50	15	10	20	Delayed by loco	

RAILWAY.
Month of March 1893.

Up trains.									
Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.				
1893.									
March	1	17	19	30	19	45	15	Shunting, Roadgoods and time lost by Caution Signals	
	2	96	21	35	0	27	172	2 hrs + 35 mts delayed by Engineering Deptt and 17 mts Shunting	
	6	96	21	35	21	55	20	waited on Loco and time lost by driver	
	7	3	10	55	15	2	247	Engine defective	
		91	7	15	8	2	47	Delayed by Loco	
	9	17	19	30	19	52	22	Roadgoods and time lost by Caution Signals	
	10	3	10	55	13	53	178	Engine defective	
	12	96	21	35	21	53	18	Passengers	
	13	115	2	50	3	5	15	Delayed at Kaudamangalam by Customs	
	14	5	8	45	9	1	16	Detained at meeting Station	
		81	12	10	12	25	15	Do and Shunting	
		115	2	50	3	35	45	Detained at Kaudamangalam by Customs, Shunting and time lost by driver	
	20	6	10	50	11	5	15	Time lost by driver and Caution Signals	
		96	21	35	21	50	15	Time lost by driver	
	21	89	22	50	23	9	19	Waited at Kotpadi for Madras Railway train	
	24	91	7	15	7	57	42	Detained at meeting Station	
	25	81	12	10	12	25	15	Engine defective and time lost by driver	

2
Return of

Down trains.									
Date.	No. of Trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.		Cause of detention.	
1893.									
March	30	75	18	0	18	19	19	Shunting and Roadgoods	
	31	44	18	55	19	25	30	Passengers and detained at meeting station	
	133	13	55	14	10	15		Passengers and Roadgoods	

late trains.

Up trains.									
Date.	No. of Trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.		Cause of detention.	
1893.									
March	25	115	2	50	3	15	25	Detained at Kandamangalam by Customs	
								and time lost by driver	
	26	125	9	10	9	25	15	waited on loco	
	28	96	21	35	21	50	15	Shunting and time lost by driver	
	29	3	10	55	11	30	35	Time lost by driver	

4

Down trains.					
Date. 1893 .	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.

late trains.

[illegible]

Return of

Down trains.					
Date. 1893 .	No. of trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.

TRAFFIC MANAGER'S OFFICE,
Trichinopoly, 2nd May 1893. }

late trains.

late trains.					Up trains.
Date.	No. of trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
1893 .					

after being covered out at night. Late in the day, it began to rain and
I rode to my water trough. The estimated time for the trip was 19.30 and

J. Davis
Offg: Traffic Manager.

*Statement of Late Trains, S.
I. Railway for the quarter ended
31st March 1893.*

Answered by the Com. Engineer, Madras, No. 212.
SUBMITTED for the information of Government.

*with reference to G.O. No.
371 R, dated 5th May 1888.*

*2. During the quarter
under review 2.85 per
cent of all trains on the
South Indian Railway,
including Villupuram
Coimbatore State Railway
ran late showing an
appreciable improvement
over the previous quarter
in which the per centage*

Subject.

1000 11.11.-

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

Madras to Tuticorin (Mail),
Villupuram to Trichy J. - (Mixed),
Sollur to Pokala - (do),
Chingleput to Arkonam (Mail),
Sengapatnam to Tanjore (Mixed)

A
Order No. 886 R of 16 May 1893 A
1893
Recorded.

Full
13
5 R

To The Comptroller for Rys
2/11/93