Public Works (1894) Department.

RAILWAY BRANCH.

G.O., No. 415/A · R

DATED 3d August

[Despatch Abstract.]

Late trains — statement of — on the South Indian Railway for the quarter ended the 30th June 1894, recorded with remarks.

[P. W. C. [illegible]]

Indexed

BACK PAPERS.

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

FURTHER PAPERS.

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

3RD AUGUST 1894, No. $\frac{415}{A}$ R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper :—

STATEMENT of late trains on the South Indian Railway including Máyavaram-Muttupet section for the quarter ended the 30th June 1894.

[Statement.

STATEMENT of late trains on the South Indian Railway including Máyavaram-Muttupet section for the quarter ended 30th June 1894.

No.	Description.	April 1894.									May 1894.									June 1894.									Average for the quarter.
		Number of trains.	Late minutes.						Total minutes late.	Percentage of late trains.	Number of trains.	Late minutes.						Total minutes late.	Percentage of late trains.	Number of trains.	Late minutes.						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.			
16. 28.	Madras and Tuticorin .. (Mail)	60	..	..	1	..	..	1	38	1·67	62	..	..	1	..	..	1	33	1·61	60	..	1	1	..	..	2	54	3·33	2·20
31. 14.	Do. do. .. (Do.)	60	..	..	1	..	..	1	53	1·67	62	..	..	1	..	..	1	36	1·61	60	..	..	..	..	..	..	..	..	1·09
13. 62.	Madras and Chingleput (Mail and Mixed)	60	..	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..
25. 68.	Beach to Villupuram and Villupuram to Madras .. (Mixed)	60	..	..	..	..	..	..	..	..	62	..	1	..	..	..	1	17	1·61	60	..	..	..	..	..	..	..	..	·54
35. 55.	Beach and Pallávaram .. (Passenger)	60	..	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..
211. 212.	Madras and Pallávaram (Do.)	60	..	..	..	..	..	..	..	..	62	..	4	..	..	..	4	95	6·45	60	..	..	..	..	..	..	..	..	2·15
1. 40.	Villupuram and Trichinopoly Fort .. .. .. (Mixed)	60	3	3	4	..	..	10	280	16·67	62	..	1	1	..	..	2	58	3·22	60	4	3	2	..	..	9	207	15·00	11·63
41. 145	Máyavaram and Negapatam .. (Do.)	60	2	4	2	..	..	8	216	13·33	62	1	1	2	..	..	4	127	6·45	60	3	6	2	..	..	11	271	18·33	12·70
107. 110.	Dharmavaram and Pákala (Do.)	60	3	1	..	..	..	4	63	6·67	62	1	4	..	..	3	8	517	12·90	60	2	9	2	..	..	13	310	21·66	13·74
89. 90.	Nellore and Villupuram .. (Do.)	60	3	1	1	..	..	5	96	8·33	62	1	5	1	..	..	7	152	11·29	60	4	14	3	..	..	21	484	35·00	18·21
97. 100.	Do. to do. and Pondicherry to Nellore .. (Do.)	60	1	29	..	..	..	30	643	50·00	62	..	31	..	..	..	31	669	50·00	60	1	20	8	..	..	29	764	48·33	49·44
85. 68.	Rénigunta and Tirupati West (Do.)	60	..	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..
93. 94.	Do. do. (Do.)	60	..	..	..	..	..	..	..	..	62	..	1	..	..	..	1	30	1·61	60	..	..	..	..	..	..	..	..	·54
111. 116.	Chingleput and Arkónam (Do.)	60	..	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..
113. 112.	Do. do. (Mail)	60	..	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	60	..	1	1	..	..	2	62	3·33	1·11
123. 144.	Pondicherry and Villupuram (Mail and Mixed).	60	2	2	..	..	..	4	71	6·67	62	1	4	1	..	..	6	127	9·68	60	..	2	..	..	..	2	49	3·33	6·56
132.	Villupuram to Pondicherry .. (Do.)	30	..	..	..	..	..	..	..	..	31	..	..	..	..	..	..	..	..	30	..	..	..	..	..	..	..	..	..
141. 146.	Negapatam and Tanjore. (Mixed and Mail)	60	..	1	..	..	..	1	16	1·67	62	1	1	..	..	..	2	82	3·22	60	1	..	..	..	..	1	15	1·67	2·19
43. 2.	Negapatam and Madura .. (Mixed)	60	..	..	..	..	..	..	..	..	62	..	..	..	..	1	1	142	1·61	60	..	1	1	..	..	2	62	3·33	1·65
153. 166.	Máyavaram and Tanjore .. (Mail)	60	1	..	1	..	..	2	62	3·33	62	..	1	..	..	..	1	17	1·61	60	..	..	..	..	..	..	..	..	1·65
169. 184.	Trichinopoly Junction and Erode (Do.)	60	..	1	..	..	..	1	20	1·67	62	..	1	..	..	..	1	23	1·61	60	..	..	..	..	..	..	..	..	1·09
179. 170.	Do. do. (Do.)	60	..	1	..	..	..	1	20	1·67	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	·56
193. 198.	Maniyáchi and Tinnevelly .. (Mail and Mixed)	60	..	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..
201. 204.	Do. do. .. (Mail and Mixed)	60	..	..	..	..	..	..	..	..	62	2	..	..	..	..	2	30	3·22	60	..	..	..	..	..	..	..	..	1·07
197. 200.	Do. do. .. (Mixed and Mail)	60	..	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..
205. 208.	Do. do. .. (Mixed and Mail)	60	..	..	..	..	..	..	..	..	62	..	1	1	..	..	2	70	3·22	60	..	..	..	..	..	..	..	..	1·07
213. 214.	Dharmavaram and Pákala .. (Mixed)	60	..	2	..	..	..	2	43	3·33	62	1	2	..	1	1	5	239	8·06	60	2	6	1	..	..	9	183	15·00	8·80
215. 216.	Máyavaram and Negapatam .. (Do.)	58	..	..	1	..	1	2	140	3·44	62	..	..	..	..	1	1	110	1·61	60	..	..	..	..	..	..	..	..	1·68
219. 220.	Do. and Muttupet .. (Do.)	58	..	4	1	..	..	5	142	8·62	62	..	2	1	..	..	3	81	4·84	60	..	2	..	..	..	2	48	3·33	5·60
223. 218.	Do. and Tiruválúr .. (Do.)	58	..	..	..	..	..	..	..	..	62	1	..	..	..	..	1	15	1·61	60	..	..	..	..	..	..	..	..	·54
225. 226.	Do. and Negapatam .. (Do.)	58	..	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..
	Total ..	1,822	15	49	12	..	1	77	1,902	4·22	1,891	9	60	9	1	6	85	2,625	4·49	1,830	17	65	21	..	..	103	2,499	5·63	4·78

MADRAS,
1st August 1894.

ORDER—dated 3rd August 1894, No. $\frac{415}{A}$ R., Public Works.

Recorded.

2. During the quarter under review 4·78 per cent. of all trains on the South Indian Railway ran late, showing a slight improvement over the corresponding quarter of 1893, in which the percentage was 5·90. But the unpunctuality is attributable to the reduced speed of the trains over the portions of the line breached in November last and also to delay on account of traffic.

3. The trains chiefly at fault were—

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

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

(True Extract.)

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

To the Agent, South Indian Railway.

Exd. C. A. Munisawmy.
Spare Copies

RAILWAY.

Govt. of {1894} Madras.

PUBLIC WORKS.

Dated August, 3rd.

Recd. *Encl.*

G.O., 3rd Aug. 1894, No. $\frac{415}{A}$ R.

AUGUST.

Late Trains

Statement of — on the South Indian Railway for the quarter ended the 30th June 1894, recorded with remarks.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper :—

Statement of late trains on the South Indian Railway including Máyavaram-Muttupet section for the quarter ended the 30th June 1894.

[*Statement.*

STATEMENT of late trains on the South Indian Railway including Máyavaram-Muttupet section for the quarter ended 30th June 1894.

