Public Works (1899) Department.

RAILWAY BRANCH.

G.O., No. 627 Ry

DATED 1st June 1899.

100/2

[Despatch Abstract.]

Late Trains

Recording with remarks the statement of — on the Madras Railway for the quarter ended the 31st March 1899.

Indexed

BACK PAPERS.

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

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RAILWAY.

Government (1899) of Madras.

PUBLIC WORKS.

Recd. } 1899.
Regd.

Enclosures
Spare copies

G.O., No. 627 Ry., 1st June 1899.

JUNE.

Late Trains

Recording, with remarks, the statement of — on the Madras Railway for the quarter ended the 31st March 1899.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers :—

From—The Agent and Manager, Madras Railway Company.
To—The Consulting Engineer for Railways, Madras.
Dated—Madras, 23rd March 1899, No. 11583/311.

From—The Agent and Manager, Madras Railway Company.
To—The Consulting Engineer for Railways, Madras.
Dated—Madras, 25th April 1899, No. 11583/475.

From—The Agent and Manager, Madras Railway Company.
To—The Consulting Engineer for Railways, Madras.
Dated—Madras, 25th May 1899, No. 11583/592.

Statement of Late Trains on the Madras Railway for the quarter ended the 31st March 1899.

[*Statement.*

Recd.

Regd.

STATEMENT of Late Trains on the Madras Railway for the Quarter ended the 31st March 1899.

Description.	January 1899.									February 1899.									March 1899.									
		Late (minutes).									Late (minutes).									Late (minutes).								
	Number of trains.	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.	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.	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.
South-West Line (Mail)	62	..	2	20	4	2	28	1,482	45·16	56	..	..	17	2	..	19	870	33·92	62	..	2	15	1	8	26	1,868	41·93	40·34
Podanur and Calicut (Mixed) ..	62	..	..	1	2	2	5	468	8·06	56	..	..	5	2	4	11	957	19·64	62	..	..	4	1	4	9	758	14·51	14·07
Tirur and Calicut (Mixed) ..	62	..	..	..	..	..	..	..	..	56	..	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	..
Madras and Mettupalaiyam (Passenger)	62	..	4	17	4	3	28	1,532	45·16	56	..	4	24	2	7	37	2,175	66·07	62	..	3	32	4	2	41	2,075	66·12	59·12
North-West Line (Mail)	62	..	5	7	1	1	14	616	22·58	56	..	1	12	2	3	18	1,142	32·14	62	..	2	4	1	..	7	294	11·29	22·00
Madras-Gooty (Passenger)	62	..	1	10	1	..	12	503	19·35	56	..	1	4	..	..	5	185	8·92	62	..	4	9	..	..	13	493	20·96	16·41
Madras-Raichur (Mixed)	62	..	..	2	..	1	3	513	4·84	56	..	..	..	..	..	..	..	..	62	..	..	1	2	..	3	185	4·83	3·22
Bangalore Branch (Mail)	62	..	2	2	..	..	4	146	6·45	56	..	..	1	..	..	1	42	1·78	62	..	..	2	..	..	2	80	3·22	3·82
Do. do. (Passenger) ..	62	..	..	..	..	..	..	..	..	56	..	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	..
Nilgiri Branch (Mail)	62	..	..	9	10	7	26	2,064	41·94	56	..	..	11	7	..	18	998	32·14	62	..	1	11	4	8	24	1,988	38·70	37·59
Total ..	620	..	14	68	22	16	120	7,324	19·35	560	..	6	74	15	14	109	6,369	19·46	620	..	12	78	13	22	125	7,741	20·16	19·66

MADRAS,
28th May 1899.

J. C. LYLE,
for Consulting Engineer for Rys.

Order—No. 627 Ry., dated 1st June 1899.

Recorded.

2. During the quarter under review, 19·66 per cent. of all trains ran late showing a much less favourable result than that of the corresponding quarter of 1898, in which the percentage was 6·50. The increase was mainly due to the late arrival of some of the trains on account of the examination of passengers under the Epidemic Diseases Act.

3. The trains chiefly at fault were—

South-West Line (Mail).
Madras and Mettupalaiyam (Passenger).
North-West Line (Mail).
Nilgiri Branch (Mail).

(True Extract.)

