

Public Works (1894) Department.

RAILWAY BRANCH.

G.O., No. 106 - R

DATED 19th February

[Despatch Abstract.]

Late Trains - The statements of
on the S. I. Ry for the quarter
ending 31st December 1893 recorded
with remarks.

Indexed.

[P.W.D.]

[illegible]

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

[Statement.

STATEMENT of late trains on the South Indian Railway for the quarter ended 31st December 1933.

No.	Description.	October 1893.										November 1893.										December 1893.										Average for the quarter.										
		Number of trains.					Percentage of late trains.					Late minutes.					Total minutes.					Number of trains.					Percentage of late trains.						Late minutes.					Total minutes.				
		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.	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.					
15.	Madras and Tuticoria .. (Mail)	62	3	2	1	..	..	..	..	6	129	8-06	..	..	..	60	2	1	1	..	6	9	1,002	15-00	62	1	..	1	..	..	3	64	3-22	8-76								
16.	Do. do. .. (Do.)	62	..	..	..	..	..	..	..	..	..	..	..	..	..	60	..	1	1	..	5	7	966	11-06	63	3	1	11	1	..	15	629	24-19	11-05								
17.	Madras and Chingleput (Mail and Mixed)	69	..	..	..	..	..	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	63	..	3	..	..	3	41	3-22	1-07									
18.	Beach to Villupuram and Villupuram to Madras .. (Mixed)	62	..	..	..	..	..	..	..	..	..	..	..	..	..	60	..	1	..	..	..	..	..	..	62	1	..	..	..	1	15	1-61	1-09									
19.	Beach and Pallavaram .. (Passenger)	62	..	..	..	..	..	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	..								
20.	Madras and Pallavaram ..	62	..	..	..	..	..	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	..								
21.	Villupuram and Trichinopoly Fort ..	69	..	3	3	..	6	191	8-06	60	1	5	7	1	3	17	1,149	28-33	62	7	4	..	..	..	..	62	3	..	..	..	2	30	3-22	1-07								
22.	Mayavaram and Negapatnam .. (Do.)	62	..	1	1	..	3	61	3-22	60	3	8	6	3	1	19	797	31-06	62	8	9	10	1	..	..	62	8	9	10	1	..	28	816	45-18	26-68							
23.	Dharmavaram and Pakala .. (Do.)	62	3	13	6	..	20	446	32-26	60	3	19	32	4	4	61	2,346	86-00	62	..	3	3	..	..	..	62	..	3	3	..	5	148	8-06	41-77								
24.	Do. and Kadiri .. (Do.)	28	1	..	..	..	1	15	3-57	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..								
25.	Nellore and Villupuram .. (Do.)	62	..	..	..	..	..	..	..	60	..	3	3	..	4	169	6-66	62	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	..							
26.	Do. to do. and Pondicherry to Nellore .. (Do.)	62	..	..	..	..	..	..	..	60	..	14	1	..	15	397	25-00	63	..	2	..	..	..	..	..	63	..	2	..	..	3	46	3-22	9-41								
27.	Ranigutta and Tirupati West .. (Do.)	62	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	..							
28.	Do. do. .. (Do.)	62	..	..	..	..	..	..	..	59	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	..							
29.	Chingleput and Arkoanam .. (Do.)	63	30	2	..	..	82	492	51-61	60	27	1	1	..	29	693	48-35	63	1	..	..	..	..	..	..	63	1	..	..	..	1	15	1-61	33-86								
30.	Do. do. .. (Mail)	62	1	3	1	..	4	120	9-45	60	4	1	..	1	6	160	10-00	63	..	2	1	..	..	..	..	63	..	2	1	..	3	62	4-63	7-09								
31.	Pondicherry and Villupuram (Mail and Mixed), Villupuram to Pondicherry .. (Do.)	62	..	1	1	..	3	83	3-22	60	1	3	..	..	3	82	8-00	63	..	..	..	..	..	..	..	63	..	..	..	..	..	..	..	..	..							
32.	Villupuram to Pondicherry .. (Do.)	31	..	..	..	..	..	..	..	30	..	..	..	..	..	..	..	31	..	..	..	..	..	..	..	31	..	..	..	..	..	..	..	..	..							
33.	Negapatnam and Tanjore. (Mixed and Mail)	62	..	..	..	..	..	..	..	58	3	3	1	6	11	646	18-96	62	2	6	3	..	..	..	..	62	2	6	3	..	10	338	16-13	11-70								

42. Negapatam and Madure .. (Mixed)	62	1	3	1	..	5	131	806	60	2	6	3	3	1	14	649	23-32	62	3	6	10	10	2	31	1,878	50 00	27-13	
153. } Do. and Tanjore .. (Mail)	62	..	..	..	..	..	..	..	68	1	2	6	1	1	11	549	18-06	62	4	4	..	..	..	8	134	12-90	10-62	
156. }	62	..	..	..	..	..	..	..	68	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		
189. Trichinopoly Junction and Erode (Do.)	62	..	..	..	..	..	..	..	68	1	..	..	..	..	1	15	1-72	62	4	6	4	..	..	13	328	30-87	7-56	
184. } Do.	62	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		
179. } do. (Do.)	62	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		
170. }	62	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		
193. Maniyachi and Tinnevely .. (Mail and Mixed)	62	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		
198. } Do. .. (Mail and Mixed)	62	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		
201. }	62	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		
206. } Do. .. (Mixed and Mail)	62	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..	..	..	..	2	1	3	227	4-01	1-61	
197. }	62	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		
200. }	62	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		
203. } Do. .. (Mixed and Mail)	62	..	..	..	..	..	..	..	36	3-32	66	1	..	..	..	1	1-65	62	..	..	..	..	..	..	..	..	..	
208. }	62	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		
Total ..	1,609	37	26	13	..	..	78	1,773	4-85	1,522	47	64	51	17	20	199	9,205	13-07	1,481	35	49	48	15	6	155	6,676	9-40	9-34

ORDER—dated 19th February 1894, No. 106 R., Public Works.
Recorded.

2. It is observed that during the quarter under review 9.24 per cent. of all trains on the South Indian Railway ran late, being a considerable increase compared with the corresponding quarter in which the percentage was 4.11. This unpunctuality is attributable to the unsatisfactory condition of the road which suffered severely from the heavy rains during the first two months of the quarter.

3. The trains chiefly at fault were—

Madras and Tuticorin (1 mail).
Villupuram and Trichinopoly Fort (mixed).
Mayavaram and Negapatam (mixed).
Dharmavaram and Pakala (mixed).
Nellore and Villupuram and Pondicherry to Nellore (mixed).
Chingleput and Arkonam (mixed).
Negapatam and Tanjore (mixed and mail).
Do. and Madura (mixed).
Do. and Tanjore (mail).

4. The total of 16,653 minutes late is made up as follows:—

	Minutes.
By defective engines	...
By detention on account of foreign trains	...
Do. of locomotive	1,142
By slow driving	...
By detention at Kandamangalam by customs	410
By caution signals	326
By driver (time lost)	49
By engine tender running foremost	7,378
By traffic	28
	713
	4,763

(True Extract.)

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

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

RAILWAY.

Govt. of {1894} Madras.
PUBLIC WORKS.