No.	Description.	April 1894.									May 1894.									June 1894.									Average for the quarter.
		Number of trains.	Late minutes.						Total minutes late.	Percentage of late trains.	Number of trains.	Late minutes.						Total minutes late.	Percentage of late trains.	Number of trains.	Late minutes.						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.			
15. 20.	Madras and Tuticorin .. (Mail)	60	..	..	1	..	..	1	38	1·67	62	..	..	1	..	..	1	33	1·61	60	..	1	1	..	..	2	54	3·33	2·20
31. 14.	Do. do. .. (Do.)	60	..	..	1	..	..	1	53	1·67	63	..	..	1	..	..	1	36	1·61	60	..	..	..	..	..	..	..	..	1·09
13. 62.	Madras and Chingleput (Mail and Mixed)	60	..	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..
25. 68.	Beach to Villupuram and Villupuram to Madras .. (Mixed)	60	..	..	..	..	..	..	..	..	62	..	1	..	..	..	1	17	1·61	60	..	..	..	..	..	..	..	..	·54
35. 51.	Beach and Pallávaram .. (Passenger)	60	..	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..
211. 212.	Madras and Pallávaram (Do.)	60	..	..	..	..	..	..	..	..	62	..	4	..	..	..	4	95	6·45	60	..	..	..	..	..	..	..	..	2·15
1. 40.	Villupuram and Trichinopoly Fort .. .. .. (Mixed)	60	3	3	4	..	..	10	280	16·67	62	..	1	1	..	..	2	58	3·22	60	4	3	2	..	..	9	207	15·00	11·63
41. 145.	Máyavaram and Negapatam .. (Do.)	60	2	4	2	..	..	8	215	13·33	62	1	1	2	..	..	4	127	6·45	60	3	6	2	..	..	11	271	18·33	12·70
107. 110.	Dharmavaram and Pákala (Do.)	60	3	1	..	..	..	4	63	6·67	62	1	4	..	..	3	8	617	12·50	60	2	9	2	..	..	13	310	21·66	13·71
89. 90.	Nellore and Villupuram .. (Do.)	60	3	1	1	..	..	5	96	8·33	62	1	5	1	..	..	7	152	11·29	60	4	14	3	..	..	21	484	35·00	18·21
97. 100.	Do. to do. and Pondicherry to Nellore .. (Do.)	60	1	29	..	..	..	30	643	50·00	62	..	31	..	..	..	31	669	50·00	60	1	20	8	..	..	29	764	48·33	49·44
85. 88.	Rénigunta and Tirupati West (Do.)	60	..	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..
93. 94.	Do. do. (Do.)	60	..	..	..	..	..	..	..	..	62	..	1	..	..	..	1	30	1·61	60	..	..	..	..	..	..	..	..	·54
111. 116.	Chingleput and Arkónam (Do.)	60	..	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..
113. 112.	Do. do. (Mail)	60	..	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	60	..	1	1	..	..	2	62	3·33	1·11
123. 144.	Pondicherry and Villupuram (Mail and Mixed).	60	2	2	..	..	..	4	71	6·67	62	1	4	1	..	..	6	127	9·68	60	..	2	..	..	..	2	49	3·33	6·56
132.	Villupuram to Pondicherry .. (Do.)	30	..	..	..	..	..	..	..	..	31	..	..	..	..	..	..	..	..	30	..	..	..	..	..	..	..	..	..
141. 140.	Negapatam and Tanjore. (Mixed and Mail)	60	..	1	..	..	..	1	16	1·67	62	1	1	..	..	..	2	32	3·22	60	1	..	..	..	..	1	15	1·67	2·19
43. 2.	Negapatam and Madura .. (Mixed)	60	..	..	..	..	..	..	..	..	62	..	..	..	..	1	1	142	1·61	60	..	1	1	..	..	2	62	3·33	1·65
153. 156.	Máyavaram and Tanjore .. (Mail)	60	1	..	1	..	..	2	62	3·33	62	..	1	..	..	..	1	17	1·61	60	..	..	..	..	..	..	..	..	1·65
169. 184.	Trichinopoly Junction and Erode (Do.)	60	..	1	..	..	..	1	20	1·67	62	..	1	..	..	..	1	23	1·61	60	..	..	..	..	..	..	..	..	1·09
179. 170.	Do. do. (Do.)	60	..	1	..	..	..	1	20	1·67	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	·56
193. 198.	Maniyáchi and Tinnevelly .. (Mail and Mixed)	60	..	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..
201. 204.	Do. do. .. (Mail and Mixed)	60	..	..	..	..	..	..	..	..	62	2	..	..	..	..	2	30	3·22	60	..	..	..	..	..	..	..	..	1·07
197. 200.	Do. do. .. (Mixed and Mail)	60	..	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..
205. 208.	Do. do. .. (Mixed and Mail)	60	..	..	..	..	..	..	..	..	62	..	1	1	..	..	2	70	3·22	60	..	..	..	..	..	..	..	..	1·07
213. 214.	Dharmavaram and Pákala .. (Mixed)	60	..	2	..	..	..	2	43	3·33	62	1	2	..	1	1	5	239	8·06	60	2	6	1	..	..	9	183	15·00	8·80
215. 216.	Máyavaram and Negapatam .. (Do.)	58	..	..	1	..	1	2	140	3·44	62	..	..	..	..	1	1	110	1·61	60	..	..	..	..	..	..	..	..	1·68
219. 220.	Do. and Muttupet .. (Do.)	58	..	4	1	..	..	5	142	8·62	62	..	2	1	..	..	3	81	4·84	60	..	2	..	..	..	2	48	3·33	5·60
223. 218.	Do. and Tiruválúr .. (Do.)	58	..	..	..	..	..	..	..	..	62	1	..	..	..	..	1	15	1·61	60	..	..	..	..	..	..	..	..	·54
226. 226.	Do. and Negapatam .. (Do.)	58	..	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..
	Total ..	1,822	15	49	12	..	1	77	1,902	4·22	1,891	9	60	9	1	6	85	2,625	4·49	1,830	17	65	21	..	..	103	2,499	5·63	4·78

MADRAS,
1st August 1894.

ORDER—dated 3rd August 1894, No. $\frac{415}{\text{A}}$ R., Public Works.

Recorded.

2. During the quarter under review 4·78 per cent. of all trains on the South Indian Railway ran late, showing a slight improvement over the corresponding quarter of 1893, in which the percentage was 5·90. But the unpunctuality is attributable to the reduced speed of the trains over the portions of the line breached in November last and also to delay on account of traffic.

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Máyavaram and Negapatam (mixed).
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4. The percentage of late trains during the last month of the quarter is greater than that of the two preceding months.

(True Extract.)

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

To the Agent, South Indian Railway.

Exd. C. A. Munisawmy.
Spare Copies

RAILWAY.

Govt. of {1894} Madras.

PUBLIC WORKS.

Dated August, 3rd.

Recd. *Encl.*

G.O., 3rd Aug. 1894, No. $\frac{415}{A}$ R.

AUGUST.

Late Trains

Statement of — on the South Indian Railway for the quarter ended the 30th June 1894, recorded with remarks.

19TH MAY 1894, No. 313 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper :—

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

[Statement.

Statement of late trains on the South Indian Railway for the quarter ended ~~31st March~~ 30th June 1894.

No.	Description.	~~January~~ April 1894.									~~February~~ May 1894.									~~March~~ June 1894.									
		Number of trains.	Late minutes. 15 minutes.	Above 15 minutes.	Above 30 minutes.	Above 60 minutes.	Above 90 minutes.	Total.	Total minutes late.	Percentage of late trains.	Number of trains.	Late minutes. 15 minutes.	Above 15 minutes.	Above 30 minutes.	Above 60 minutes.	Above 90 minutes.	Total.	Total minutes late.	Percentage of late trains.	Number of trains.	Late minutes. 15 minutes.	Above 15 minutes.	Above 30 minutes.	Above 60 minutes.	Above 90 minutes.	Total.	Total minutes late.	Percentage of late trains.	Average for the quarter.
15. 28.	Madras and Tuticorin .. (Mail)	60	–	–	1	–	–	1	38	1.67	62	–	–	1	–	–	1	38	1.61	60	–	1	1	–	–	2	54	3.33	2.20
31. 14.	Do. do. .. (Do.)	60	–	–	1	–	–	1	53	1.67	62	–	–	1	–	–	1	36	1.61	60	–	–	–	–	–	–	–	–	1.09
13. 62.	Madras and Chingleput (Mail and Mixed)	60	–	–	–	–	–	–	–	–	62	–	–	–	–	–	–	–	–	60	–	–	–	–	–	–	–	–	–
25. 68.	Beach to Villupuram and Villupuram to Madras .. (Mixed)	60	–	–	–	–	–	–	–	–	62	–	1	–	–	–	1	17	1.61	60	–	–	–	–	–	–	–	–	.54
35. 66.	Beach and Pallávaram .. (Passenger)	60	–	–	–	–	–	–	–	–	62	–	–	–	–	–	–	–	–	60	–	–	–	–	–	–	–	–	–
211. 212.	Madras and Pallávaram (Do.)	60	–	–	–	–	–	–	–	–	62	–	4	–	–	–	4	95	6.45	60	–	–	–	–	–	–	–	–	2.15
1. 40.	Villupuram and Trichinopoly Fort .. .. .. (Mixed)	60	3	3	4	–	–	10	280	16.67	62	–	1	1	–	–	2	58	3.22	60	4	3	2	–	–	9	207	15.00	11.63
41. 146.	Máyavaram and Negapatam .. (Do.)	60	2	4	2	–	–	8	215	13.33	62	1	1	2	–	–	4	127	6.45	60	3	6	2	–	–	11	271	18.33	12.70
107. 110.	Dharmavaram and Pákala (Do.)	60	3	1	–	–	–	4	63	6.67	62	1	4	–	–	3	9	517	12.90	60	2	9	2	–	–	13	310	21.66	13.74
89. 90.	Nellore and Villupuram .. (Do.)	60	3	1	1	–	–	5	96	8.33	62	1	5	1	–	–	7	152	11.29	60	4	14	3	–	–	21	484	35.00	18.21
97. 100.	Do. to do. and Pondicherry to Nellore .. (Do.)	60	1	29	–	–	–	30	643	50.00	62	–	31	–	–	–	31	669	50.00	60	1	20	8	–	–	29	754	48.33	49.44
85. 88.	Rénigunta and Tirupati West (Do.)	60	–	–	–	–	–	–	–	–	62	–	–	–	–	–	–	–	–	60	–	–	–	–	–	–	–	–	–
93. 94.	Do. do. (Do.)	60	–	–	–	–	–	–	–	–	62	–	1	–	–	–	1	30	1.61	60	–	–	–	–	–	–	–	–	.54
111. 116.	Chingleput and Arkónam (Do.)	60	–	–	–	–	–	–	–	–	62	–	–	–	–	–	–	–	–	60	–	–	–	–	–	–	–	–	–
113. 112.	Do. do. (Mail)	60	–	–	–	–	–	–	–	–	62	–	–	–	–	–	–	–	–	60	–	1	1	–	–	2	62	3.33	1.11
123. 144.	Pondicherry and Villupuram (Mail and Mixed)	60	2	2	–	–	–	4	71	6.67	62	1	4	1	–	–	6	127	9.68	60	–	2	–	–	–	2	49	3.33	6.56
132.	Villupuram to Pondicherry .. (Do.)	30	–	–	–	–	–	–	–	–	31	–	–	–	–	–	–	–	–	30	–	–	–	–	–	–	–	–	–
141. 146.	Negapatam and Tanjore. (Mixed and Mail)	60	–	1	–	–	–	1	16	1.67	62	1	1	–	–	–	2	32	3.22	60	1	–	–	–	–	1	15	1.67	2.19
43. 2.	Negapatam and Madura .. (Mixed)	60	–	–	–	–	–	–	–	–	62	–	–	–	–	1	1	142	1.61	60	–	1	1	–	–	2	62	3.33	1.65
213 214	Dharmavaram and Pakala mixed	60	–	2	–	–	–	2	43	3.33	62	1	2	–	1	1	5	239	8.06	60	2	6	1	–	–	9	183	15.00	8.86
215 216	Mayavaram & Negapatam mixed	58	–	–	1	–	1	2	140	3.44	62	–	–	–	–	1	1	110	1.61	60	–	–	–	–	–	–	–	–	1.68
219 220	—do— & Mutupet do	58	–	4	1	–	–	5	142	8.62	62	–	2	1	–	–	3	81	4.84	60	–	2	–	–	–	2	48	3.33	5.60
223 218	– do – & Tiruvalur do	58	–	–	–	–	–	–	–	–	62	1	–	–	–	–	1	15	1.61	60	–	–	–	–	–	–	–	–	.54
225 226	- do - & Negapatam do	58	–	–	–	–	–	–	–	–	62	–	–	–	–	–	–	–	–	60	–	–	–	–	–	–	–	–	–
153. 150.	Do. and Tanjore .. (Mail)	60	1	–	1	–	–	2	62	3.33	62	–	1	–	–	–	1	17	1.61	60	–	–	–	–	–	–	–	–	1.65
163. 184.	Trichinopoly Junction and Erode (Do.)	60	–	1	–	–	–	1	20	1.67	62	–	1	–	–	–	1	23	1.61	60	–	–	–	–	–	–	–	–	1.09
179. 170.	Do. do. (Do.)	60	–	1	–	–	–	1	20	1.67	62	–	–	–	–	–	–	–	–	60	–	–	–	–	–	–	–	–	.56
193. 198.	Maniyáchi and Tinnevelly .. (Mail and Mixed)	60	–	–	–	–	–	–	–	–	62	–	–	–	–	–	–	–	–	60	–	–	–	–	–	–	–	–	–
201. 204.	Do. do. .. (Mail and Mixed)	60	–	–	–	–	–	–	–	–	62	2	–	–	–	–	2	30	3.22	60	–	–	–	–	–	–	–	–	1.07
197. 200.	Do. do. .. (Mixed and Mail)	60	–	–	–	–	–	–	–	–	62	–	–	–	–	–	–	–	–	60	–	–	–	–	–	–	–	–	–
205. 208.	Do. do. .. (Mixed and Mail)	60	–	–	–	–	–	–	–	–	62	–	1	1	–	–	2	70	3.22	60	–	–	–	–	–	–	–	–	1.07
	Total ..	1822	15	49	12	–	1	77	1902	4.22	1891	9	60	9	1	6	85	2625	4.49	~~1730~~ 1830	17	65	21	–	–	103	2495	~~5.95~~ 5.63	4.78

