

Public Works (1893) Department.

RAILWAY BRANCH.

G.O., No. 912 R.

DATED 26th May

[Despatch Abstract.]

Late Trains.

Statement of — Madras Railway
for the quarter ending 31st March '93, recorded
=

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
							2

26TH MAY 1893, No. 912 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

STATEMENT of late trains, Madras Railway, for the quarter ending 31st March 1893.

FURTHER PAPERS.

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

[Statement.]

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

Description.	JANUARY 1893.										FEBRUARY 1893.										MARCH 1893.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
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(Signed) H. W. BENNETT,
Dy. Consulting Engineer for Railways.

MADRAS,
20th May 1893.

No. 218.

Endorsement by the Consulting Engineer for Railways, dated 20th May 1893.
Submitted for the information of Government, with reference to G.O., No. 371 R., dated 5th May 1888.

2. During the quarter under review, 2.54 per cent. of all trains on the Madras Railway ran late showing a more favorable result over the preceding quarter in which the percentage was 2.94 per cent.

3. The unpunctuality is chiefly attributable to the following trains:—

Pódanúr and Calicut (Mixed).	North-west Line (Mail).
Madras to Kátpádi and Arkónam to Madras (Mixed).	Madras and Raichur (Passenger).

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

4. The total of 3,499 minutes late include the following:—

	Minutes.
By derailment ..	1,552
" defective engines ..	335
" detention on account of foreign trains ..	40

ORDER—dated 26th May 1893, No. 912 R., Public Works.

Recorded.

(True Extract.)

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

To the Consulting Engineer for Railways.

Exd. C. M. Brisson.
Spare Copies

Re 507 d/16.6.93
To A.M.

RAILWAY.

Govt. of {1893} Madras.

PUBLIC WORKS.

Dated May, 26th.

Recd.

Encl.

G.O., 26th May 1893, No. 912 R.

MAY.

Copy to Sec in Encl No 507.
16/6/93

Late Trains

Statement of —, Madras Railway, for the
quarter ending 31st March 1893, recorded.

P. W. CURRENT No. 4744

4TH MARCH 1893, No. 474 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper.

Encl 1893.

STATEMENT of late trains, Madras Railway, for the quarter ending 31st December 1892.

Encl 6
Recd: 20.5.93

W- 218 a/20 May 1893.

Transferred to Joint Secretary.

C. M. M. well -
for E. R.

20-5-93

[Statement.

March 1873.
~~December 1893.~~

STATEMENT of late trains on the Madras Railway for the quarter ending 31st ~~December~~ 1903.