Dated February, 19th.

Recd.

Encl.

G.O., 19th Feb. 1894, No. 108.R.

FEBRUARY.

Late Trains

The statement of — on the South Indian Railway for the quarter ended 31st December 1893, recorded with remarks.

FROM

THE AGENT,

South Indian Railway,

Trichinopoly.

- To

THE CONSULTING ENGINEER

FOR RAILWAYS,

Madras.

Dated 5th Decr. 1893
Received

No. 1408

ENCLOSURE. 1

The undersigned begs to forward

herewith *an Abstract*
and Return of
late trains for
the month of
October, 93.

J. H. Myer
for Agent.

4122

1785
T. H. Myer
6/12

SOUTH INDIAN RAILWAY.

ABSTRACT AND RETURN OF LATE TRAINS

for the month of October *—* 1893 .

ABSTRACT OF LATE TRAINS.

ABSTRACT OF LATE TRAINS.									
Description and Number.	LATE MINUTES.						Total minutes late.	Percentage of late trains.	Remarks.
	15 minutes.					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.					
Brought forward ...	310	2	1	1	5	129	1.61		
No 211 + 212 Madras and Palaniyam — Passenger 62									On the 26th October owing to a breakdown of a motor car (No 211) at 13.21 at G. 218/11517 mts. Caution signal 280 mts. detection at Kanchiungalam
" 1 + 20 Villupuram and Tiruchirappalli — mixed 62		2	3		5	191	8.06		
" 41 + 115 Mayavaram and Negapatnam — 62		1	1		2	61	3.22		
" 43 + 2 Negapatnam and Madurai — 62		3	1		5	131	8.06		
" 85 + 88 Srirangam and Srirangam West — 62									
" 93 + 94 — 62									
" 89 + 90 Nellore and Villupuram — 62									
" 97 + 100 Nellore to Villupuram and Tiruchirappalli to Nellore — 62									
" 103 + 104 Thannamaram and Kozhikode — 28	1				1	15	3.57		

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 112 train	1	2	1		4
" 144						
" 132						
" 146						
" 156						
" 184						
" 170						
" 198						
" 200						
" 204						
" 208						
Up trains.						
No 13 train	2	1				3
" 15						
" 31						
" 25						
" 35						
" 211						

No 112 train	1	2	1	1	5	129	1.61		
" 144									
" 132									
" 146									
" 156									
" 184									
" 170									
" 198									
" 200									
" 204									
" 208									
No 13 train									
" 15									
" 31									
" 25									
" 35									
" 112									

Note: No 112 + 116 train from Arkanam was delayed late waiting for the Madras Railway Connecting
 The running of No 112 train (Kandam to Thannamaram) was cancelled from Thannamaram to Thannamaram
 The running of No 116 train (Kandam to Thannamaram) was cancelled from Thannamaram to Thannamaram
 Waited on (Xos) accounts for 16 minutes. This lost by driver 26 mts. time lost by
 by Kistore 32 mts and waiting for Thannamaram at junction 818 mts.

107 + 110 Thannamaram and Pakala — mixed 62	2	13	5			20	546	32.26	
" 111 + 116 Srirangam and Arkanam — 62	30	2				32	492	51.61	
" 113 + 112 — 62	1	2	1			4	120	6.45	
" 123 + 114 Tiruchirappalli and Villupuram — mixed 62			1			2	52	3.22	
" 132 Villupuram to Tiruchirappalli — mixed 31									
" 141 + 116 Negapatnam and Tirupur — mixed 62									
" 153 + 156 — 62									
" 169 + 184 Tiruchirappalli and Erode — 62									
" 179 + 170 — 62									
" 193 + 198 Mayavaram and Tiruvallur — mail + mixed 62									
" 197 + 200 — 62									
" 201 + 204 — 62									
" 205 + 208 — 62									
Total ...	1609	37	28	13		78	1773	4.85	

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.									
October.	1	116	15	55	16	10	15	Waited at Suburban station for 10 minutes	
	2	116	15	55	16	10	15		
	3	110	0	45	1	5	20	Shunting and Passengers and time lost by Caution Signals	
		116	15	55	16	10	15		
	4	104	13	0	13	15	15	Shunting and time lost by Caution Signals	
		116	15	55	16	10	15		
	5	116	15	55	16	10	15		
	6	116	15	55	16	10	15		
	7	116	15	55	16	10	15		
	8	116	15	55	16	10	15		
	9	116	15	55	16	10	15		
	10	116	15	55	16	10	15		
	11	40	20	25	21	23	58	Shunting and detained at meeting stations	
		110	0	45	1	10	25	Time lost by Caution Signals	
		116	15	55	16	10	15	Waited at Suburban station for 10 minutes	
	12	110	0	45	1	5	20	Time lost by Caution Signals	
		116	15	55	16	10	15		

RAILWAY.
Month of October 1893.

Up trains.									
Date.	No. of Trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.		Cause of detention.	
1893.									
October.	4	107	11	45	12	19	34		
	5	15	10	30	10	45	15	Detained at meeting station and time lost by driver and Caution Signals	
		43	19	5	19	23	18	Detained at meeting stations and time lost by Caution Signals	
		107	11	45	12	30	45		
								time lost by Caution Signals	
	197	10	50	11	6	16	16	waited at mainyachi junction for arrival of mail train from madras, which train was late by	
								time lost by driver and Caution Signals	
	7	107	11	45	12	12	27		
	10	15	10	30	11	22	52	Detained at meeting stations, heavy luggage, waited on loco and time lost by Caution Signals	
	14	15	10	30	10	47	17	Detained at meeting station, waited on loco, and time lost by Caution Signals	
		107	11	45	12	5	20	Waited at Suburban station for 10 minutes	
	15	43	19	5	19	20	15	Detained at meeting station, waited on loco, and time lost by Caution Signals	

Return of

Down trains.									
Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.				
1893.									
October	13	110	0 45	1 18	33	Passengers and time lost by Caution Signals —			
	116	15	55	16 10	15				
14	110	20	25	20 55	30	Shunting and Roadgoods and time lost by Caution Signals —			
	110	0	45	1 0	15	Time lost by Caution Signals —			
	116	15	55	16 10	15				
15	110	0	45	1 5	20	Passengers and Roadgoods and time lost by Caution Signals —			
	116	15	55	16 12	17				
						2, into Shunting —			
16	112	8	45	9 10	25				
	116	15	55	16 10	15				
17	116	15	55	16 10	15				
18	110	0	45	1 5	20	Shunting and time lost by Caution Signals —			
	112	8	45	9 15	30				
	116	15	55	16 10	15				
19	110	0	45	1 0	15	Shunting, passengers and time lost by Caution Signals —			
	112	8	45	9 0	15				

late trains.