Madra
1-8-94

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

Recorded.

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

3. The trains chiefly at fault were—

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

(True Extract.)

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

To the Agent, South Indian Railway.

Exd. C. A. Muniswamy.
Spare Copies

RAILWAY.

Govt. of {1894} Madras.

PUBLIC WORKS.

Dated May, 19th.

Recd. *Encl.*

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

MAY.

Late trains on the South Indian Railway

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

SOUTH INDIAN RAILWAY.

including Mayavaram - Mutupet Section

ABSTRACT AND RETURN OF LATE TRAINS

for the month of April *1894.*

SOUTH INDIAN RAILWAY.

RETURN OF LATE TRAINS.

Abstract for April 1894

Description and Number.		Late Minutes. 15 minutes.	Above 15 and not exceeding 30 mts.	Above 30 and not exceeding 60 mts.	Above 60 and not exceeding 90 mts.	Above 90 mts.	Total.	Total minutes late.	Percentage of late trains.	Remarks.
Nos. 13 & 62 Madras and Chingleput — Mail & Mixed	60	-	-	-	-	-	-	-	-	
- 15 & 28 Madras and Tuticorin — Mail	60	-	-	1	-	-	1	38	1.67	
- 31 & 14 — do and do — do	60	-	-	1	-	-	1	53	1.67	
- 25 & 58 Beach to Villupuram & Villupuram to Madras — Mixed	60	-	-	-	-	-	-	-	-	
- 35 & 56 Beach and Pallavaram — Passenger	60	-	-	-	-	-	-	-	-	
- 211 & 212 Madras and Pallavaram — do	60	-	-	-	-	-	-	-	-	
Carried over...	360	-	-	2	-	-	2	91	.55	

Down trains.	15 mts. late.	30 mts. late.	60 mts. late.	90 mts. late.	In excess of 90 mts. late.	Total in month late.
No. 62 train	-	-	-	-	-	-
- 28	-	-	-	-	-	-
- 14	-	-	-	-	-	-
- 58	-	-	-	-	-	-
- 56	-	-	-	-	-	-
- 212	-	-	-	-	-	-
- 40	2	3	2	-	-	7
- 145	-	-	-	-	-	-
- 2	-	-	-	-	-	-
- 85	-	-	-	-	-	-
- 94	-	-	-	-	-	-
- 90	1	1	1	-	-	3
- 100	1	29	-	-	-	30
- 110	1	-	-	-	-	1
- 214	-	-	-	-	-	-
- 116	-	-	-	-	-	-
- 112	-	-	-	-	-	-
- 144	1	-	-	-	-	1
- 132	-	-	-	-	-	-

ABSTRACT OF LATE TRAINS.

Description and Number.		Late Minutes.						Total minutes late.	Percentage of late trains.	Remarks.
		15 minutes.	Above 15 and not exceeding 30 mts.	Above 30 and not exceeding 60 mts.	Above 60 and not exceeding 90 mts.	Above 90 mts.	Total.			
Brought forward ...	360	-	-	2	-	-	2	91	.55	
1 & 40 Villupuram and Trichy Fort mixed	60	3	3	4	-	-	10	280	16.67	
41 & 145 Mayavaram and Negapatam — do	60	2	4	2	-	-	8	215	13.33	
3 & 2 Negapatam and Kardura — do	60	-	-	-	-	-	-	-	-	
& 88 Renigunta and Tirupati North — do	60	-	-	-	-	-	-	-	-	
& 94 — do — and — do — do	60	-	-	-	-	-	-	-	-	
90 Nellore and Villupuram — do	60	3	1	1	-	-	5	96	8.33	
00 Nellore to Villupuram & Pondichery & to Nellore mixed	60	1	29	-	-	-	30	643	50.00	58 mts, time lost by caution signals 406 mts, Foreign Railway trains at Junctions 50 mts.
110 Dharmavaram and Pakala — do	60	3	1	-	-	-	4	63	6.67	
& 214 — do — and — do — do	60	-	2	-	-	-	2	43	3.33	
& 116 Chingleput and Arkonam — do	60	-	-	-	-	-	-	-	-	
& 112 — do — and — do — mail	60	-	-	-	-	-	-	-	-	
& 144 Pondichery and Villupuram — mail & mixed	60	2	2	-	-	-	4	71	6.67	
32 Villupuram to Pondichery — do	30	-	-	-	-	-	-	-	-	
& 146 Negapatam and Tanjore — mixed & mail	60	-	1	-	-	-	1	16	1.67	
153 & 156 — do — and — do — mail	60	1	-	1	-	-	2	62	3.33	
169 & 184 Trichy J and Erode — do	60	-	1	-	-	-	1	20	1.67	
179 & 170 — do — and — do — do	60	-	1	-	-	-	1	20	1.67	
193 & 198 Maniyachi and Tinnevelly mail & mixed	60	-	-	-	-	-	-	-	-	
197 & 200 — do — and — do — mixed & mail	60	-	-	-	-	-	-	-	-	
201 & 204 — do — and — do — mail & mixed	60	-	-	-	-	-	-	-	-	
205 & 208 — do — and — do — mixed & mail	60	-	-	-	-	-	-	-	-	
215 & 216 Mayavaram and Negapatam — mixed	58	-	-	1	-	1	2	140	3.44	
219 & 220 — do — and Mutupet — do	58	-	4	1	-	-	5	142	8.62	Defective Engine account for 142 mts, waited on loco 37 mts, slow driving detentions at Pandamangalam by customs 18 mts, and waited for
223 & 218 — do — and Tiruvalur — do	58	-	-	-	-	-	-	-	-	
225 & 226 — do — and Negapatam — do	58	-	-	-	-	-	-	-	-	
Total ...	1822	15	49	12	-	1	77	1902	4.22	

Down trains.	15 mts. late.	30 mts. late.	60 mts. late.	90 mts. late.	In excess of 90 mts. late.	Total in month late.
No. 146	-	-	-	-	-	-
" 156	1	-	1	-	-	2
" 184	-	-	-	-	-	-
" 170	-	1	-	-	-	1
" 198	-	-	-	-	-	-
" 200	-	-	-	-	-	-
" 204	-	-	-	-	-	-
" 208	-	-	-	-	-	-
" 216	-	-	-	-	1	1
" 220	-	2	-	-	-	2
" 218	-	-	-	-	-	-
" 226	-	-	-	-	-	-
Up trains.						
No. 13 Train	-	-	-	-	-	-
" 15	-	-	1	-	-	1
" 31	-	-	1	-	-	1
" 25	-	-	-	-	-	-
" 35	-	-	-	-	-	-
" 211	-	-	-	-	-	-
" 1	1	-	2	-	-	3
" 41	2	4	2	-	-	8
" 43	-	-	-	-	-	-
" 85	-	-	-	-	-	-
" 93	-	-	-	-	-	-
" 89	2	-	-	-	-	2
" 97	-	-	-	-	-	
" 107	2	1	-	-	-	3
" 213	-	2	-	-	-	2
" 111	-	-	-	-	-	-
" 113	-	-	-	-	-	-
" 123	1	2	-	-	-	3
" 141	-	1	-	-	-	1
" 153	-	-	-	-	-	
" 169	-	1	-	-	-	1
" 179	-	-	-	-	-	-
" 193	-	-	-	-	-	-
" 197	-	-	-	-	-	-
" 201	-	-	-	-	-	-
" 205	-	-	-	-	-	-
" 215	-	-	1	-	-	1
" 219	-	2	1	-	-	3
" 223	-	-	-	-	-	-
" 225	-	-	-	-	-	-

SOUTH INDIAN RAILWAY.