Francis J. E. Spring,
Joint Secretary.

To the Agent and Manager, Madras Railway.
„ Consulting Engineer for Railways.

Exd. P. Seetharam.

(C. 3.) 1,000—26 10·94

Madras Railway Company,

AGENT & MANAGER'S OFFICE,

Madras,

CONSULTING ENGINEER FOR RAILWAYS
RECEIVED
24 MAR 1899
MADRAS

1559
24-3-99

From

THE AGENT AND MANAGER,
M. R. Co.

To

The Consulting Engineer
for Railways,
Madras.

Dated 23rd } March 1899.
Received

No. 11583/311

The undersigned has the honor to forward herewith the return of Late Trains for the month of January 1899.

Enclo/one.

Agent and Manager.

Madras Railway

Return of Late Trains abstract for the month of January 1899

Description of trains	No of trips	Late mts					Total	Total mts late	Percentage of late trains
		15 mts	above 15 & under 30	above 30 & under 60	above 60 & under 90	above 90			
South West Line mail	62	-	2	20	4	2	28	1482	45.16
Podanur - Calicut mixed	62	-	-	1	2	2	5	468	8.06
Tirur - Calicut do	62	-	-	-	-	-	-	-	-
Madras - Mettupalayam Pass	62	-	4	17	4	3	28	1532	45.16
North West Line mail	62	-	5	7	1	1	14	616	22.58
Madras - Gooty Pass	62	-	1	10	1	-	12	503	19.35
Madras - Raichur mixed	62	-	-	2	-	1	3	573	4.84
Bangalore Branch mail	62	-	2	2	-	-	4	146	6.45
Do Do Pass	62	-	-	-	-	-	-	-	-
Nilgiri Branch mail	62	-	-	9	10	7	26	2064	41.94
Total	620	-	14	68	22	16	120	7324	19.35

Remarks

Examination under E. S. Act
also for 5993 mts.
Engine failure for 678 mts
and waiting for foreign
Ry trains 126 mts.

Up trains	15 mts	above 15 & under 30	above 30 & under 60	above 60 & under 90	above 90	Total
9.40	-	2	13	3	1	19
12/20	-	-	-	-	-	-
18/0	-	-	-	-	-	-
20/25	-	2	13	4	3	22
15/0	-	2	7	1	1	11
21/10	-	1	10	1	-	12
0/5	-	-	2	-	-	2
19/50	-	-	-	-	-	-
6.25	-	-	-	-	-	-
15/0	-	-	-	-	-	-
Down trains						
18.15	-	-	7	1	1	9
3.20	-	-	1	2	2	5
7.15	-	-	-	-	-	-
6.45	-	2	4	-	-	6
18.45	-	3	-	-	-	3
9/-	-	-	-	-	-	-
13/30	-	-	-	-	1	1
1/15	-	2	2	-	-	4
13/43	-	-	-	-	-	-
8/0	-	-	9	10	7	26

Madr

Return of Late Trains for the

Date		Train		Proper time of arrival		Actual time of arrival		Late mts	Cause of detention
1899									
January	18	20	25	18	45	19	35	50	Examination under E D Act
		21	10	15	20	16	0	40	Do Do
	19	9	40	7	0	7	30	30	Do Do
		20	25	18	45	19	25	40	Do Do
		21	10	15	20	15	50	30	Do Do
	20	20	45	18	45	19	40	55	Do Do
		21	10	15	20	15	59	39	Do Do
	21	9	40	7	0	7	37	37	Do Do
		20	45	18	45	20	47	122	Examination under E D Act + Engine disabled at 125/16 mile
		21	10	15	20	16	23	63	Examination under E D Act
	22	15	0	6	15	6	43	28	Do Do
		20	25	18	45	19	52	67	Do Do
		21	10	15	20	15	55	35	Do Do
	23	20	25	18	45	19	21	36	Do Do
		21	10	15	20	16	2	42	Do Do
	24	20	25	18	45	19	24	39	Do Do
	25	20	25	18	45	19	24	39	Do Do
		21	10	15	20	16	5	45	Do Do
	26	20	25	18	45	19	18	33	Do Do
	28	9	40	7	0	7	30	30	Do Do
		20	25	18	45	19	35	50	Do Do
	29	9	40	7	0	7	42	42	Do Do
		15	0	6	15	7	5	50	Do Do + waited for G I P
		20	25	18	45	19	45	60	Examination under E D Act
	30	15	0	6	15	6	42	27	Do Do
		20	25	18	45	19	35	50	Do Do
		9	40	7	0	8	0	60	Do Do
	31	9	40	7	0	7	33	33	Do Do
		15	0	6	15	8	12	117	Examination under E D Act waited for foreign Railways & time lost by driver