Description.	January 1893										February 1893										March 1893									
	Late minutes.						Number of trains.	Total minutes late.	Percentage of late trains.	Late minutes.						Number of trains.	Total minutes late.	Percentage of late trains.	Late minutes.						Number of trains.	Total minutes late.	Percentage of late trains.			
	15 minutes.	Above 15 minutes.	Above 30 minutes.	Above 60 minutes.	Above 90 minutes.	Total.				15 minutes.	Above 15 minutes.	Above 30 minutes.	Above 60 minutes.	Above 90 minutes.	Total.				15 minutes.	Above 15 minutes.	Above 30 minutes.	Above 60 minutes.	Above 90 minutes.	Total.						
South West Line Mail	62	"	"	"	1	2	584	3.22	56	53	3.57	62	2.26	62	1.79	62	3.57	62	1.79	62	3.57	62	2.26	62	1.79	62	3.57			
Salim v Coimbatore mixed	62	"	"	"	"	6	194	9.67	56	55	3.56	62	1.59	62	9.31	62	3.56	62	9.31	62	3.56	62	1.59	62	9.31	62	3.56			
Podanur v Calicut mixed	62	"	3	"	"	3	25	1.61	66	125	5.36	62	0.52	62	5.36	62	5.36	62	0.52	62	5.36	62	0.52	62	5.36	62	0.52			
Trivani and Calicut mixed	62	"	1	"	"	1	60	1.61	66	69	1.78	62	1.67	62	1.78	62	1.78	62	1.67	62	1.78	62	1.67	62	1.78	62	1.67			
Madras v Chittoor mixed	62	"	"	"	"	1	60	1.61	66	69	1.78	62	1.67	62	1.78	62	1.78	62	1.67	62	1.78	62	1.67	62	1.78	62	1.67			
Madras v Kottayam mixed	62	"	"	"	"	2	40	3.22	66	232	5.35	62	3.90	62	5.35	62	5.35	62	3.90	62	5.35	62	3.90	62	5.35	62	3.90			
Madras v Kottayam v Chittoor mixed	62	"	"	"	"	2	40	3.22	66	232	5.35	62	3.90	62	5.35	62	5.35	62	3.90	62	5.35	62	3.90	62	5.35	62	3.90			
North West Line Mail	62	"	"	"	"	2	40	3.22	66	78	1.78	62	1.67	62	1.78	62	1.78	62	1.67	62	1.78	62	1.67	62	1.78	62	1.67			
Madras v Ranchi mixed	62	"	1	"	"	1	55	1.61	66	65	1.78	62	1.67	62	1.78	62	1.78	62	1.67	62	1.78	62	1.67	62	1.78	62	1.67			
Madras v Ranchi v Chittoor mixed	62	"	"	"	"	1	55	1.61	66	65	1.78	62	1.67	62	1.78	62	1.78	62	1.67	62	1.78	62	1.67	62	1.78	62	1.67			
Bangalore Branch Mail	62	"	"	"	"	1	60	1.61	66	37	1.78	62	1.67	62	1.78	62	1.78	62	1.67	62	1.78	62	1.67	62	1.78	62	1.67			
Do - Do - Passenger	62	"	1	"	"	1	60	1.61	66	50	1.78	62	1.67	62	1.78	62	1.78	62	1.67	62	1.78	62	1.67	62	1.78	62	1.67			
Do - Do - Passenger	62	"	"	"	"	1	60	1.61	66	50	1.78	62	1.67	62	1.78	62	1.78	62	1.67	62	1.78	62	1.67	62	1.78	62	1.67			
Nilgiri Branch Mail	62	"	"	"	"	2	68	3.22	66	50	1.78	62	2.20	62	1.78	62	1.78	62	2.20	62	1.78	62	2.20	62	1.78	62	2.20			
Total	744	7	6	1	2	16	1186	2.15	672	194	2.38	744	3.09	744	2.38	744	3.09	744	2.38	744	3.09	744	2.38	744	3.09	744	2.38			

(Signed) ~~W. V. CONSTABLE, Major, I.E.~~,
~~Civil Consulting Engineer for Railways.~~

ALBANY, February, 1893.

20.9.07

$\rho \propto \frac{r}{4766} / s$

(C. 3.)

Madras Railway Company

AGENT & MANAGER'S OFFICE.

Madras,

From

THE AGENT AND MANAGER,

M. R. Co.

To

The Consulting Engineers
for Railways,
Madras.

Dated 19th } May 1893.
Received }

No. 122
435

The undersigned has the honor to forward
herewith *the Return of Late Trains*
for the month of March 1893.

CMS $\frac{20}{5}$

Amos S. Mills
Agent and Manager.

21

Development accounts for 820 minutes.

Madras Railway

Return of Late Trains for the Month of March 1893

Up Trains						Down Trains					
Date	Train	Proper time of arrival	Actual time of arrival	Late minutes	Cause of detention	Date	Train	Proper time of arrival	Actual time of arrival	Late minutes	Cause of detention
1893						1893					
March 12	6 50 9 25 9 59 34				Detained at stations.	March 6	7 20 8 50 9 15 25				Detained at meeting station.
15	11 50 21 45 22 35 50				Detained at meeting station & time lost by driver.	18	40 1 20 2 10 40				Do
20	17 0 8 0 10 13 133				Transshipping passengers & at Commr's owing to the derailment of local train.	8	7 20 8 50 9 20 30				Time lost by driver.
21	6 50 9 25 11 56 151				Do	15	13 0 21 0 21 30 30				Detained at meeting station.
31	10 45 17 45 18 40 55				Detained at Arkonam owing to the derailment of covered goods wagons.	16	3 0 13 0 13 25 35				Road goods and shunting.
						17	3 0 13 0 13 40 40				Do and detained at meeting station.
						18	3 0 13 0 13 40 40				Road goods and shunting.
						20	3 0 13 0 13 40 40				Detained at meeting station and time lost by driver.
						21	6 45 4 20 5 40 70				Due to the derailment of local train at Commr.
						13	0 21 0 21 25 25				Do
						7	20 8 50 9 40 50				Do
						13	43 18 57 0 23 36				Do
						22	3 0 13 0 13 50 50				Road goods, shunting and time lost by driver.
						13	0 21 0 22 21 150				Detained at stations on account of shunting heavy wagons.
						9	8 10 40 11 0 20				Detained at meeting station.
						24	3 0 13 0 13 25 25				Road goods and shunting.
						26	3 0 13 0 13 30 30				Do
						7	20 8 50 9 40 50				Time lost by driver.