Return of late trains for the Month of April 1894.

Down trains.

Date. 1894		No. of Trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.
April	1	100	10	35	10	58	23	Detained at meeting stations and time lost by caution signals.
		110	0	35	0	50	15	Detained at meeting stations, time lost by caution signals and loading.
	2	100	10	35	10	55	20	Detained at meeting stations and time lost by caution signals.
	3	40	20	25	20	55	30	Detained at meeting stations & shunting.
		100	10	35	10	56	21	[illegible] detained at meeting stations and time lost by caution signals.
		156	23	40	23	55	15	Time lost by caution signals and detained at meeting stations.
	4	100	10	35	10	59	24	Detained at meeting stations and time lost by caution signals.
	5	100	10	35	10	55	20	Detained at meeting stations and time lost by caution signals.
		220	15	5	15	35	30	Detained at meeting stations and time lost by caution signals.
	6	100	10	35	10	55	20	Detained at meeting stations and time lost by caution signals.
		144	0	25	0	40	15	Road side goods.
	7	100	10	35	11	0	25	Detained at meeting stations and time lost by caution signals.
	8	100	10	35	10	59	24	Detained at meeting stations and time lost by caution signals.
	9	40	20	25	20	40	15	Detained at meeting stations & shunting.
		100	10	35	10	57	22	Detained at meeting stations and time lost by caution signals.
	10	40	20	25	20	45	20	Time lost by driver and shunting.

Up trains.

Date. 1894		No. of Trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.
April	1	1	17	5	17	20	15	Detained at meeting stations and shunting.
		15	10	30	11	8	38	Detained at meeting stations, waited on loco and time lost by driver.
	2	219	15	40	16	23	43	Detained at meeting stations.
	3	1	17	5	17	41	36	Detained at meeting stations, shunting and waited on loco.
	4	107	11	45	12	0	15	Waited at Dharmavaram for [illegible]
	5	41	13	30	14	20	50	Time lost by driver, waited on loco and detained at meeting stations.
		219	15	40	16	7	27	Detained at meeting stations and time lost by caution signals.
	6	41	13	30	13	46	16	Shunting and road side goods.
		107	11	45	12	3	18	Time lost by caution signals, shunting and loading.
		213	23	50	0	13	23	Time lost by caution signals and shunting.

Return of late trains.

Down trains.

Date. 1894.		No. of Trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.
April	10	100	10	35	10	55	20	Detained at meeting stations and time lost by caution signals.
	11	40	20	25	20	40	15	Shunting and loading.
		100	10	35	10	56	21	Detained at meeting stations and time lost by caution signals.
	12	100	10	35	10	57	22	Detained at meeting stations and time lost by caution signals.
		156	23	40	0	27	47	Owing to the derailment of 15/30 Spl at Tiruvalur and time lost by caution signals.
	13	100	10	35	10	55	20	Detained at meeting stations and time lost by caution signals.
	14	100	10	35	10	58	23	Detained at meeting stations and time lost by caution signals.
	15	90	21	55	22	13	18	Detained at meeting stations, and time lost by caution signals.
		100	10	35	10	55	20	Detained at meeting stations, and time lost by caution signals.
	16	100	10	35	11	0	25	Detained at meeting stations and time lost by caution signals.
	17	100	10	35	10	55	20	Detained at meeting stations and time lost by cautions signals.
		216	7	15	8	55	100	Engine defective and time lost by driver.
	18	100	10	35	10	55	20	Detained at meeting stations and time lost by caution signals.
	19	40	20	25	21	2	37	Detained at meeting stations, time lost by caution signals and shunting.
		100	10	35	10	55	20	Detained at meeting stations and time lost by caution signals.
		170	11	40	12	0	20	Detained at meeting stations.

Up trains.

Date. 1894.		No. of Trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.
April.	7	1	17	5	17	47	42	Time lost by driver; detained at meeting stations and shunting.
		41	13	30	13	45	15	Detained at meeting stations and shunting.
		123	2	46	3	1	15	Detained at meeting stations and shunting.
	8	41	13	30	13	59	29	Shunting and detained at meeting stations.
	9	89	21	45	22	0	15	Detained at meeting stations.
	12	215	6	25	7	5	40	Detained at meeting stations shunting and loading.
	13	41	13	30	13	45	15	Detained at meeting stations and shunting.
	17	41	13	30	13	46	16	Shunting and Road Side goods.
	19	41	13	30	14	20	50	Detained at meeting stations.
		169	11	40	12	0	20	Detained at meeting stations.
		219	15	40	16	3	23	Detained at meeting stations and time lost by caution signals.

Return of late trains.

Down trains.

Date. 1894.		No. of Trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.
April	19	220	15	5	15	24	19	Time lost by caution signals and detained at meeting stations.
	20	100	10	35	10	59	24	Detained at meeting stations and time lost by caution signals.
	21	100	10	35	10	54	19	Detained at meeting stations and time lost by caution signals.
	22	100	10	35	10	50	15	Detained at meeting stations and time lost by caution signals.
	23	40	20	25	21	15	50	Time lost by caution signals and detained at meeting stations.
		100	10	35	10	55	20	Detained at meeting stations and time lost by caution signals.
	24	100	10	35	10	53	18	Detained at meeting stations and time lost by caution signals.
	25	100	10	35	10	55	20	Detained at meeting stations, and time lost by caution signals.
	26	100	10	35	10	57	22	Detained at meeting stations, and time lost by caution signals.
	27	100	10	35	10	55	20	Detained at meeting stations and time lost by caution signals.
	28	40	20	25	20	45	20	Time lost by caution signals and detained at meeting stations.
		90	21	55	22	10	15	Waited on Loco, time lost by driver and caution signals.
		100	10	35	11	2	27	Detained at meeting stations and time lost by caution signals.
	29	90	21	55	22	28	33	Shunting, waited on Loco, and time lost by driver and caution signals.

Up trains.

Date. 1894.		No. of Trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.
April	21	107	11	45	12	0	15	Waited at [illegible] for Southern [illegible] Railway train waited on Loco and detained at meeting stations.
	22	123	2	46	3	3	17	Shunting and detained at Kandamangalam by customs.
	25	123	2	46	3	10	24	Shunting & detained at Kandamangalam by customs.
	26	89	21	45	22	0	15	Time lost by caution signals and detained at meeting stations.
	27	141	4	0	4	16	16	Shunting and time lost by caution signals.
		213	23	50	0	10	20	Detained at meeting stations and shunting.
	29	31	18	10	19	13	53	Engine defective.
	30	41	13	30	13	54	24	Shunting.

Return of late trains.

Down trains.

Date. 1894.		No. of trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.
April	27	100	10	35	10	55	20	Detained at Crossing Stations and time lost by Caution Signals.
	30	100	10	35	11	3	28	Detained at Crossing Stations and time lost by Caution Signals.

[illegible] late on [illegible]
[illegible] Mail [illegible] late on one day
[illegible] Railway trains [illegible] late [illegible]

Up trains.

Date. 1894.		No. of trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.

the 15th, the [illegible] time for [illegible]
[illegible] 18th, [illegible]
days, one [illegible] 15th [illegible] time for [illegible]

TRAFFIC MANAGER'S OFFICE,
Trichinopoly, 29th May 1894

Traffic Manager.

4207

2415R
F

FROM

THE AGENT,

South Indian Railway,

Trichinopoly,

TO

THE CONSULTING ENGINEER

FOR RAILWAYS,

Madras.

Dated 28th } July 1894.
Received } 29.7.94 3

No. 783

ENCLOSURE. 1 - by book post.

The undersigned has the honor to forward herewith an Abstract, and Return, of late trains, of the South Indian Railway, (including the Mayavaram - Mutupet Section) for the month of June 1894.

J. A. Le Mesurier
for Agent.

SOUTH INDIAN RAILWAY.

including Mayavaram - Mutupet section

ABSTRACT AND RETURN OF LATE TRAINS

for the month of May 1894.

SOUTH INDIAN RAILWAY.

RETURN OF LATE TRAINS.

Abstract for May 1894.