Traffic Manager's Office }
Madras 27th March 1899 }

Agent and Mana

Original

Madras Railway

Return of Late Trains for the month of January 1899

Date	Train	Proper time of arrl	Actual time of arrl	Late mts	Cause of detention
1899					
Jany 1	9 40	7 0	8 40	100	Examination under E D Act & [illegible]
	15 0	6 15	6 56	41	Examination under E. D Act.
2	9 40	7 0	8 2	62	Do Do & at Meeting Station
	15 0	6 15	6 49	34	Examination under E D Act
4	9 40	7 0	7 40	40	Do Do
	15 0	6 15	7 0	45	Do Do
5	20 25	18 45	19 15	30	Do Do
6	9 40	7 0	7 40	40	Do Do
	15 0	6 15	6 52	37	Do Do
	0 5	9 25	10 6	41	Do Do
8	20 25	18 45	20 25	100	Do Do
	21 10	15 20	16 12	52	Do Do
9	20 25	18 45	20 0	75	Do Do
	9 40	7 0	7 45	45	Do Do
10	9 40	7 0	7 40	40	Do Do
	20 25	18 45	20 3	78	Do Do
11	20 25	18 45	19 45	60	Do Do
	9 40	7 0	8 17	77	Do Do & waited for [illegible]
	15 0	6 15	7 0	45	Examination under E. D Act
	21 10	15 20	15 55	35	Do Do
12	9 40	7 0	7 57	57	Do Do
	0 5	9 25	10 12	47	Do Do
13	20 25	18 45	19 15	30	Do Do
14	9 40	7 0	7 43	43	Do Do
	20 25	18 45	19 25	40	Do Do
15	9 40	7 0	7 55	55	Do Do
	15 0	6 15	6 55	40	Do Do
	[illegible] 25	18 45	19 53	68	Do Do
	[illegible]	15 20	16 15	55	Do Do
16	9 40	7 0	7 50	50	Do Do
	20 25	[illegible]	[illegible]	60	Do Do
	21 10	15 20	[illegible]	24	Do Do
17	9 40	7 0	7 35	35	Do Do
	20 25	18 45	20 20	95	Do Do
	21 10	15 20	15 53	33	Do Do
18	15 0	6 15	7 20	65	Examination under E. D Act
	9 40	7 0	8 27	87	Do Do

Date	Train	Proper time of arrl	Actual time of arrl	Late mts	Cause of detention
1899					
Jany 1	18 15	14 9	14 53	44	Examination under E. D. Act
	8 0	9 24	11 4	100	Do Do Do Do
2	8 0	9 24	10 57	93	Late arrival of No. 42 Mail at Jolarpet
	1 15	6 46	7 40	54	Examination under E D Act
4	8 0	9 24	10 17	53	Do Do
5	8 0	9 24	9 59	35	Do Do
6	8 0	9 24	10 30	66	Do Do
7	8 0	9 24	10 4	40	Do Do
8	8 0	9 24	10 9	45	Do Do
	6 45	5 15	5 45	30	Waited for [illegible] at Guntakal
9	18 45	9 30	9 59	29	Examination under E D Act
10	6 45	5 15	6 0	45	Do Do
	8 0	9 24	10 38	74	Do Do
11	8 0	9 24	10 42	78	Do Do
12	8 0	9 24	10 35	71	Do Do
	18 15	14 9	14 41	32	Do Do
13	6 45	5 15	6 15	60	Do Do
	18 15	14 9	14 55	46	Do Do
	8 0	9 24	11 10	106	Do Do
14	8 0	9 24	10 49	85	Do Do
	3 20	12 45	13 38	53	Do Do
	18 15	14 9	14 42	33	Do Do
15	18 15	14 9	15 24	55	Do Do
	8 0	9 24	10 54	90	Do Do
16	18 15	14 9	16 48	159	Do Do
	8 0	9 24	11 5	101	[illegible]
	13 30	1 15	8 20	425	Engine disabled at 301/13 [illegible] E D Act
17	6 45	5 15	6 0	45	Examination under E D Act
	8 0	9 24	12 49	205	Late arrival of 18/15 Mail [illegible] under E D Act
	3 20	12 45	13 50	65	Examination under E D Act
	1 15	6 46	7 20	34	Do Do
18	6 45	5 15	5 45	30	Do Do
	18 15	14 9	15 12	63	Do Do
	8 0	9 24	10 24	60	Do Do
	3 20	12 45	13 58	73	Do Do
19	1 15	6 46	7 15	29	Do Do
	6 45	5 15	6 0	45	