Up trains.									
Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.				
1893.									
October	16	107	11 45	12 10	25				
	197	10	50	11 10	20	Detained at mainyodi J. for arrival of mail train from madras and Roadgoods —			
	18	107	11 45	12 34	49				
						time lost by Caution Signals —			
20	107	11 45	12 5	20		Waited on Xoro, Passengers and time lost by Caution Signals —			
21	107	11 45	12 15	30		Shunting and time lost by Caution Signals —			
25	123	2 45	3 5	20		Train stopped at P. 119/6 mile owing to train engine having knocked over a man —			
26	43	19 5	19 25	20		Detained at meeting station and time lost by Caution Signals —			
	123	2 45	3 17	32		Detained at Koundamangalam by Customs —			
27	1	17 5	17 41	36		Waited on Xoro and detained at meeting station —			
	15	10 30	11 0	30		Time lost by Caution Signals, waited on Xoro and delayed by traffic —			
	107	11 45	12 12	29		time lost by Caution Signals —			

Return of

Down trains.

Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
1893 .					
October 19	116	15 55	16 10	15	
20	40	20 25	20 45	20	Shunting and Roadgoods
	116	15 55	16 10	15	
21	110	0 45	1 15	30	Shunting and Roadgoods and time lost by Caution Signals
	116	15 55	16 10	15	
22	116	15 55	16 10	15	
23	116	15 55	16 10	15	
24	116	15 55	16 10	15	
25	116	15 55	16 10	15	
26	40	20 25	21 12	47	Detained at meeting stations and Shunting & Roadgoods
	116	15 55	16 10	15	
27	2	17 55	18 54	59	Owing to derailment at Trichy I Station
	116	15 55	16 10	15	
	145	18 20	19 0	40	Detained at meeting station
28	116	15 55	16 10	15	

late trains.

Up trains.

Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
1893 .					
October 28	45	19 5	19 24	19	Detained at meeting stations, waited on loco, and time lost by Caution Signals
	107	11 45	12 2	17	
30	41	13 30	13 51	21	Shunting at Stations
	111	12 0	12 25	25	
31	15	10 30	10 45	15	Detained at meeting station, waited on loco and time lost by Caution Signals

Return of

Down trains.									
Date. 1893.	No. of trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.		Cause of detention.	
October 29	116	15	55	16	10	15			
30	112	8	45	9	35	50			
	116	15	55	16	10	15			
31	110	0	45	1	37	52	Shunting and Passengers and time lost by driver and Caution Signals		
	116	15	55	16	10	15			

The modern Railway times arrived late at 7.45 p.m. - I have made the
 time for the morning 12.10 and have been enabled to send out to 12.10 and 12.15
 the morning having 12.30 time have been enabled to send out at 12.40 and 12.45
 the afternoon and the evening have arrived late at 7.45 p.m. and 12.10

TRAFFIC MANAGER'S OFFICE, }
Trichinopoly, 1st December 1893. }

ent

late trains.

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

[illegible]

J. H. Cannon
Traffic Manager.

NO. 1 TO E. R. S. C. No. 1785 of 1783
LETTER NO. 14080 5-72-93
A.

No. 80

South Indian Railway Co., Ltd.,
AGENT'S OFFICE.

TRICHINOPOLY, 19th January 1894.

From
The Agent,
SOUTH INDIAN RAILWAY.

To
The CONSULTING ENGINEER FOR RAILWAYS,
MADRAS.

Sir,

In forwarding herewith the Abstract
and Return of all trains for the month of
November 1893, I have the honor to enclose a copy
of the Traffic Manager's remarks on the same.

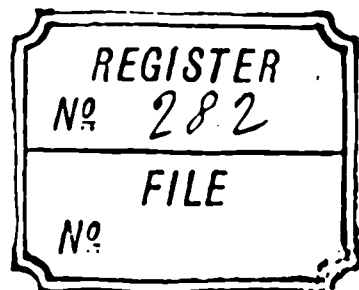
The working was not satisfactory, mainly
in consequence of the breaching of the Gudur line
from November the 7th, and breaches that occurred
in other parts of the line during the latter end of
the month.

During the heavy rain that fell in the
Guddipati district, the Parala Thermanaram
section was thrown out of order and the trains had
to slow down at a number of places in consequence
of the bad state of the road.

Yrs 20

I have the honor to be
Sir
Your most obedient servant
William Betts.
Agent

Enclosure
by book post
B.D.



SOUTH INDIAN RAILWAY.

ABSTRACT AND RETURN OF LATE TRAINS

for the month of *November* 1893.

From
The Acctt.
South Indian Railway,
Trichinopoly,
To
THE CONSULTING ENGINEER FOR
RAILWAYS,
Madras.

Dated -
Received }
No.
ENCLOSURE.
189

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

Description and Number.	LATE MINUTES.						Total minutes late.	Percentage of late trains.	Remarks.
	Above 15 and not exceeding 30 mts.	Above 30 and not exceeding 60 mts.	Above 60 and not exceeding 90 mts.	Above 90 mts.	Total.				
No. 13 & 62. Madras & Chingleput	2	1	-	-	3	1002	15.00		
15 & 28 do and Tuticorin	-	1	-	-	1	966	11.66		
31 & 14 do and Tuticorin	-	1	-	-	1	21	1.66		
25 & 52. Madras to Villupuram & Villupuram to Madras	-	-	-	-	-	-	-		
35 & 56. Brach and Pallavaram	-	-	-	-	-	-	-		
Carried over...	2	3	2	0	17	1959	5.66		

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 to Madras	-	-	-	-	-	-
28	-	-	-	-	2	2
14	-	-	-	-	2	2
55	-	1	-	-	-	1
56	-	-	-	-	-	-
212	-	-	-	-	-	-
45	1	4	5	1	3	14
145	-	1	2	-	1	4
2	1	4	1	1	-	7
85	-	-	-	-	-	-
94	-	-	-	-	-	-
90	-	-	1	-	-	1
100	-	14	-	-	-	14
110	1	11	11	-	3	26
116	27	1	-	-	-	28

ABSTRACT OF LATE TRAINS.

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. 112 train	4	1	1	1	1	6
144	1	1	1	1	1	2
152	2	1	1	1	1	6
146	1	1	1	1	1	5
156	1	1	1	1	1	5
184	1	1	1	1	1	5
170	1	1	1	1	1	5
178	1	1	1	1	1	5
200	1	1	1	1	1	5
204	1	1	1	1	1	5
208	1	1	1	1	1	5

Up trains.	15 mts. late.	30 mts. late.	60 mts. late.	90 mts. late.	In excess of 90 mts. late.	Total in month late.
No. 13 train	2	1	1	1	1	6
15	1	1	1	1	1	5
31	1	1	1	1	1	5
25	1	1	1	1	1	5
35	1	1	1	1	1	5
211	1	1	1	1	1	5

During 147 late trains a total of 5812.57
 during 147 late trains a total of 5812.57
 during 147 late trains a total of 5812.57

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 ...	300	2	3	2	1	17	1759	5.66	
No. 211 & 212 ...	60	1	1	1	1	4	149	28.33	
No. 144 ...	60	1	1	1	1	4	149	28.33	
No. 41 & 145 ...	60	1	1	1	1	4	149	28.33	
No. 43 & 2 ...	60	1	1	1	1	4	149	28.33	
No. 55 & 88 ...	60	1	1	1	1	4	149	28.33	
No. 93 & 94 ...	60	1	1	1	1	4	149	28.33	
No. 87 & 90 ...	60	1	1	1	1	4	149	28.33	
No. 97 & 100 ...	60	1	1	1	1	4	149	28.33	
No. 211 ...	60	1	1	1	1	4	149	28.33	