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.
		Late Minutes.								
2 13 & 62 Madras and [illegible]	Mail Trains	62	.	.	.	..	..	..	-	-	
15 & 28 Madras and Tuticorin	Mail	62	.	.	1	.	.	1	38	1.61	
3 & 14 — do — and — do	do	62	.	.	1	.	.	1	36	1.61	
25 & 58 Beach to Villupuram & Villupuram to Madras	Mixed	62	.	1	"	"	-	1	17	1.61	
35 & 56 Beach and Pallavaram	Passenger	62	.	-	-	-	-	-	-	-	
211 & 212 Madras and Pallavaram	do	62	-	4	-	..	-	4	95	6.45	
Carried over...		372	.	5	2	.	-	7	186	1.88	

Down trains.	15 mts. late.	30 mts. late.	60 mts. late.	90 mts. late.	In excess of 90 mts. late.	Total in month late.
No 62 train	.	.	.	..	..	..
" 28	.	-	..	..	..	..
" 14	-	.	..	-	-	..
" 58	..	..	-	..	..	..
" 56	.	.	-	-	-	-
" 212	.	2	-	.	-	2
" 48	-	.	1	-	-	1
" 145	..	-	..	..	-	-
" "	.	-	..	.	-	..
" 88	.	-	-	-	.	-
" 94	-	.	.	.	.	-
" 90	-	3	1	..	.	4
" 100	.	31	-	..	.	31
" 110	.	1	-	-	2	3
" 214	1	2	..	.	1	4
" 116	-	..	..	-	-	.
" 112	-	-	-	.	-	..
" 144	-	..	..	-	-	-
" 132	-	..	-	.	-	-

ABSTRACT OF LATE TRAINS.

Description and Number.		Late Minutes.						Total minutes late.	Percentage of late trains.	Remarks.
		15 minutes.	Above 15 and not exceeding 30 mts.	Above 30 and not exceeding 60 mts.	Above 60 and not exceeding 90 mts.	Above 90 mts.	Total.			
Brought forward ...	372	.	5	2	-	.	7	186	1.88	Defective engines account for 126 mts, waited on [illegible] 427 mts, Slow driving 165 mts, time lost by station signals 410 mts, detention at Sundamangalam by customs 57 mts, engines running tender first -most 59 mts, waited on foreign rly trains at junctions 74 mts.
No. 1 & 40 Villupuram and Trichy Fort — mixed	62	.	1	1	.	.	2	58	3.22	
1 & 45 Mayavaram and Negapatam — do	62	1	1	2	.	.	4	127	6.45	
3 & 82 Negapatam and Madura — do	62	..	..	..	..	1	1	142	1.61	
5 & 88 Renigunta and Tirupati road — do	62	-	..	-	..	-	-	-	-	
3 & 94 — do — and — do — do	62	.	1	.	.	-	1	30	1.61	
9 & 90 Nellore and Villupuram — do	62	1	5	1	..	.	7	152	11.29	
& 100 Nellore to Villupuram & Pondicherry to Nellore — do	62	-	31	.	.	.	31	669	50.00	
07 & 110 Dharmavaram and Pakala — do	62	1	4	-	.	3	8	517	12.90	
13 & 214 — do — and — do — do	62	1	2	.	1	1	5	239	8.06	
No. 111 & 116 Chingleput and Arkonam — do	62	.	.	-	-	-	-	-	-	
No. 113 & 112 — do — and — do — mail	62	.	.	-	-	-	-	-	-	
No. 123 & 144 Pondicherry and Villupuram — mail & mixed	62	1	4	1	-	.	6	127	9.68	
No. 132 Villupuram to Pondicherry — do	31	-	.	-	-	-	-	-	-	
No. 141 & 146 Negapatam and Tanjore — mixed & mail	62	1	1	-	.	-	2	32	3.22	
No. 153 & 156 — do — and Tanjore — mail	62	.	1	-	-	-	1	17	1.61	
No. 169 & 184 Trichy J. and Erode — do	62	.	1	..	..	-	1	23	1.61	
No. 179 & 170 — do — and Erode — do	62	.	.	-	-	..	-	..	..	
No. 193 & 198 Maniyachi & Tinnevelly — mail & mixed	62	..	-	-	..	-	-	-	-	
No. 197 & 200 — do — and — do — mixed & mail	62	..	-	-	-	-	-	-	-	
No. 201 & 204 — do — and — do — mail & mixed	62	2	.	.	-	-	2	30	3.22	
No. 205 & 208 — do — and — do — mixed & mail	62	.	1	1	.	-	2	70	3.22	
No. 215 & 216 Mayavaram & Negapatam — mixed	62	.	..	-	-	1	1	110	1.61	
No. 219 & 220 — do — and Mutupet — do	62	.	2	1	-	-	3	81	4.84	
No. 223 & 218 — do — and Tiruvalur — do	62	1	.	-	-	.	1	15	1.61	
No. 225 & 226 — do — and Negapatam — do	62	-	.	-	-	-	-	-	..	
Total ...	1891	9	60	9	1	6	85	2625	4.47	

Down trains.	15 mts. late.	30 mts. late.	60 mts. late.	90 mts. late.	In excess of 90 mts. late.	Total in month late.
No. 146 train	.	.	.	..	-	-
No. 156	.	-	.	..	-	-
No. 154	.	-	-	-	..	-
No. 170	.	-	-	-	-	-
No. 198	.	..	..	.	-	-
No. 200	.	..	.	.	.	.
No. 204	1	.	.	-	-	1
No. 208	-	-	1	..	-	1
No. 216	-	-	-	-	-	
No. 220	.	1	-	-	-	1
No. 218	.	.	-	..	-	
No. 226	-	..	-	-	-	
Up trains.						
No. 13 train	.	.	..	-	-	-
No. 15	.	.	1	.	.	1
No. 31	-	.	1	.	.	1
No. 25	.	1	.	-	.	1
No. 35	.	.	..	..	.	
No. 211	.	2	-	.	.	2

No. 1	.	1	.	.	.	1
No. 41	1	1	2	.	.	4
No. 43	.	-	-	-	1	1
No. 55	-	..	..	-	-	-
No. 93	.	1	-	.	..	1
No. 89	1	2	.	.	..	3
No. 97	-	-	.	-	-	..
No. 107	1	3	.	..	1	5
No. 213	.	-	-	1	..	1
No. 111	-	.	-	-	-	-
No. 113	-	.	..	-	..	-
No. 123	1	4	1	-	-	6
No. 141	1	1	.	..	-	2
No. 153	.	1	.	.	..	1
No. 169	.	1	.	..	-	1
No. 179	.	..	..	..	-	-
No. 193	-	-	-	..	-	-
No. 197	..	-	..	-	..	..
No. 201	1	-	..	..	-	1
No. 205	-	1	-	-	-	1
No. 215	-	-	-	-	1	1
No. 219	-	1	1	-	-	2
No. 223	1	-	..	-	-	1
No. 225	..	..	-	..	..	-

SOUTH INDIAN RAILWAY.

Return of late trains for the Month of May 1894.

Down trains.

Date. 1894.		No. of Trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.
May	1	90	21	55	22	29	34	Detained at meeting stations and time lost by Caution Signals.
		100	10	35	10	55	20	Detained at meeting Stations and time lost by Caution Signals.
		214	12	30	14	15	105	Shunting and stoppage of train at B 299/17 mile owing to truck No. B 740 Caught fire.
	2	100	10	35	10	59	24	Passengers, detained at meeting Stations, and time lost by Caution Signals.
		220	15	5	15	24	19	Time lost by Caution Signals and detained at meeting Stations.
	3	100	10	35	10	57	22	Detained at meeting Stations and time lost by Caution Signals.
	4	100	10	35	10	58	23	Detained at meeting Stations and time lost by Caution Signals.
	5	100	10	35	10	55	20	Detained at meeting Stations and time lost by Caution Signals.
	6	100	10	35	11	5	30	Detained at meeting Stations and time lost by Caution Signal and Passengers.
		110	0	35	0	52	17	Detained at meeting Stations & Shunting.
	7	90	21	55	22	12	17	Waited on Loco, time lost by Caution Signals and Passengers.
		100	10	35	10	55	20	Detained at meeting Stations, time lost by Caution Signals.
		110	0	35	3	42	187	Waited on line clear owing to 4 empty trucks ran away from Mulacalacherma when hand Shunting by heavy wind.
		204	14	45	15	0	15	Engine defective.

Up trains.

Date. 1894.		No. of Trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.
May	1	107	11	45	14	5	140	Waited on Loco and detained at meeting Stations.
		123	2	46	3	22	36	Shunting and detained at Kandamangalam by Customs.
	2	41	13	30	14	20	50	Shunting and detained at meeting Stations.
		219	15	40	16	17	37	Detained at meeting Stations and time lost by Caution Signals.
		223	16	30	16	45	15	Detained at meeting Stations.
	3	123	2	46	3	5	19	Waited on Loco, Shunting and detained at Kandamangalam by Customs.
		141	4	0	4	17	17	Detained at meeting Stations and time lost by Caution Signals.
	5	141	4	0	4	15	15	Shunting and time lost by Caution Signals.
		169	11	40	12	3	23	Detained at meeting Stations.
	6	31	18	10	18	46	36	Waited on Loco and detained at meeting Stations.
		123	2	46	3	5	19	Shunting and detained at Kanda-

Return of late trains.

Down trains.

Date. 1894		No. of Trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.
May	7	205	17	3	17	43	40	Detained at Meeting Stations and waited on Loco.
	8	100	10	35	10	55	20	Detained at Meeting Stations and time lost by Caution Signals.
	9	100	10	35	10	53	18	Detained at Meeting Stations and time lost by Caution Signals.
	10	100	10	35	10	58	23	Detained at Meeting Stations and time lost by Caution Signals.
	11	100	10	35	10	55	20	Detained at Meeting Stations and time lost by Caution Signals.
	12	100	10	35	10	58	23	Detained at Meeting Stations and time lost by Caution Signals.
	13	100	10	35	10	59	24	Detained at Meeting Stations and time lost by Caution Signals.
	14	90	21	55	22	21	26	Shunting, detained at Meeting Stations, and time lost by Caution Signals.
		100	10	35	10	55	20	Detained at Meeting Stations, and time lost by Caution Signals.
	15	40	20	25	21	0	35	Shunting and detained at Meeting Stations.
		100	10	35	10	55	20	Detained at Meeting Stations and time lost by Caution Signals.
	16	100	10	35	10	55	20	Detained at Meeting Stations and time lost by Caution Signals.
	17	100	10	35	10	59	24	Detained at Meeting Stations and time lost by Caution Signals.
		214	12	30	12	45	15	Detained at Meeting Stations, waited on Loco and Shunting.
	18	90	21	55	22	15	20	Waited at [illegible] [illegible] & time lost by Caution Signals.
		100	10	35	10	55	20	Detained at Meeting Stations and time lost by Caution Signals.