The G. S. I. Company's Mail train from Bombay arrived late at Madras on 15 days, on 5 days and 15 minutes the restricted time for reports to Government.

The G. S. I. Company's Mail train arrived late at Guntakal Junction on 20 days, on 10 days and 15 minutes the restricted time for reports to Government.

Traffic Manager's Office
Madras, 18th May 1893

Ernie S. Moss
Agent & Manager
19-5-93.

[Signature]
Traffic Manager.

0.4 $\frac{5.4}{4744/53}$

Effective engine account for
335 minutes and deflation -
210.200 40 minutes.

Madras Railway

Return of Late Trains for the Month of February 1893

Up Trains

Date	Train	Proper time of arrival	Actual time of arrival	Late in minutes	Cause of detention
1893					
February 3	11 50 21	45 22	45 60		Engine defective and detained at stations.
	21 25 19	10 20	19 69		Detained at meeting station, Engine defective and detaching on hot axle third class carriage.
	4 17 0	8 0	8 40	40	G.S.P. driver's spring broken & transhipping its contents into another.
	5 11 51	21 45	22 20	35	Time lost by driver and detained at stations.
	11 13 45	17 45	19 3	78	Engine burst one of her tubes & waited for another engine.
	16 17 0	8 0	8 47	47	Time lost by Driver and detained at stations.
	17 6 50	9 25	9 55	30	Allowed N.W. Line Mail to precede.

Down Trains

Date	Train	Proper time of arrival	Actual time of arrival	Late in minutes	Cause of detention
1893					
February 2	3 0 13	0 13	30 30		Detained at stations and time lost by driver.
	18 0 10	40 10	5 14	45	Engine disabled at Adoni & waited for another engine.
	3 18 30	15 35	15 59	24	Detained at stations.
	8 9 0	17 55	18 20	25	Detained at meeting station.
	16 1 25	6 55	7 22	27	Do Do
	18 40 1	30 2	35 65		Do Do
	20 18 30	15 35	16 4	29	Engine defective.
	21 9 8	10 40	11 30	50	Waited at Podanur for 15.20 Mail.
	26 9 0	17 55	18 25	30	Shunting and detained at meeting station.

The G.S.P. Company's train to be in Bombay arrived late at Madras as usual, on 1 day more, the 15 minutes the restricted time to be kept to. The G.S.P. Company's train to be in Bombay arrived late at Madras as usual, on 1 day more, the 15 minutes the restricted time to be kept to.

Traffic Manager's Office
Madras, 24 April 1893

J. S. M. V.
Agent & Manager.

Traffic Manager

10

MADRAS RAILWAY
AGENT AND MANAGER'S OFFICE,
Madras

THE AGENT AND MANAGER.

AGENT AND MANAGER
M. R. C.

To *The Consulting Engineer
for Railways*

Dated 23rd } March 1893.
Received : :

No. R 22
247

The undersigned has the honor to forward
herewith *the return of lake
trains for the month
of January 1893.*

File
10/24/15
Ernie S. M. W.
Agent and Manager.

Q.3
4744/93

06 5.6
4744/53

Madras Railway
Return of Late Quants
Abstract for January 92

Description	Number	15 mts	above 15 y	inf up 100 y	above 30 y	inf up 60 y	above 60 y	inf up 90 y	above 90 y	Total	Total number of Lake swarms	Percentage of Lake swarms
S. W. Line Mail		62	-	-	-	-	1	1	2	584	3.22	
Salem & Coimbatore Mixed		62	-	-	-	-	-	-	-	-	-	
Edam & Palani Mixed		62	-	3	-	3	-	-	6	194	9.67	
Triv & Palani Mixed		62	-	1	-	-	-	-	1	25	1.61	
Madras & Madhavaram		62	-	-	1	-	-	-	1	60	1.61	
Madras to Kumbakonam		62	-	-	-	-	-	-	-	-	-	
N. W. Line Mail		62	-	2	-	-	-	-	2	40	3.22	
Madras & Paichur		62	-	-	1	-	-	-	1	55	1.61	
Do Do Triv & Mad		62	-	-	-	-	-	-	-	-	-	
Bangalore Branch Mail		62	-	-	-	-	-	-	-	-	-	
Do Do Passenger		62	-	-	-	1	-	-	1	60	1.61	
Neliviri Branch Mail		62	-	1	-	-	-	1	2	168	3.22	
Total		744	-	7	6	1	2	16	1,186	2.15		