107 & 110 ...	60	1	1	1	1	4	149	28.33	
111 & 116 ...	60	1	1	1	1	4	149	28.33	
113 & 112 ...	60	1	1	1	1	4	149	28.33	
123 & 144 ...	60	1	1	1	1	4	149	28.33	
132 ...	60	1	1	1	1	4	149	28.33	
141 & 146 ...	60	1	1	1	1	4	149	28.33	
153 & 156 ...	60	1	1	1	1	4	149	28.33	
169 & 184 ...	60	1	1	1	1	4	149	28.33	
179 & 170 ...	60	1	1	1	1	4	149	28.33	
193 & 198 ...	60	1	1	1	1	4	149	28.33	
197 & 200 ...	60	1	1	1	1	4	149	28.33	
201 & 204 ...	60	1	1	1	1	4	149	28.33	
205 & 208 ...	60	1	1	1	1	4	149	28.33	

Defective engines account for 295 late, waited on loco 181 late, slow
 defective at ... 17 late and waiting for

107 & 110 ...	60	1	1	1	1	4	149	28.33	
111 & 116 ...	60	1	1	1	1	4	149	28.33	
113 & 112 ...	60	1	1	1	1	4	149	28.33	
123 & 144 ...	60	1	1	1	1	4	149	28.33	
132 ...	60	1	1	1	1	4	149	28.33	
141 & 146 ...	60	1	1	1	1	4	149	28.33	
153 & 156 ...	60	1	1	1	1	4	149	28.33	
169 & 184 ...	60	1	1	1	1	4	149	28.33	
179 & 170 ...	60	1	1	1	1	4	149	28.33	
193 & 198 ...	60	1	1	1	1	4	149	28.33	
197 & 200 ...	60	1	1	1	1	4	149	28.33	
201 & 204 ...	60	1	1	1	1	4	149	28.33	
205 & 208 ...	60	1	1	1	1	4	149	28.33	

SOUTH INDIA

Return of late trains for the

Down trains.						Cause of detention.
Date. 1893.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.		
November	1	116	15 55	16 10	15	
	156	23 40	0 5	25		Detained at meeting stations and time lost by Driver.
2	2	17 55	18 10	15		Detained at meeting stations.
	40	20 25	21 25	60		Detained at meeting stations & time lost by Driver.
	116	15 55	16 10	15		
	146	7 55	8 15	20		Stray parcels and luggage.
3	110	0 45	1 33	48		Time lost by caution signals. Road side goods and shunting.
	112	8 45	9 0	15		
	116	15 55	16 10	15		
	145	18 20	18 56	36		Detained at meeting stations and time lost by Driver and shunting.
	146	7 55	8 10	15		Detained at meeting stations & passengers.
	156	23 40	23 57	17		Detained at meeting stations.
4	2	17 55	18 12	17		Waited on loco.
	40	20 25	20 55	30		Detained at meeting stations & shunting.
	110	0 45	1 2	17		Time lost by caution signals.
	116	15 55	16 10	15		
	145	18 20	17 16	56		Detained at meeting stations & shunting.
	146	7 55	8 10	15		Stray luggage.

RAILWAY.

Month of November 1893.

Up trains.						Cause of detention.
Date. 1893.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.		
November	1	107	11 45	12 20	35	Detained at meeting stations & time lost over caution signals.
	2	41	13 30	14 20	50	Detained at meeting stations & heavy road goods.
	43	19 5	19 20	15		Detained at meeting stations, time lost by caution signals & waited on loco.
	107	11 45	12 11	26		Shunting & time lost by caution signals.
	141	4 0	4 15	15		Detained at meeting stations & shunting.
	169	11 40	11 55	15		Detained at meeting stations.
	197	10 50	11 5	15		Waited at Marayachi junction for arrival of mail train from Madras which train was late by time lost by caution signals and loco.
	3	41	13 20	13 50	20	Detained at meeting stations.
	4	1	17 5	17 46	41	Detained at meeting stations & time lost by driver & shunting.
	15	10 30	10 45	15		Detained at meeting stations.
	41	13 30	13 57	17		Detained at meeting stations & shunting.
	141	4 0	4 18	18		Detained at meeting stations, shunting & waited on loco.
	5	41	13 30	13 47	17	Detained at meeting stations & road goods.
	107	11 45	12 24	39		Time lost by caution signals.
	6	89	21 45	22 14	29	Waited at Putalapet for go train which waited at Katpady for Madras by train.

Return of

Down trains.									
Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.				
1893.									
November	5	40	20	25	21	35	70	waited on loco and detained at meeting stations and shunting.	
	116	15	55	16	10	15		waited on loco for engine & time	
6	90	21	55	22	53	58		waited at meeting station for engine & time lost by caution signals.	
	110	0	45	2	35	110		waited on loco by engine & time lost by caution signals.	
	116	15	55	16	10	15		waited on loco for engine & time	
	156	23	40	23	55	15		Shunting.	
7	40	20	25	20	55	30		Detained at meeting stations and waited on loco.	
	110	0	45	1	4	19		Time lost by caution signals.	
	112	8	45	10	5	80		waited on loco for engine & time lost by caution signals.	
8	40	20	25	21	10	45		Detained at meeting stations & shunting	
	100	10	35	11	3	28		Slackening speed owing to horses.	
	110	0	45	1	30	45		Time lost by caution signals & shunting	
	116	15	55	16	10	15		waited on loco for engine & time	
9	100	10	35	11	2	27		Slackening speed owing to horses.	
	110	0	45	1	8	23		Time lost by caution signals.	
	116	15	55	16	25	30		waited on loco for engine & time and delayed by traffic.	

RAILWAY.

Month of November 1893.

Up trains.									
Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.				
1893.									
November	7	107	11	45	12	15	30	Detained at meeting stations & time lost by caution signals.	
	111	12	0	12	58	58		waited on loco for engine & time lost by caution signals.	
	15	10	30	11	30	60		waited on loco for engine & time	
	107	11	45	12	11	26		Detained at meeting stations & on loco.	
8	107	11	45	12	11	26		Time lost by caution signals.	
9	107	11	45	12	16	31		Detained at meeting stations & time lost by caution signals.	
10	1	17	5	17	45	40		Detained at meeting stations, shunting & time lost by driver.	
	107	11	45	12	45	60		Shunting & time lost by caution signals.	
	123	2	45	3	2	17		Detained at Khandawangalam by customs.	
11	107	11	45	12	48	63		Detained at meeting, waited on loco & time lost by caution signals.	
12	15	10	30	10	58	25		Detained at meeting stations & time lost by caution signals & loco.	
	107	11	45	13	7	82		Detained at meeting stations & time lost by caution signals.	
13	31	18	10	20	26	136		Waited on loco. Time lost by driver & waited at Satun owing to engine defective.	