Up trains.

Date. 1894		No. of Trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.
May	6							-mangalam by Customs.
	7	1	17	5	17	28	23	Detained at Meeting Stations, Shunting and Passengers.
		201	15	55	16	10	15	Detained at Meeting Stations.
		205	18	35	19	5	30	Detained at Meeting Stations.
	8	41	13	30	14	16	46	Detained at Meeting Stations and Shunting.
		219	15	40	16	5	25	Detained at Meeting Stations and time lost by Caution Signals.
	10	107	11	45	12	8	23	Time lost by driver and Shunting.
	12	123	2	46	3	5	19	Shunting and detained at Kanda-mangalam by Customs.
	14	89	21	45	22	5	20	Detained at Meeting Stations, Shunting and unloading.
	15	43	19	5	21	27	142	Detained at Meeting Stations and waited on Loco.
		57	21	45	22	5	20	Time lost by Caution Signals, waited at [illegible] for [illegible] [illegible] and unloading.

Return of late trains.

Down trains.

Date. 1894		No. of Trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.
May	18	212	19	45	20	10	25	Engine running tender foremost.
	20	100	10	35	10	55	20	Detained at meeting Stations and time lost by Caution Signals.
		214	12	30	12	51	21	Time lost by Driver and Shunting.
	21	100	10	35	10	59	24	Detained at meeting Stations and time lost by Caution Signals.
	22	100	10	35	10	58	23	Detained at meeting Stations and time lost by Caution Signals.
		214	12	30	12	55	25	Waited on Loco.
	23	100	10	35	10	55	20	Detained at meeting Stations and time lost by Caution Signals.
	24	100	10	35	10	55	20	Detained at meeting Stations and time lost by Caution Signals.
	25	100	10	35	10	59	24	Detained at meeting Stations and time lost by Caution Signals.
	26	100	10	35	10	55	20	Detained at meeting Stations and time lost by Caution Signals.
	27	100	10	35	10	55	20	Detained at meeting Stations and time lost by Caution Signals.
	28	100	10	35	10	58	23	Detained at meeting Stations and time lost by Caution Signals.
		110	0	35	2	10	95	Engine defective and time lost by driver.
	29	100	10	35	10	59	24	Detained at meeting Stations and time lost by Caution Signals.
	30	100	10	35	10	55	20	Owing to the derailment of Special at facing points at Tirupati West and time lost by Caution Signals.
	31	100	10	35	10	55	20	Detained at meeting Stations and time lost by Caution Signals.

Up trains.

Date. 1894		No. of Trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.
May	15	215	6	25	8	15	110	Waited at Mayavaram for No. 31 Mail which was delayed by the derailment at Vaithisvarankoil, and detained at meeting Stations.
	18	123	2	46	3	1	15	Shunting and Passengers.
		211	20	50	21	10	20	Detained at meeting Stations.
	19	41	13	30	13	46	16	Detained at meeting Stations and Shunting.
		153	20	0	20	17	17	Waited on Loco, time lost by Driver and detained at meeting Stations.
		211	20	50	21	15	25	Detained at meeting Stations.
	20	107	11	45	12	0	15	Detained at meeting Stations.
	22	107	11	45	12	5	20	Detained at meeting Stations.
	23	123	2	46	3	5	19	Waited on Loco and detained at Kundamangulam by Customs.
	26	213	23	50	1	3	73	Waited on Loco and detained at meeting Stations.
		89	21	45	22	0	15	Waited at [illegible] for [illegible] [illegible] train.
	27	93	12	20	12	50	30	Waited at [illegible] for [illegible] [illegible]

Return of late trains.

Down trains.

Date. 1894		No. of trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.
May	19	100	10	35	10	55	20	Detained at meeting stations and time lost by caution signals.
		212	19	45	20	10	25	Engine running tender foremost.

Up trains.

Date. 1894		No. of trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.
May	28	25	21	20	21	37	17	Time lost by driver & shunting.
	29	41	13	30	13	45	15	Loading and shunting.
		107	11	45	12	5	20	Detained at meeting stations.
	30	15	10	30	11	8	38	Time lost by driver, waited on loco and detained at meeting stations.

The Madras Railway trains arrived at [illegible] late on 15 days, 12 days [illegible]
The Madras Railway trains arrived at [illegible] late on 2 days,
The Madras Railway trains arrived at [illegible]

[illegible] the 18th, the scheduled time [illegible]
[illegible] the 17th, the scheduled time [illegible]

Traffic Manager.

TRAFFIC MANAGER'S OFFICE,
Trichinopoly, 5 July 1894.

SOUTH INDIAN RAILWAY.

including Mayavaram-Mutupet Section

ABSTRACT AND RETURN OF LATE TRAINS

for the month of June *1894.*

SOUTH INDIAN RAILWAY.

RETURN OF LATE TRAINS.

Abstract for June 1894

Description and Number.		Late Minutes.						Total minutes late.	Percentage of late trains.	Remarks.
		15 minutes.	Above 15 and not exceeding 30 mts.	Above 30 and not exceeding 60 mts.	Above 60 and not exceeding 90 mts.	Above 90 mts.	Total.			
No. 13 & 62 Madras and Chingleput — Mail & Mixed	60	.	.	.	.	.	.	.	.	
15 & 28 Madras and Tuticorin — Mail	60	.	1	1	.	.	2	54	3·33	
31 & 44 Madras and Tuticorin — do	60	.	.	.	.	.	.	.	.	
25 & 58 Beach to Villupuram & Villupuram to Madras — Mixed	60	.	.	.	.	.	.	.	.	
35 & 56 Beach and Pallavaram — Passenger	60	.	.	.	.	.	.	.	.	
211 & 212 Madras and Pallavaram — do	60	.	.	.	.	.	.	.	.	
Carried over...	360	.	1	1	.	.	2	54	·55	

Down trains.	15 mts. late.	30 mts. late.	60 mts. late.	90 mts. late.	In excess of 90 mts. late.	Total in month late.
No. 62 train	.	.	.	.	.	.
" 25	.	.	.	.	.	.
" 14	.	.	.	.	.	.
" 58	.	.	.	.	.	.
" 56	.	.	.	.	.	.
" 212	.	.	.	.	.	.
" 40	1	2	.	.	.	3
" 145	.	.	1	.	.	1
" 2	.	.	1	.	.	1
" 88	.	.	.	.	.	
" 74	.	.	.	.	.	
" 90	2	9	3	.	.	14
" 100	.	20	7	.	.	27
" 110	.	4	.	.	.	4
" 214	1	5	1	.	.	7
" 116	.	.	.	.	.	
" 112	.	1	1	.	.	2
" 144	.	.	.	.	.	

ABSTRACT OF LATE TRAINS.

Description and Number.		Late Minutes.						Total minutes late.	Percentage of late trains.	Remarks.
		15 minutes.	Above 15 and not exceeding 30 mts.	Above 30 and not exceeding 60 mts.	Above 60 and not exceeding 90 mts.	Above 90 mts.	Total.			
Brought forward ...	360	.	1	1	.	.	2	54	.55	250 mts. time lost by caution signals 8m mts, Awaiting trains at Junctions 27 mts.
No. 1 & 40 Villupuram and Trichy Fort — Exps	60	4	3	2	.	.	9	207	15.00	
41 & 145 Mayavaram and Negapatam — do	60	3	6	2	.	.	11	271	18.33	
43 & 2 Negapatam and Madura — do	60	.	1	1	.	.	2	62	3.33	
85 & 88 Chingleput and Tirupati North — do	60	.	.	.	.	.	.	.	.	
93 & 94 — do — and — do — do	60	.	.	.	.	.	.	.	.	
87 & 90 Vellore and Villupuram — do	60	4	14	3	.	.	21	484	35.00	
97 & 100 Vellore to Villupuram and Pondicherry to Vellore — do	60	1	20	8	.	.	29	754	48.33	
107 & 110 Dharmavaram and Pakala — do	60	2	9	2	.	.	13	310	21.66	
213 & 214 — do — and — do — do	60	2	6	1	.	.	9	183	15.00	
111 & 116 Chingleput and Arkonam — do	60	.	.	.	.	.	.	.	.	
113 & 112 — do — and — do — Mail	60	.	1	1	.	.	2	62	3.33	Defective engines account for 26 mts, waited on [illegible] 67 mts, shunting detentions at [illegible] by Customs 29 mts, and waited on Foreign
123 & 144 Pondicherry and Villupuram Mail Exps	60	.	2	.	.	.	2	49	3.33	
132 Villupuram to Pondicherry — do	30	.	.	.	.	.	.	.	.	
141 & 146 Negapatam and Tanjore — Exps & Mail	60	1	.	.	.	.	1	15	1.67	
153 & 156 — do — and Tanjore — Mail	60	.	.	.	.	.	.	.	.	
167 & 184 Trichy J. and Erode — do	60	.	.	.	.	.	.	.	.	
179 & 170 — do — and — do — do	60	.	.	.	.	.	.	.	.	
193 & 198 Maniyachi and Tinnevelly — Mail & Exps	60	.	.	.	.	.	.	.	.	
197 & 200 — do — and — do — Exps & Mail	60	.	.	.	.	.	.	.	.	
201 & 204 — do — and — do — Mail & Exps	60	.	.	.	.	.	.	.	.	
205 & 208 — do — and — do — Exps & Mail	60	.	.	.	.	.	.	.	.	
215 & 216 Mayavaram and Negapatam — Exps	60	.	.	.	.	.	.	.	.	
219 & 220 — do — and Muthupet — do	60	.	2	.	.	.	2	48	3.33	
223 & 218 — do — and Tiruvalur — do	60	.	.	.	.	.	.	.	.	
225 & 226 — do — and Negapatam — do	60	.	.	.	.	.	.	.	.	
Total ...	1730	17	65	21	.	.	103	2499	5.95	