Railway

month of January 1899

Date	Train	Proper time of arvl	Actual time of arvl	Late mts	Cause of detention
1899 Jany 19	8 0	9 24	11 25	121	Examination under E. D. Act
20	8 0	9 24	10 49	85	Do Do
21	8 0	9 24	10 15	51	Do Do
	3 20	12 45	15 6	141	Late arrival of No 31 & at meeting stations
22	8 0	9 24	10 24	60	Examination under E D Act
23	18 15	14 9	14 43	34	Do Do
24	8 0	9 24	10 49	85	Do Do
25	8 0	9 24	10 38	74	Do Do
26	1 15	6 46	7 15	29	Do Do
	8 0	9 24	10 40	76	Do Do
27	18 45	9 30	9 58	28	Waited for S M Ry at Guntakal
	8 0	9 24	10 19	55	Examination under E. D. Act
	3 20	12 45	15 1	136	At Stations & at meeting stations
30	18 45	9 30	10 0	30	Detaching B Van 116 bearing spring broken at Gooty
	18 15	14 9	16 2	53	Engine disabled at Arkonam
	8 0	9 24	9 55	31	Examination under E. D. Act
31	8 0	9 24	11 28	124	Late arrival of 18.15 mail and Examination under E D Act

for Traffic Manager

per.

(C. 3.) 1,000—26-10-94.

Madras Railway Company,
AGENT & MANAGER'S OFFICE,
Madras,

CONSULTING ENGINEER FOR RAILWAYS
RECEIVED
26 APR 1899
MADRAS.

From
THE AGENT AND MANAGER,
M. R. Co.

To
The Consulting Engineer
for Railways,
Madras.

Dated 25th April 1899.
Received

No. 11583
475

The undersigned has the honor to forward herewith the return of Late Trains for the month of February 1899.

for Agent and Manager.

Enclosure

Madras Railway

Return of Late Trains Abstract for the month of February 1899

Description of trains	No of trips	Late mins 15 mts	Above 15 & under 30	Above 30 & under 60	Above 60 & under 90	Above 90	Total	Total mts late	Percentage of late trains
South West Line mail	56	-	-	17	2	-	19	870	33·92
Podanur - Calicut mixd	56	-	-	5	2	4	11	957	19·64
Tirur - Calicut do	56	-	-	-	-	-	-	-	-
Madras - Mettapolium Pass	56	-	4	24	2	7	37	2175	66·07
North West Line mail	56	-	1	12	2	3	18	1142	32·14
Madras - Gooty Pass	56	-	1	4	-	-	5	185	8·92
Do - Raichur mixd	56	-	-	-	-	-	-	-	-
Bangalore Branch mail	56	-	-	1	-	-	1	42	1·78
Do do Pass	56	-	-	-	-	-	-	-	-
Nilgiri Branch mail	56	-	-	11	7	-	18	998	32·14
Total	560	-	6	74	15	14	109	6369	19·46