Return of

Down trains.						Cause of detention.
Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.		
November 10	40	20	25	23	40	195 Detained at meeting stations and waited on 17/0 p.m. at P. M. owing to engine defective.
	110	0	45	1	21	36 Time lost by caution signals.
	116	15	55	16	10	15 waited at station for train by train.
11	40	20	25	21	0	35 Detained at meeting stations and shunting.
	100	10	35	11	3	28 Slackening speed owing to branches.
	110	0	45	3	40	175 Detained at meeting stations and time lost by caution signals.
	116	15	55	16	10	15 waited at station for train by train.
12	100	10	35	11	2	27 Slackening speed owing to branches.
	110	0	45	1	17	32 Time lost by caution signals.
	116	15	55	16	10	15 waited at station for train by train.
13	40	20	25	20	40	15 Time lost by caution signals & shunting.
	100	10	35	11	0	25 Slackening speed owing to branches.
	110	0	45	1	15	30 Time lost by caution signals.
	116	15	55	16	10	15 waited at station for train by train.
14	40	20	25	20	45	20 Time lost by caution signals and detained by meeting stations.
	100	10	35	11	3	28 Slackening speed owing to branches.

RAILWAY.

Month of November 1893.

Up trains.						Cause of detention.
Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.		
November 13	107	11	45	13	7	82 Detained at meeting stations & time lost by caution signals.
	14	107	11	45	12	19 34 Detained at meeting stations & time lost by caution signals.
	15	15	10	30	10	45 15 Time lost by caution signals. Loss & traffic.
	41	13	30	14	24	54 Detained at meeting stations & shunting.
	107	11	45	13	10	85 Detained at meeting stations & time lost by caution signals.
	16	107	11	45	13	45 120 Detained at meeting stations & time lost by caution signals.
	17	41	13	30	14	21 57 Shunting owing to derailment of 8004 at Jayore.
	107	11	45	12	38	53 Detained at meeting stations & time lost by caution signals.
	18	107	11	45	12	45 60 Detained at meeting stations & time lost by caution signals.
	19	41	13	30	13	45 15 Shunting & detained at meeting stations.
	20	107	11	45	12	35 50 Detained at meeting stations & time lost by caution signals.
	21	41	13	30	14	34 64 Heavy loading & shunting. detained at meeting stations & time lost by drows.
	107	11	45	12	45	60 Detained at meeting stations. Shunting & time lost by caution signals.

Return of

Down trains.

Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
1893.					
November 14	110	0 45	3 14	149	Time lost by caution signals and detained at meeting stations.
	116	15 55	16 10	15	Time lost by caution signals.
15	100	10 35	11 3	28	Slackening speed owing to breaches.
	110	0 45	1 41	56	Time lost by caution signals.
	112	8 45	9 0	15	Time lost by caution signals.
	116	15 55	16 10	15	Time lost by caution signals.
16	40	20 25	20 50	25	Slackening
	100	10 35	11 0	25	Slackening speed owing to breaches.
	110	0 45	1 35	50	Time lost by caution signals.
	116	15 55	16 10	15	Time lost by caution signals.
17	100	10 35	11 0	25	Slackening speed owing to breaches.
	110	0 45	1 25	40	Time lost by caution signals.
	116	15 55	16 10	15	Time lost by caution signals.
18	100	10 35	11 0	25	Slackening speed owing to breaches.
	110	0 45	1 2	17	Time lost by caution signals.
	116	15 55	16 10	15	Time lost by caution signals.
19	100	10 35	11 0	25	Slackening speed owing to breaches.
	110	0 45	1 36	51	Time lost by caution signals.

Late trains.

Up trains.

Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
1893.					
November 22	15	10 30	13 33	183	Waited at Blandford owing to Train Eugene being sent to take 84E train disabled at $\frac{3}{4}$ mile & slackening speed owing to heavy rain.
	31	18 10	18 28	18	Waited on doro. and detained at meeting stations.
	107	11 45	12 10	25	Detained at meeting stations & time lost by caution signals.
23	15	10 30	13 37	187	Slackening speed owing to breaches.
	41	13 30	14 58	88	Detained at meeting stations.
	43	19 5	21 23	138	Slackening speed owing to breaches.
	107	11 45	12 37	52	Detained at meeting stations & time lost by caution signals.
24	31	18 10	21 44	214	Slackening speed owing to breaches and detained at meeting stations.
	89	21 45	22 18	33	Slackening speed owing to heavy rain.
	107	11 45	12 27	42	Time lost by caution signals.
	141	4 0	4 35	35	Detained at meeting stations & time lost by caution signals.

Return of

Down trains.

Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
1893.					
November 19	112	8 45	9 5	20	
	116	15 55	16 10	15	
20	100	10 35	11 0	25	Slackening speed owing to breaches.
	110	0 45	1 5	20	Time lost by caution signals.
	116	15 55	16 10	15	
21	140	10 25	11 5	40	Detained at meeting stations, time lost by driver owing to heavy rain & wind and shunting.
	100	10 35	11 0	25	Slackening speed owing to breaches.
	110	0 45	1 35	50	Time lost by caution signals.
	116	15 55	16 10	15	
22	14	8 10	11 1	171	Slackening speed from Exbury to Ludlow & owing to heavy rain and wind & detained at meeting stations.
	28	15 55	20 25	90	Slackening speed owing to heavy rain.
	100	10 35	11 0	25	Slackening speed owing to breaches.
	110	0 45	1 25	40	Time lost by caution signals.
	112	8 45	9 0	15	
	116	15 55	16 10	15	

late trains.

Up trains.

Up trains.									
Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.				
1893.									
November 25	15	10 30	13 45	195	Slackening Speed owing to breach				
	31	18 10	20 23	133	Do Do				
	41	13 30	13 53	23	Do Do				
	89	21 45	22 14	29	Shunting & heavy passenger & detained at meeting Stations.				
	97	12 10	12 41	31	Detained at meeting Stations & heavy passenger				
	107	11 45	12 0	15	Detained at Exbury station for 5 min. & time lost by caution signals				
26	1	17 5	17 25	20	Detained at meeting Stations. Shunting & time lost by caution signals				
	31	18 10	18 43	33	Time lost by caution signals. waited on Loco & detained at meeting Stations				
	41	13 30	13 45	15	Slackening Speed owing to breaches				
	43	19 5	20 15	70	Detained at meeting Stations				
	107	11 45	12 8	23	Detained at meeting Stations & time lost by caution signals				
	27	41 13	30 14	13	43 Slackening Speed owing to breach				
	43	19 5	19 36	31	Do Do & time lost by caution signals				
	107	11 45	12 8	23	Time lost by caution signals				

Return of

Down trains.

Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
1893.					
November 22	145	18 20	18 45	25	Slackening
	156	23 40	1 31	111	Detained at meeting stations & slackening speed owing to heavy rain
23	40	20 25	22 25	120	Slackening speed owing to heavy rain
	112	8 45	9 0	15	Detained at meeting stations
	144	0 25	0 45	20	Detained at meeting stations
	156	23 40	0 13	33	Detained at meeting stations and time lost by caution signals.
24	14	8 10	12 31	261	Slackening speed owing to brakes.
	40	20 25	1 43	318	Time lost by caution signals and transshipping passengers at 214 mile.
	110	0 45	1 7	22	Time lost by caution signals.
	116	15 55	16 10	15	Detained at meeting stations
	145	18 20	20 37	137	Time lost by caution signals and transshipping passengers at 214 mile.
25	2	17 55	18 31	36	Slackening speed owing to brakes.
	28	18 55	22 47	232	Time lost by caution signals and transshipping passengers at 214 mile.
	58	12 35	12 56	21	Detained at meeting stations
	110	0 45	1 30	45	Time lost by caution signals
	116	15 55	16 10	15	Detained at meeting stations
	144	0 25	0 40	15	Detained at meeting stations.

late trains.