Development accounts for
732 minutes and delicious
waiting for foreign trains 40 mins.

Wh Drains	15 lb	10 lb	5 lb	1 lb	1/2 lb	1/4 lb	1/8 lb	1/16 lb	1/32 lb	1/64 lb	1/128 lb	1/256 lb	1/512 lb	1/1024 lb	1/2048 lb	1/4096 lb	1/8192 lb	1/16384 lb	1/32768 lb	1/65536 lb	1/131072 lb	1/262144 lb	1/524288 lb	1/1048576 lb	1/2097152 lb	1/4194304 lb	1/8388608 lb	1/16777216 lb	1/33554432 lb	1/67108864 lb	1/134217728 lb	1/268435456 lb	1/536870912 lb	1/1073741824 lb	1/2147483648 lb	1/4294967296 lb	1/8589934592 lb	1/17179869184 lb	1/34359738368 lb	1/68719476736 lb	1/137438953472 lb	1/274877906944 lb	1/549755813888 lb	1/1099511627776 lb	1/2199023255552 lb	1/4398046511104 lb	1/8796093022208 lb	1/17592186044416 lb	1/35184372088832 lb	1/70368744177664 lb	1/140737488355328 lb	1/281474976710656 lb	1/562949953421312 lb	1/1125899906842624 lb	1/2251799813685248 lb	1/4503599627370496 lb	1/9007199254740992 lb	1/18014398509481984 lb	1/36028797018963968 lb	1/72057594037927936 lb	1/144115188075855872 lb	1/288230376151711744 lb	1/576460752303423488 lb	1/1152921504606846976 lb	1/2305843009213693952 lb	1/4611686018427387904 lb	1/9223372036854775808 lb	1/18446744073709551616 lb	1/36893488147419103232 lb	1/73786976294838206464 lb	1/147573952589676412928 lb	1/295147905179352825856 lb	1/590295810358705651712 lb	1/1180591620717411303424 lb	1/2361183241434822606848 lb	1/4722366482869645213696 lb	1/9444732965739290427392 lb	1/18889465931478580854784 lb	1/37778931862957161709568 lb	1/75557863725914323419136 lb	1/151115727451828646838272 lb	1/302231454903657293676544 lb	1/604462909807314587353088 lb	1/1208925819614629174706176 lb	1/2417851639229258349412352 lb	1/4835703278458516698824704 lb	1/9671406556917033397649408 lb	1/19342813113834066795298816 lb	1/38685626227668133590597632 lb	1/77371252455336267181195264 lb	1/154742504910672534362390528 lb	1/309485009821345068724781056 lb	1/618970019642690137449562112 lb	1/1237940039285380274899124224 lb	1/2475880078570760549798248448 lb	1/4951760157141521099596496896 lb	1/9903520314283042199192993792 lb	1/19807040628566084398385987584 lb	1/39614081257132168796771975168 lb	1/79228162514264337593543950336 lb	1/158456325028528675187087900672 lb	1/316912650057057350374175801344 lb	1/633825300114114700748351602688 lb	1/1267650600228229401496703205376 lb	1/2535301200456458802993406410752 lb	1/5070602400912917605986812821504 lb	1/10141204801825835211973625643008 lb	1/20282409603651670423947251286016 lb	1/40564819207303340847894502572032 lb	1/81129638414606681695789005144064 lb	1/162259276829213363391578010288128 lb	1/324518553658426726783156020576256 lb	1/649037107316853453566312041152512 lb	1/1298074214633706907132624082305024 lb	1/2596148429267413814265248164610048 lb	1/5192296858534827628530496329220096 lb	1/10384593717069655257060992658440192 lb	1/20769187434139310514121985316880384 lb	1/41538374868278621028243970633760768 lb	1/83076749736557242056487941267521536 lb	1/166153499473114484112975882535043072 lb	1/332306998946228968225951765070086144 lb	1/664613997892457936451903530140172288 lb	1/1329227995784915872903807060280344576 lb	1/2658455991569831745807614120560689152 lb	1/5316911983139663491615228241121378304 lb	1/10633823966279326983230456482242756608 lb	1/21267647932558653966460912964485513216 lb	1/42535295865117307932921825928971026432 lb	1/85070591730234615865843651857942052864 lb	1/170141183460469231731687303715884105728 lb	1/340282366920938463463374607431768211456 lb	1/680564733841876926926749214863536422912 lb	1/1361129467683753853853498429727072845824 lb	1/2722258935367507707706996859454145691648 lb	1/5444517870735015415413993718908291383296 lb	1/10889035741470030830827987437816582766592 lb	1/21778071482940061661655974875633165533184 lb	1/43556142965880123323311949751266331066
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Madras Railway