Remarks

Examination under E. D. Sect

A fee for 5301 mts

Defective Engine 8011

Time lost by Driver 201

Late running of } 139
Foreign train }

Up trains	15 mts	above 15 & under 30	above 30 & under 60	above 60 & under 90	above 90	Total
9.40	-	-	12	1	-	13
12.20	-	-	1	-	-	1
18/0	-	-	-	-	-	-
20.25	-	2	17	1	4	24
15/0	-	1	7	1	3	12
21.10	-	1	4	-	-	5
0/5	-	-	-	-	-	-
19.50	-	-	-	-	-	-
6/25	-	-	-	-	-	-
15/0	-	-	-	-	-	-
Down trains						
18.15	-	-	5	1	-	6
3.20	-	-	4	2	4	10
7.15	-	-	-	-	-	-
6.45	-	2	7	1	3	13
18.46	-	-	5	1	-	6
9-0	-	-	-	-	-	-
13/30	-	-	-	-	-	-
1/15	-	-	1	-	-	1
13/43	-	-	-	-	-	-
8/0	-	-	11	7	-	18

Madras R

Return of Late Trains for the Mo

Up trains

Date 1899		Train		Proper time of arrl		Actual time of arrl		Lost mts	Cause of detention
Feby	17	1	50	6	15	8	5	110	Examination under E. D Act
	18	1	50	6	15	7	0	45	Do Do + waited for G.L.
		20	25	18	45	21	32	167	Examination under E. D Act and Engine disabled at $\frac{156}{6}$ mile
		9	40	7	0	7	56	56	Examination under E. D Act
		12	20	22	10	23	0	50	At meeting stns
		21	10	15	20	15	52	32	Examination under E D Act + at station
	19	1	50	6	15	6	58	43	Do Do + waited for G.L.
		20	25	18	45	20	25	100	Examination under E. D Act
		9	40	7	0	7	55	55	Do Do
		21	10	15	20	15	53	33	Do Do
	20	20	25	18	45	19	25	40	Do Do
	21	20	25	18	45	19	33	48	Do Do
	22	20	25	18	45	19	35	50	Do Do
	23	20	25	18	45	19	15	30	Do Do
		9	40	7	0	7	32	32	Do Do
	24	20	25	18	45	19	20	35	Do Do
	26	20	25	18	45	19	25	40	Do Do
		1	50	6	15	6	45	30	Do Do
	27	20	25	18	45	19	25	40	Do Do
	28	20	25	18	45	19	35	50	Do Do
		21	10	15	20	16	0	40	Do Do

Traffic Manager's Office }
Madras 24th April 1899 }

Agent & Manager.
25.4.99.

"Original"

Madras Railway
Return of Late Trains for the month of February 1899

Up Trains

Date 1899	Train	Proper time of arrl	Actual time of arrl	Late mts	Cause of detention
Feby 1	20 25	18 45	19 40	55	Examination under E. D. Act
	9 40	7 0	8 7	67	Do Do
2	9 40	7 0	7 35	35	Do Do
3	20 25	18 45	19 25	40	Do Do
	15 0	6 15	6 53	38	Do Do
	9 40	7 0	7 38	38	Do Do
4	20 25	18 45	19 20	35	Do Do
5	15 0	6 15	6 55	40	Do Do
	9 40	7 0	7 32	32	Do Do
	20 25	18 45	19 20	35	Do Do
6	20 25	18 45	19 30	45	Do Do
	21 10	15 20	15 50	30	Do Do
7	20 25	18 45	19 40	55	Do Do
	15 0	6 15	6 53	38	Do Do
	9 40	7 0	7 32	32	Do Do
8	9 40	7 0	7 32	32	Do Do
	15 0	6 15	8 50	155	Engine disabled at Tadpatri
9	20 25	18 45	19 45	60	Line blocked at 183/4 mile the Engine of No. 17 having been disabled.
10	20 25	18 45	19 37	52	Examination under E. D. Act
	15 0	6 15	9 50	215	Engine disabled at Puttoor
11	20 25	18 45	19 15	30	Examination under E. D. Act
12	20 25	18 45	19 48	63	Do Do
	15 0	6 15	6 52	37	Do Do
	9 40	7 0	7 40	40	Do Do
13	15 0	6 15	6 55	40	Do Do
	20 25	18 45	20 50	125	Do Do
	9 40	7 0	7 50	50	Do Do
	21 10	15 20	16 10	50	Do Do
14	9 40	7 0	7 55	55	Do Do
	20 25	18 45	19 25	40	Do Do
15	20 25	18 45	20 20	95	Do Do
	9 40	7 0	7 31	31	Do Do
16	15 0	6 15	7 42	87	Do Do and time lost by Driver
17	20 25	18 45	19 20	35	Examination under E. D. Act