Up trains.

Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
1893.					
November 28	41	13 30	14 0	30	Slackening speed owing to breach
	43	19 5	19 47	42	Detained at meeting stations
29	41	13 30	13 53	23	Slackening speed owing to breach
	43	19 5	19 35	30	Detained at meeting stations
	107	11 45	12 2	17	Time lost by caution signals
30	41	13 30	13 53	23	Slackening speed owing to breach
	43	19 5	20 35	90	Detained at meeting stations and time lost by caution signals
	107	11 45	12 14	29	Time lost by caution signals

Return of

Late trains.

Down trains.

Up trains.

Date.	No. of trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
1893.					
Novemb ^r 30	2	17 55	19 10	75	Slackening speed owing to branches and detained at passing stations.—
	110	0 45	1 9	24	Trains lost by caution signals & phasing
	116	15 55	16 10	15	
	146	7 55	9 0	65	Slackening speed owing to branches.
	156	23 40	0 36	56	— do — do — do —

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

The Madras Railway train arrived at Kattappadi late on 3 day.
The Madras Railway train arrived late at Arakonam.
The Southern Railway train arrived late at Chinnamanur.
The Madras Railway train arrived late at ...

1 day under the 15 hrs. the scheduled time for ...
on 16 days
5 days 4 day under the 15 hrs. ...

NOTE:— ...

... of the Madras Railway ...

TRAFFIC MANAGER'S OFFICE,

Trichinopoly, 10th January 1894

amb

[Signature]
Traffic Manager.

FROM

THE AGENT,

South Indian Railway,

Trichinopoly.

To

THE CONSULTING ENGINEER

FOR RAILWAYS,

Madras.

Dated 12th

Received

February 1894.

1000

1000

No. 170

ENCLOSURE.

1. By order

The undersigned begs to forward

herewith An Abstract

and Return of Late
trains for the month of
December 1893.

J. H. Mearns
for Agent.

Y.

VS

3.

Nov 1

12/2/94

As usual

Nov 1

12/2/94

S

Howd
12/2/94
5

SOUTH INDIAN RAILWAY.

ABSTRACT AND RETURN OF LATE TRAINS

for the month of *December* 1893.

SOUTH INDIAN RAILWAY.
RETURN OF LATE TRAINS.
Abstract for December 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. 13462 Madras and Singaperumal	2	-	-	-	-	2	41	3.22	
" 15428 do and Seetion	1	-	1	-	-	2	54	3.22	
" 31414 do and do	2	1	11	1	-	15	629	24.19	
" 25458 Beach to Villupuram and Villupuram to Madras	1	-	-	-	-	1	15	1.61	
" 35456 Beach and Villupuram	-	-	-	-	-	-	-	-	
Carried over...	310	4	3	12	1	20	639	54.9	

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	-	-	2	-	-	-
" 58	1	-	-	-	-	1
" 56	-	-	-	-	-	-
" 212	1	-	-	-	-	1
" 40	5	2	3	-	-	10
" 145	-	2	4	-	-	6
" 2	2	1	5	1	-	9
" 88	-	-	-	-	-	-
" 94	-	-	-	-	-	-
" 90	-	-	-	-	-	-
" 100	-	2	-	-	-	2
" 110	-	1	1	-	-	2
" 116	-	-	-	-	-	-

ABSTRACT OF LATE TRAINS.

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. 112 train	2	1				3
144						
142						
146	1	1				2
156	4	4				8
154	2	2				4
170	3	2				5
198						
200						
204						
208						

Up trains.

No. 13 train	2					2
15	1	1				2
31	2	8				10
25						
35						

Description and Number.	LATE MINUTES.					Total minutes late.	Percentage of late trains.	Remarks.
	Above 15 and not exceeding 30 mts.	Above 30 and not exceeding 60 mts.	Above 60 and not exceeding 90 mts.	Above 90 mts.	Total.			
Brought forward ... 3/0	4	3	12	1	20	739	6.45	
No. 21 & 212 Shadras and Pullman ... 62	2				2	30	3.22	Slow leaving 179 kti. time lost by Southern Ry. 219 kti.
1440 Villipuran and Spichy ... 62	7	4			15	403	24.19	
41 & 45 Mayavaram and Reg-patam ... 62	8	9	10	1	28	814	45.16	
43 & 2 Reg-patam and Shadras ... 62	3	6	10	10	29	1878	52.00	
55 & 88 Chingunatal and Tirupatimash ... 62								
93 & 94 do and do ... 62								
89 & 90 Kallur and Villipuran ... 62								
97 & 100 Kallur to Villipuran and Villipuran to Kallur ... 62	2				2	46	3.22	

Discharge engines account for 847 kti, water & oil 183 kti.
1286 kti. engine tender running for work 713 kti, and waiting for

107 & 110 Shadras and Pullman ... 62	3	2			5	148	9.06	
111 & 116 Chingunatal and Kallur ... 62	1				1	15	1.61	
113 & 112 do and do ... 62	2	1			3	82	4.83	
123 & 144 Pondichery and Villipuran and Villipuran to Pondichery ... 62								
132 Villipuran to Pondichery ... 31								
141 & 146 Reg-patam and Reg-patam and Reg-patam ... 62	2	6	2		10	238	16.13	
153 & 156 do and do ... 62	4	4			8	124	12.90	
169 & 184 Spichy and Kallur ... 62	4	5	4		13	328	20.97	
179 & 170 do and do ... 62	3	5	2		10	246	16.13	
193 & 198 Mayavaram and Villipuran and Villipuran to Mayavaram ... 62								
197 & 200 do and do ... 62								
201 & 204 do and do ... 62								
205 & 208 do and do ... 62								
Total ... 1581	38	49	48	15	5	155	56.75	9.80

SOUTH INDIA
Return of late trains for the

Down trains.							Cause of detention.
Date. 1893.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.			
December	1	110	0 45	1 3	18		Time lost by caution signals.
	2	146	7 55	8 27	32		Detained at meeting stations and time lost by caution signals.
	3	40	20 25	20 50	25		Detained at meeting stations and shunting.
	5	100	12 0	12 24	24		Time lost by caution signals, shunting and passengers.
	7	40	20 25	20 40	15		Shunting and unloading.
	8	170	11 40	12 7	27		Detained at meeting stations and time lost by caution signals.
	184	18	15 18	30 15			Time lost by caution signals and shunting.
	9	2	17 55	18 11	16		Detained at meeting stations and time lost by caution signals.
	156	23	40 23	55 15			Detained at meeting stations and time lost by caution signals.
	184	18	15 18	37 22			Detained at meeting stations and time lost by caution signals.
	10	14	8 10	9 8	58		Detained at meeting stations and time lost by caution signals.
	170	11	40 12	0 20			Detained at meeting stations and time lost by caution signals.
	11	14	8 10	8 58	48		Detained at meeting stations, waited on foco and time lost by caution signals.

RAILWAY.
Month of December 1893.