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. 132 train	.	.	.	.	.	.
" 146	1	.	.	.	.	1
" 184	.	.	.	.	.	.
" 170	.	.	.	.	.	.
" 198	.	.	.	.	.	.
" 200	.	.	.	.	.	.
" 204	.	.	.	.	.	.
" 208	.	.	.	.	.	.
" 216	.	.	.	.	.	.
" 220	.	.	.	.	.	.
" 218	.	.	.	.	.	.
" 226	.	.	.	.	.	.
Up trains.						
No. 13 train	.	.	.	.	.	.
" 15	.	1	1	.	.	2
" 31	.	.	.	.	.	.
" 25	.	.	.	.	.	.
" 35	.	.	.	.	.	.
" 211	.	.	.	.	.	.
" 1	3	1	2	.	.	8
" 41	3	6	1	.	.	10
" 43	.	1	.	.	.	1
" 85	.	.	.	.	.	.
" 93	.	.	.	.	.	.
" 57	2	5	.	.	.	7
" 97	1	.	1	.	.	2
" 107	2	5	2	.	.	9
" 213	1	1	.	.	.	2
" 111	.	.	.	.	.	.
" 113	.	.	.	.	.	.
" 123	.	2	.	.	.	2
" 141	.	.	.	.	.	.
" 153	.	.	.	.	.	.
" 169	.	.	.	.	.	.
" 179	.	.	.	.	.	.
" 193	.	.	.	.	.	.
" 197	.	.	.	.	.	.
" 201	.	.	.	.	.	.
" 205	.	.	.	.	.	.
" 215	.	.	.	.	.	.
" 219	.	2	.	.	.	2
" 223	.	.	.	.	.	.
" 225	.	.	.	.	.	.

SOUTH INDIAN RAILWAY.

Return of late trains for the Month of June 1894

Down trains.

Date. 1894.		No. of Trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.
June	1	90	21	45	22	15	20	Detained at meeting stations and time lost by caution signals & driver.
		100	10	35	10	55	20	Detained at meeting stations and time lost by Caution signals.
	2	100	10	35	10	59	24	Detained at meeting stations and time lost by caution signals.
		110	0	35	0	52	17	Detained at meeting stations, time lost by driver and loading.
		214	12	30	12	51	21	Detained at meeting stations.
	3	100	10	35	11	5	30	[illegible] and time lost by Caution signals.
		214	12	30	13	8	38	Detained at meeting stations, waited on Loco and time lost by driver.
	4	100	10	35	10	55	20	Detained at meeting stations and time lost by Caution signals
		112	8	45	9	23	38	[illegible]
	5	100	10	35	10	55	20	Detained at meeting stations and time lost by Caution signals.
	6	100	10	35	10	57	22	Detained at meeting stations and time lost by Caution signals.
		145	18	20	18	54	34	Shunting, loading, and detained at meeting stations.
	7	100	10	35	10	55	20	Detained at meeting stations and time lost by Caution signals.
	8	100	10	35	10	55	20	Detained at meeting stations and time lost by Caution signals.

Up trains.

Date. 1894.		No. of Trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.
June	1	97	12	10	12	42	32	Time lost by Caution Signals & driver and waited on Loco.
	2	1	17	5	17	20	15	Detained at meeting stations & Shunting.
		41	13	30	13	45	15	Shunting.
		89	21	45	22	5	20	Time lost by Caution Signals and detained at meeting stations.
		107	11	45	12	10	25	[illegible] by train, and detained at meeting stations.
	3	15	10	30	11	8	38	Engine defective, waited on Loco, and detained at meeting stations.
		41	13	30	13	48	18	Detained at meeting stations & Shunting.
	4	89	21	45	22	5	20	Detained at meeting stations & Shunting.
	5	89	21	45	22	0	15	Detained at meeting stations & Shunting.
	6	107	11	45	12	0	15	[illegible] by train, and detained at meeting stations.
	7	123	2	46	3	16	30	Waited on Loco, Shunting and detained at Kandamangalam by Customs.
	8	107	11	45	12	9	24	[illegible] by train, Shunting and time lost by driver.
	9	41	13	30	14	1	31	Shunting.
	10	1	17	5	17	25	20	Detained at meeting stations, time lost by driver and waited on Loco.

Return of late trains.

Down trains.

Date. 1894.		No. of Trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.
June	5	46	7	55	8	10	15	Detained at meeting stations and time lost by caution signals.
	9	100	10	35	11	1	26	Detained at meeting stations and time lost by Caution Signals.
	10	100	10	35	10	55	20	Detained at meeting stations and time lost by Caution Signals.
	11	100	10	35	11	2	27	Detained at meeting stations and time lost by Caution Signals.
	12	90	21	55	22	29	34	Shunting, heavy parcels and time lost by caution Signals.
		100	10	35	11	4	29	Detained at meeting stations and time lost by Caution Signals.
		110	0	35	0	54	19	Passengers, Shunting & waited on Loco.
	13	90	21	55	22	21	26	Shunting, detained at meeting stations and time lost by caution signals.
		100	10	35	11	7	32	Detained at meeting stations and time lost by Caution Signals.
	14	90	21	55	22	15	20	Heavy Parcels and time lost by Caution Signals.
		100	10	35	11	10	35	Detained at meeting stations and time lost by Caution Signals.
		112	8	45	9	9	24	[illegible]
		214	12	30	12	45	15	Detained at meeting stations and time lost by driver.
	15	90	21	55	22	15	20	Waited on Loco, detained at meeting stations and time lost by Caution Signals.
		100	10	35	11	7	34	Detained at meeting stations and time lost by Caution Signals.
	16	90	21	55	22	26	31	Detained at meeting stations, time lost by Caution Signals and Passengers.

Up trains.

Date. 1894.		No. of Trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.
June	10	219	15	40	16	1	21	Shunting and time lost by Caution Signals.
	11	41	13	30	14	20	50	Loading, detained at meeting stations and time lost by driver.
		97	12	10	12	25	15	Detained at meeting stations & Loading.
		219	15	40	16	7	27	Detained at meeting stations and time lost by Caution Signals.
	12	1	17	5	17	20	15	Shunting and time lost by driver.
	13	1	17	5	17	46	41	Waited on Loco, Shunting and Engine defective.
		89	21	45	22	8	23	[illegible] detained at meeting stations & Shunting.
	14	1	17	5	17	20	15	Passengers and Shunting.
		107	11	45	12	9	24	Detained at meeting stations.
	15	15	10	30	10	46	16	Time lost by driver and Caution Signals waited on Loco and detained at meeting stations.
		41	13	30	13	50	20	Shunting.
	16	107	11	45	12	29	44	[illegible] and detained at meeting stations.
		213	23	50	0	5	15	[illegible]
	17	41	13	30	13	55	25	Shunting and waited on Loco.

Return of late trains.

Down trains.

Date. 1894.		No. of Trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.
June	16	100	10	35	11	11	36	Detained at meeting stations and time lost by caution signals.
		110	0	35	0	53	18	Detained at meeting stations.
		214	12	30	12	58	28	Detained at meeting stations and time lost by driver.
	17	40	20	25	20	45	20	Shunting and Road side goods.
		90	21	55	22	14	19	Detained at meeting stations and time lost by caution signals.
		100	10	35	11	3	28	Detained at meeting stations and time lost by caution signals.
		110	0	35	0	51	16	Detained at meeting stations.
	18	90	21	55	22	15	20	Shunting and time lost by caution signals.
		100	10	35	11	5	30	Detained at meeting stations and time lost by caution signals.
	19	90	21	55	22	10	15	Time lost by caution signals.
		100	10	35	11	9	34	Detained at meeting stations and time lost by caution signals.
	20	2	17	55	18	39	44	Detained at meeting stations.
		40	20	25	20	40	15	Detained at meeting stations.
		90	21	55	22	16	21	Passengers and time lost by caution signals.
		100	10	35	11	7	32	Detained at meeting stations and time lost by caution signals.
	21	90	21	55	22	41	46	Detained at meeting stations, waited on loco, and time lost by caution signals.
		100	10	35	11	3	28	Detained at meeting stations and time lost by caution signals.
		214	12	30	12	46	16	Detained at meeting stations and time lost by driver.
	22	40	20	25	20	41	16	Loading.
		90	21	55	22	10	15	Shunting, detained at meeting stations and time lost by caution signals.
		100	10	35	10	55	20	Detained at meeting stations and time lost by caution signals.

Up trains.

Date. 1894.		No. of Trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.
June	17	107	11	45	12	30	45	[illegible] and owing to train parted between Kalasamudram and Kadri.
		213	23	50	0	6	16	Heavy loading and time lost by driver.
	19	43	19	5	19	23	18	Waited on loco and detained at meeting stations.
	20	1	17	5	17	55	50	Shunting, time lost by driver and waited on loco.
		107	11	45	12	5	20	Detained at meeting stations.
	21	41	13	30	13	45	15	Delay by traffic
		89	21	45	22	5	20	Time lost by caution signals, shunting and Passengers.
	22	89	21	45	22	13	28	Detained at meeting stations, time lost by caution signals and shunting.
		107	11	45	12	0	15	[illegible], and shunting.
	24	41	13	30	13	48	18	Shunting.
		89	21	45	22	0	15	Detained at meeting stations and time lost by caution signals.
	25	41	13	30	13	49	19	Shunting.
	26	123	2	46	3	5	19	Waited on loco, shunting and detained at Kandamangalam by Customs.