Return of Late Trains for the Month of January 1893

Up Trains						Cause of detention
Date	Train	Proper time of arrival	Actual time of arrival	Late Minutes		
1893						
January 1	H 50 21	45	22	20	35	Road goods and shunting.
6	17 0 8	0	8	23	23	Waited at Paichur for G. S. P. Mail train
9	8 10 7	0	15	24	50	4 Engine derailed at 19 ¹ / ₈ mile and transshipping mails, passengers &c.
17	35 19	45	20	10	25	Road goods and shunting.
13	11 50 21	45	22	15	30	Do.
22	11 50 21	45	22	27	42	Detained at meeting stations and at stations
28	11 50 21	45	22	24	39	Time lost by driver & detained at stations

Down Trains						Cause of detention
Date	Train	Proper time of arrival	Actual time of arrival	Late Minutes		
1893						
January 1	6 45 4	30	5	30	60	Detained at meeting stations & shunting at stations
2	18 0 10	40	10	57	17	Waited at Guntakal for S. M. Railway
8	9 8 10	40	11	0	20	Waited at Podanur for 18.30 Mail.
9	18 30 15	35	16	55	80	Transshipping mails, passengers, luggage &c. at 19 ¹ / ₈ mile owing to the derailment of 8.10 engine
10	9 8 10	40	13	8	148	Owing to the derailment of 8.10 engine at 19 ¹ / ₈ mile
12	7 30 8	50	9	45	55	At 12.54 on fire and extinguishing it, time lost by driver and at meeting stations.
13	3 0 13	0	13	28	28	Detained at stations.
17	13 43 18	57	19	57	60	Do. meeting stations.
27	3 0 13	0	13	20	20	Do. Do.

The G. S. P. Company's Mail train from Bombay arrived late at Paichur on 23 days, on 7 days under the 15 minutes the restricted time for reports to Government.

The S. M. Railway Mail train arrived late at Guntakal Junction on 16 days, on 11 days under the 15 minutes the restricted time for reports to Government.

Traffic Manager's Office }
Madras, 22nd March 1893

W. S. M. A.
Agent & Manager

W. S. M. A.
Traffic Manager

255
4

Form No. 1.

A. No 912 Rd 20 May 93.

PUBLIC WORKS DEPARTMENT.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,

Madras, 20 May 1893.

Statement of late trains,
Madras Railway, for the quarter
ended 31st March 1893.

No. 218

SUBMITTED

for the information of Government.

with reference to G.O.

No: 371 R, dated 5th May
1888.

2. During the quarter
under review 2.54 per cent
of all trains on the Madras
Railway have late showing
a more favorable result
over the preceding quarter
in which the percentage
was 2.94 per cent.

3. The unpunctuality is
chiefly attributable to the
following

040 5.5
4744/93

11/5
25 May

following trains: -

Podanur & Cateent (mixed),
Madras to Kalyani &

Arkonam to Madras (mixed)

North West line (mixed)

Madras & Ranchur (Passenger)

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

4. The total of 3499
minutes late include
the following: -

By derailment - ^{minutes} 1552

By defective Engines - ³³⁵ 581

By detention on account
of foreign trains } ⁴⁰ 80

A. No 912 Rd 26th May '93.

Order.

Recorded.

FM

25
5

R

To the Comptroller & Secy.