Up trains.							Cause of detention.
Date. 1893.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.			
December	1	1	17 5	17 20	15		Shunting and Road side loads.
	41	13	30 14	20 50			Detained at meeting stations and time lost by caution signals.
	43	19	5 21	19 134			Engine tender running foreward, time lost by caution signals & drivers shunting.
	107	11	45 12	8 23			Shunting and time lost by caution signals.
	141	4	0 4	25 25			Detained at meeting stations, time lost by caution signals and shunting.
	2	43	19 5	20 33	88		Engine tender running foreward, detained at meeting stations and time lost by caution signals.
	141	4	0 4	25 25			Detained at meeting stations, time lost by caution signals and waited on foco.
	3	43	19 5	20 27	82		Engine tender running foreward, waited on foco and time lost by caution signals.
	4	41	13 30	13 45	15		Detained at meeting stations and time lost by caution signals.
	43	19	5 20	26 81			Engine tender running foreward, detained at meeting stations and time lost by caution signals.
	169	11	40 12	15 35			Transshipping Passengers, parcels at Brsada 25 3 mile E.
	5	41	13 30	13 45	15		Detained at meeting stations and time lost by caution signals.
	43	19	5 0	32 327			Engine tender running foreward, waited on foco, detained at meeting stations and engine defective.
	169	11	40 12	25 45			Transshipping Passengers &c at Brsada 25 3 mile E.
	6	41	13 30	13 54	24		Detained at meeting stations & time lost by caution signals.

Return of

Down trains.

Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
1893.					
November 11	40	20 25	21 15	50	Shunting and Road side forks and detained at meeting stations.
12	40	20 25	21 10	45	Detained at meeting stations and Road side forks.
110	45	1 22	37		Detained at meeting stations, time lost by caution signals and loading.
156	23	40 23	55 15		Detained at meeting stations and time lost by caution signals.
13	2	17 55	18 10	15	Detained at meeting stations and time lost by caution signals.
40	20	25 20	47 22		Detained at meeting stations and time lost by caution signals & driver.
58	12	35 12	50 15		Detained at meeting stations and time lost by caution signals.
112	8	45 9	17 32		Detained at meeting stations and time lost by caution signals.
145	18	20 18	37 17		Time lost by caution signals and shunting.
156	23	40 23	58 18		Detained at meeting stations and time lost by caution signals.
170	11	40 11	55 15		Detained at meeting stations and time lost by caution signals.

Up trains.

Up trains.

Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
1893.					
November 6	43	19 5	20 31		Engine tender running forward, detained at meeting stations, time lost by caution signals and shunting.
169	11	40 12	24 54		Detained at meeting stations for the arrival of mail train from Kansas & transshipping passengers & coach Breach 253 mile E.
7	41	13 30	13 46	16	Detained at meeting stations & time lost by caution signals.
43	19	5 20	18 72		Detained at meeting stations, time lost by caution signals, shunting & Road side forks.
169	11	40 12	14 34		Transshipping passengers at Breach 253 mile E.
31	18	10 18	53 43		Detained at meeting stations & time lost by caution signals.
43	19	5 20	8 63		Engine tender running forward, detained at meeting stations and time lost by caution signals.
169	11	40 11	55 15		Detained at meeting stations for the arrival of mail train from Kansas & transshipping passengers & coach Breach 253 mile E.
31	18	10 18	45 25		Detained at meeting stations, time lost by caution signals and waste on loco.
41	13	30 13	56 26		Detained at meeting stations and time lost by caution signals.
43	19	5 19	47 42		Engine tender running forward, detained at meeting stations and shunting.
10	31	18 10	18 28	18	Detained at meeting stations, time lost by caution signals and waste on loco.
41	13	30 13	45 15		Detained at meeting stations and time lost by caution signals.
43	19	5 20	33 88		Engine tender running forward and time lost by caution signals.
11	13	8 15	8 38	23	Detained at meeting stations.
31	18	10 19	15 65		Detained at meeting stations, time lost by caution signals and waste on loco.
41	13	30 14	23 53		Detained at meeting stations and time lost by caution signals.
43	19	5 19	49 44		Engine tender running forward, waste on loco & time lost by caution signals.

Return of

Late trains.

Down trains.

Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
1893.					
December	14	156	23 40	23 55	15 Detained at meeting stations and time lost by caution signals.
	15	40	20 25	20 40	15 Shunting and unloading.
	156	23	40 23	56 16	Detained at meeting stations and time lost by caution signals.
	204	14	45 15	47 62	Engine defective.
	208	17	3 18	5 62	Inwards train No. 201 late in.
	16	2	17 55	18 55	60 Detained at meeting stations, time lost by driver and caution signals.
	40	20	25 20	40 15	Detained at meeting stations, shunting and unloading.
	145	18	20 18	40 20	Detained at meeting stations and time lost by caution signals.
	146	7	55 8	10 15	Detained at meeting stations and time lost by caution signals.
	156	23	40 24	0 20	Detained at meeting stations and time lost by caution signals.
	17	14	8 10	8 52	42 waited on loco, detained at meeting stations and time lost by caution signals.
	156	23	40 24	0 20	Detained at meeting stations and time lost by caution signals.
	170	11	40 11	55 15	Detained at meeting stations and time lost by caution signals.

Up trains.

Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
1893.					
December	11	141	4 0	4 23	23 Detained at meeting stations and time lost by caution signals.
	12	13	8 15	8 33	18 Detained at meeting stations.
	31	18	10 18	57 47	Detained at meeting stations and time lost by caution signals and waited on loco.
	41	13	30 14	20 50	Detained at meeting stations and time lost by caution signals.
	43	19	5 19	32 27	Engine tender running foremast and time lost by caution signals.
	13	31	18 10	18 25	15 waited on loco & time lost by caution signals.
	41	13	30 14	24 54	Detained at meeting stations and shunting.
	43	19	5 19	55 50	Engine tender running foremast and detained at meeting stations.
	111	12	0 12	15 15	Inwards train No. 201 late in.
	169	11	40 11	55 15	Detained at Gichy for the arrival of mail train from Madras.
	14	31	18 10	19 8	58 Detained at meeting stations & waited on loco.
	41	13	30 14	20 50	Detained at meeting stations, time lost by caution signals and shunting.
	43	19	5 19	20 65	Engine tender running foremast, detained at meeting stations & time lost by caution signals.
	141	4	0 4	25 25	Shunting, unloading, and time lost by caution signals.
	169	11	40 12	0 20	Detained at Gichy for the arrival of mail train from Madras & time lost by caution signals.
	15	31	18 10	19 7	57 Detained at meeting stations, time lost by caution signals and waited on loco.
	41	13	30 13	53 23	Shunting, detained at meeting stations and time lost by caution signals.
	43	19	5 19	31 26	Engine tender running foremast, time lost by caution signals and shunting.
	201	15	55 16	57 62	Inwards train No. 204 late in, owing to engine defective.

Return of

Down trains.