Return of late trains.

Down trains.

Date. 1894.		No. of trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.
June	23	100	10	35	10	57	24	Detained at meeting stations and time lost by caution signals.
	24	90	21	55	22	25	30	[illegible] shunting, and time lost by caution signals.
		100	10	35	10	57	22	Detained at meeting stations and time lost by caution signals.
	26	90	21	55	22	21	26	[illegible] time lost by caution signals & shunting.
		214	12	30	12	47	17	Detained at meeting stations & shunting.
	27	100	10	35	11	7	32	Detained at meeting stations and time lost by caution signals.
	28	214	12	30	12	47	17	Detained at meeting stations.
	29	100	10	35	11	1	26	Detained at meeting stations and time lost by caution signals.
	30	100	10	35	10	51	16	Detained at meeting stations and time lost by caution signals.

[illegible] trains arrived at [illegible] late on [illegible]

[illegible] trains arrived at [illegible]

[illegible] trains arrived at [illegible]

[illegible] trains arrived at [illegible]

Up trains.

Date. 1894.		No. of trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.
June	28	107	11	45	12	13	28	[illegible] and detained at meeting stations.
	30	41	13	30	13	56	26	Shunting.

[illegible]

[illegible]

TRAFFIC MANAGER'S OFFICE,
Trichinopoly, 27th July 1894.

Traffic Manager.

No. 415/A R dated 3rd Aug 1894

A

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following

Statement of late trains on the South Indian Railway including M. M. etc for the quarter ended the 30th June 1894 — H. E. No 4-8-94

Recorded.

2. During the quarter under review 4.78 per cent of all trains on the South Indian Railway ran late; showing a slight improvement over the corresponding quarter of 1893 in which the percentage was 5.90. But the unpunctuality is attributable to the reduced speed of the trains over the portions of the line breached in November last and also to delay on account of

of traffic.

3. The trains chiefly at fault were:—

Villupuram & Trichinopoly Fort — mixed
Mayavaram & Negapatam — do
Dharmavaram & Pakala — do
Nellore & Villupuram — do
Do — Do by Pondicherry to Nellore — do
Pondicherry & Villupuram — mail & do
Mayavaram & Mutupet — do

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

DESPATCHED
10 AUG. 94

To Agent S. I. Ry

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

Statement of late trains, South Indian Railway, for the quarter ended 30th June 1893.

[Statement.

STATEMENT of late trains on the South Indian Railway for the quarter ended 30th June 1893.

No.	Description.	APRIL 1893.									MAY 1893.									JUNE 1893.									Average for the quarter.
		Number of trains.	Late minutes.						Total minutes late.	Percentage of late trains.	Number of trains.	Late minutes.						Total minutes late.	Percentage of late trains.	Number of trains.	Late minutes.						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.			
16. 28.	Madras and Tuticorin .. (Mail)	60	..	3	2	1	..	6	227	10·00	62	1	..	2	..	..	3	90	4·84	60	1	6	..	2	..	7	285	15·00	9·95
31. 14.	Do. do. .. (Do.)	60	..	..	2	1	..	3	153	5·00	62	..	4	3	1	..	8	271	12·90	60	1	3	2	..	1	7	278	11·67	9·86
13. 62.	Madras and Chingleput (Mail and Mixed)	60	..	..	..	..	..	..	..	..	62	1	..	..	..	..	1	15	1·61	60	..	..	..	..	..	..	..	..	·54
25. 58.	Beach to Villupuram and Villupuram to Madras .. (Mixed)	60	..	1	..	..	..	1	16	1·67	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	·56
35. 66.	Beach and Pallávaram .. (Passenger)	60	2	..	..	..	..	2	30	3·33	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	1·11
3. 62.	Chingleput and Villupuram .. (Mixed)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1. 40.	Villupuram and Trichinopoly Junction .. .. (Do.)	60	..	4	1	1	1	7	307	11·67	62	4	9	2	..	1	16	618	25·80	60	1	4	7	..	2	14	871	23·33	20·27
41. 145	Máyavaram and Negapatam .. (Do.)	60	4	5	7	..	..	16	448	26·67	62	..	1	3	..	1	5	296	8·06	60	1	3	3	..	1	8	342	13·33	16·02
107. 110.	Dharmavaram and Pákala (Do.)	60	2	5	..	..	..	7	150	11·67	62	3	4	..	..	1	8	601	12·90	60	2	6	3	..	1	12	612	20·00	14·86
103. 104.	Do. and Kadiri .. (Do.)	60	1	..	..	..	..	1	15	1·67	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	·56
89. 90.	Nellore and Villupuram .. (Do.)	60	..	..	..	..	..	..	..	..	62	1	2	..	..	..	3	60	4·84	60	..	..	..	..	..	..	..	..	1·61
97. 100.	Do. to do. and Pondicherry to Nellore .. (Do.)	60	..	1	..	..	..	1	26	1·67	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	·56
85. 68.	Rénigunta and Tirupati west (Do.)	60	1	..	..	..	..	1	15	1·67	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	·56
93. 102.	Do. do. (Do.)	60	..	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..
105. 116.	Chingleput and Arkonam (Do.)	60	1	1	..	..	..	2	43	3·33	62	1	..	1	..	..	2	63	3·23	60	..	..	..	..	..	..	..	..	2·19
113. 112.	Do. do. (Mail)	60	3	..	1	..	..	4	85	6·67	62	1	2	..	..	..	3	67	4·84	60	1	1	1	..	..	3	67	5·00	5·50
123. 144.	Pondicherry and Villupuram (Mail and Mixed).	60	1	2	1	..	..	4	93	6·67	62	2	..	..	..	..	2	30	3·23	60	1	4	..	..	..	5	100	8·33	6·08
132.	Villupuram to Pondicherry .. (Do.)	30	..	..	..	..	..	..	..	..	31	..	..	..	..	..	..	..	..	30	..	..	..	..	..	..	..	..	..
141. 146.	Negapatam and Tanjore. (Mixed and Mail).	60	1	2	1	1	3	8	682	13·33	62	4	2	1	..	..	7	141	11·29	60	..	3	1	..	..	4	105	6·67	10·43
43. 2.	Negapatam and Madura .. (Mixed)	60	..	4	5	2	3	14	966	23·33	62	1	9	4	..	..	14	390	22·58	60	4	5	7	1	1	18	725	30·00	25·30
153. 156.	Do. do. .. (Mail)	60	..	2	..	..	..	2	50	3·33	62	1	2	1	..	1	5	217	8·06	60	1	2	..	..	1	4	168	6·67	6·02
169. 184.	Trichinopoly Junction and Erode (Do.)	60	1	1	..	..	..	2	36	3·33	62	1	..	..	..	..	1	15	1·61	60	..	1	..	..	..	1	30	1·67	2·20
179. 170.	Do. do. (Do.)	60	..	1	..	..	..	1	21	1·67	62	..	2	..	..	1	3	174	4·84	60	..	1	1	..	..	2	64	3·33	3·28
193. 198.	Maniyáchi and Tinnevelly .. (Mail and Mixed)	60	1	..	..	..	..	1	15	1·67	62	1	..	..	..	..	1	15	1·61	60	..	..	..	..	..	..	..	..	1·09
201. 204.	Do. do. .. (Mail and Mixed)	60	..	..	..	..	..	..	..	..	62	..	3	..	..	..	3	51	4·84	60	..	1	..	..	..	1	17	1·67	2·17
197. 200.	Do. do. .. (Mixed and Mail)	60	1	..	..	..	..	1	15	1·67	62	2	3	..	..	..	5	81	8·86	60	3	..	..	..	..	3	45	5·00	5·18
205. 203.	Do. do. .. (Mixed and Mail)	60	..	..	..	..	..	..	..	..	62	3	1	..	..	..	4	73	6·45	60	1	2	2	..	..	5	127	8·33	4·93
	Total ..	1,530	19	32	20	6	7	84	3,392	5·49	1,581	27	44	17	1	5	94	3,158	5·95	1,530	17	42	27	3	7	96	3,836	6·27	5·90

CHEPÁK,
10th August 1893.

for Consulting Engineer for Railways.

No. 262.

Endorsement from the Consulting Engineer for Railways, dated 11th August 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 5·90 per cent. of all trains on the South Indian Railway including the Villupuram-Guntakal section ran late, showing a slight improvement over the corresponding quarter of 1892 in which the percentage was 6·01.

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

Madras to Tuticorin (2 mails).
Villupuram to Trichinopoly junction (mixed).
Máyavaram to Negapatam (mixed).
Dharmavaram to Pákala (do.).
Pondicherry to Villupuram (mail and mixed).
Negapatam to Tanjore (mail and mixed).
Negapatam to Madura (mail and mixed).

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

5. The total of 10,386 minutes late is made up as follows:—

	Minutes.
By defective engines	2,537
By detention on account of locomotives	1,204
By slow driving	879
By detention on account of foreign trains	256
By do. of Engineering Department	363
By do. at Kandamangalam by customs	69
By caution signals	38
By traffic	5,040

Order—dated 23rd August 1893, No. 1113 R., Public Works.

Recorded.

(True Extract.)

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

To the Consulting Engineer for Railways.

Exd. C. A. Munisawmy.
Spare Copies

RAILWAY.

Gobt. of {1893} Madras.

PUBLIC WORKS.

Dated August, 23*rd*.

Recd. *Encl.*

G.O., 23rd Aug. 1893, No. 1113 R.

AUGUST.

Late Trains, South Indian Railway

Recording note by the Consulting Engineer on the statement of — for the second quarter of 1893.