Date. 1893.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
December 18	2	17 55	18 58	63	Detained at meeting stations and time lost by caution signals.
	40	20 25	20 40	15	Shunting and waited on loco.
	145	18 20	18 54	34	Detained at meeting stations and shunting.
	156	23 40	23 55	15	Detained at meeting stations and time lost by caution signals.
19	2	17 55	18 45	50	Detained at meeting stations and time lost by caution signals.
	40	20 25	21 25	60	waited on No 43 train at Superior, which was late by engine defectives.
	145	18 20	18 54	34	Detained at meeting stations and time lost by caution signals.
	112	8 45	9 10	25	waited at meeting stations.
20	2	17 55	18 47	52	Detained at meeting stations and time lost by caution signals & drivers.
	146	7 55	8 15	20	Detained at meeting stations and time lost by caution signals.
21	2	17 55	18 10	15	Time lost by caution signals and detained at meeting stations.
22	184	18 15	18 33	18	Detained at meeting stations and time lost by caution signals.

Up trains.

Up trains.

Date. 1893.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
December 15	205	18 35	19 28	53	Inwards train No 208 late in.
16	31	18 10	18 47	37	Detained at meeting stations, time lost by caution signals and shunting.
	43	19 5	19 38	33	Engine tender running forward, detained at meeting stations & time lost by caution signals.
	41	13 30	13 52	22	waited on loco, shunting, and time lost by caution signals.
17	1	17 5	17 30	25	Detained at meeting stations, time lost by driver and shunting.
	31	18 10	19 1	51	Detained at meeting stations, time lost by caution signals & driver waited on loco.
	41	13 30	13 48	18	Shunting and time lost by caution signals.
	43	19 5	19 43	38	Engine tender running forward and time lost by caution signals.
	107	11 45	12 15	30	Shunting & time lost by caution signals & driver.
	141	4 0	4 18	18	Detained at meeting stations, and time lost by caution signals.
	169	11 40	12 0	20	waited at Spitz for the arrival of mail train from Matamoras, time lost by caution signals and waited on loco.
18	1	17 5	17 25	30	Detained at meeting stations & passengers.
	31	18 10	18 50	40	Detained at meeting stations, time lost by caution signals and waited on loco.
	41	13 30	13 45	15	Detained at meeting stations and time lost by caution signals.
	43	19 5	19 20	15	Detained at meeting stations.
	141	4 0	4 15	15	Detained at meeting stations and time lost by caution signals.
19	1	17 5	17 20	15	Detained at meeting stations.
	41	13 30	14 39	69	waited at Superior on 43 train, which was late by engine defectives.
	43	19 5	20 9	64	Time lost by driver & engine defectives.

Return of

Down trains.

Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
1893.					
December 23	145	18 20	18 54	34	Detained at meeting stations and time lost by caution signals.
	170	11 40	12 17	37	Detained at meeting stations and time lost by caution signals.
	184	18 15	18 30	15	Detained at meeting stations, time lost by caution signals and waited on loco.
24	2	17 55	18 47	52	Time lost by caution signals and detained at meeting stations.
	40	20 25	20 40	15	Detained at meeting stations, Passengers and shunting.
	112	8 45	9 10	25	Detained at meeting stations.
	145	18 20	18 54	34	Detained at meeting stations, and time lost by caution signals.
	170	11 40	12 40	60	Detained at meeting stations and time lost by caution signals.
25	2	17 55	18 55	60	Detained at meeting stations & shunting.
	208	17 3	18 56	113	Inwards train No. 201 late in.
29	212	19 45	20 0	15	Shunting and Passengers.
31	100	10 35	10 57	22	Detained at meeting stations and time lost by caution signals.

Late trains.

Up trains.

Date.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
1893.					
December 19	179	17 35	17 57	22	Detained at meeting stations and time lost by caution signals.
	20	41 13	40 13	46	Detained at meeting stations.
	42	17 5	17 26	21	Detained at meeting stations and time lost by caution signals.
21	15	10 30	10 45	15	Time lost by caution signals and waited on loco.
	31	18 10	18 25	15	Detained at meeting stations, time lost by caution signals and waited on loco.
	41	13 30	14 20	50	Detained at meeting stations, time lost by caution signals and shunting.
22	41	13 30	13 45	15	Detained at meeting stations and time lost by caution signals.
	43	17 5	17 31	26	Time lost by caution signals and detained at meeting stations.
23	15	10 30	11 9	39	Time lost by caution signals and waited on loco.
	41	13 30	13 45	15	Detained at meeting stations and time lost by caution signals.
	179	17 35	17 53	18	Inwards train No. 170 late in.
24	179	17 35	17 52	17	Inwards train No. 170 late in.
25	41	13 30	13 45	15	Detained at meeting stations and time lost by caution signals.
26	41	13 30	13 45	15	Shunting and time lost by caution signals.
28	1	17 5	17 46	41	Detained on loco, shunting and detained at meeting stations.
	201	15 55	17 38	103	Time lost by driver & engine defectives.
	205	18 35	20 34	119	Inwards train No. 208 late in and time lost by driver.
29	107	11 45	12 25	40	Shunting and unloading.
	141	4 0	4 40	40	Detained on loco, time lost by driver & shunting.

Return of

Down trains.

Date.	No. of trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
December 31 1893.	170	11 40	11 55	15	Detained at visiting stations and time lost by caution signals.

The Madras Railway train arrived at Bellary at 10.15 on Monday, 17th June 1884.
The Madras Railway North coast mail arrived at Bellary at 11.15 on Monday.
The Southern Railway train arrived at Bellary at 12.15 on Monday.
The Madras Railway train arrived at Bellary at 1.15 on Monday.

TRAFFIC MANAGER'S OFFICE.

Trichinopoly, 9th February 1894

[Signature]

late trains.

Up trains.

[illegible]

On 12th, the predicted time for report of rain is _____
 2 days under the 15th, the predicted time for report of rain is _____

E. H. Emerson
Traffic Manager.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

minutes from A.S.I.R. - St. & A. No: 1108 of 5th December 1893.
Letter — do — do — 80 of 19th January 1894
minutes — do — do — 170 of 12th February do —
Statement of late trains, S.I.R., }
for the quarter ended the 31st } of 19th do —
December 1893 —

Recorded.

2. It is observed that during the quarter under review 9.24 per cent of all trains on the S.I.R. were late, being a considerable increase compared with the corresponding quarter in which the percentage was 4.11.

3. It is noted that the ^{main} unpunctuality in the running of the trains is attributed to the unsatisfactory condition of the road which suffered severely from the heavy rains during

the first two months of
the quarter.

4. The trains chiefly at
fault were:—

Madras and Tuticorin (1 mail)
Tollupuram & Trichy Fort (mixed)
Mayapalam & Negopalain (do)
Thannavaram & Pakala (do)
Mallur & Tollupuram &
Pondicherry to Mallur - } (do)
Chinghaput & Arkonam (do)
Negopalain & Tanyole (mixed & mail)
Negopalain & Madurai (mixed)
Mayapalam & Tanyole (mail)

5. The total of 16,653 minutes
lost is made up as follows:—

By defective engines — ^{minutes} 1142

By detention on arrival of
foreign train 31846

— do — locomotives — 410

By slow driving — 326

By detention at stations
arranged by custom — 49

By caution signals — 7378

By drivers (time lost) — 26

By engine tender run-
ning forward 3713

By traffic — 4763

7/11/44

26
2

19/12/44

The Agent S. S. S.
thru the Comptroller.

A
No 106 R 3 17- Feb / 44