Down Trains

Date 1899	Train	Proper time of arrl	Actual time of arrl	Late mts	Cause of detention
Feby 1	8 0	9 24	10 25	61	Examination under E. D. Act
3	3 20	12 45	13 57	72	Do Do & at stations
	8 0	9 24	10 17	53	Examination under E. D. Act
4	18 15	14 9	14 57	48	Do Do
	8 0	9 24	10 5	41	Do Do
5	18 45	9 30	10 5	35	Time lost by Driver
	8 0	9 24	10 45	81	Examination under E. D. Act
	6 45	5 15	7 5	110	Exn under E. D. Act & at meeting stns
	18 15	14 9	14 54	45	Examination under E. D. Act
	3 20	12 45	14 34	109	Do Do
6	6 45	5 15	5 50	35	Do Do
	8 0	9 24	10 21	57	Do Do
	1 15	6 46	7 28	42	Exn under E. D. Act & time lost by Driver
	3 20	12 45	13 43	58	Examination under E. D. Act
7	6 45	5 15	5 45	30	Do Do
	18 15	14 9	14 56	47	Do Do
	8 0	9 24	10 14	50	Do Do
8	6 45	5 15	6 5	50	Do Do
	8 0	9 24	10 4	40	Do Do & at meeting stns
9	3 20	12 45	14 25	100	Engine disabled at Rajampeta
	18 45	9 30	10 32	62	Examination under E. D. Act
	8 0	9 24	10 33	69	Do Do
10	6 45	5 15	6 5	50	Do Do
11	18 15	14 9	14 53	44	Do Do
	3 20	12 45	15 0	135	Do Do
	8 0	9 24	10 21	57	Do Do
12	8 0	9 24	10 28	64	Do Do & time
	6 45	5 15	7 0	105	lost by Driver.
13	8 0	9 24	10 1	37	Examination under E. D. Act
	3 20	12 45	13 45	60	Do Do
	18 15	14 9	15 8	59	Do Do
14	6 45	5 15	5 45	30	Do Do
	18 15	14 9	15 21	72	Do Do
	8 0	9 24	10 36	72	Do Do

Railway

month of February 1899

Date 1899	Train		Proper time of arrl		Actual time of arrl		Lost mts	Cause of detention
								Down trains
Feby 15	8	0	9	24	10	53	89	Examination under E D Act
	3	20	12	45	13	25	40	Do Do
16	18	45	9	30	10	13	43	Waited for S M R at Guntakal
17	6	45	5	15	6	40	85	Engine tube burst at 240 Mile and " Examination under E. D. Act
								Time lost by Driver
18	18	45	9	30	10	26	56	Examination under E D Act
	3	20	12	45	13	53	68	Do Do
	6	45	5	15	5	50	35	Waited for S M R at Guntakal
19	18	45	9	30	10	2	32	Examination under E D Act
20	8	0	9	24	10	34	70	Do Do
	6	45	5	15	5	55	40	Do Do
21	8	0	9	24	9	59	35	Do Do
22	6	45	5	15	6	0	45	Do Do
23	6	45	5	15	6	10	55	Do Do
24	8	0	9	24	10	0	36	Do Do
	3	20	12	45	13	34	49	Do Do
25	6	45	5	15	7	35	140	Engine disabled at 149 mile & Examination under E. D. Act
	18	45	9	30	10	6	36	Waited for S M R at Guntakal
26	8	0	9	24	10	9	45	Examination under E. D. Act
	3	20	12	45	16	21	216	Do Do
27	8	0	9	24	10	5	41	Do Do

for Traffic Manager

2158-1899
415

(C. 3.)

Madras Railway Company,
AGENT & MANAGER'S OFFICE,
Madras,

CONSULTING ENGINEER FOR RAILWAYS
RECEIVED
26 MAY 1899
MADRAS.

2685
26-5-99

From

THE AGENT AND MANAGER,
M. R. Co.

To

The Consulting Engineer
for Railways,
Madras.

Dated 25th } May 1899
Received

No. 11583
592

The undersigned has the honor to forward herewith the Return of Late trains for the month of March 1899.

Encl/1

Agent and Manager.

Madras Railway –

Return of Late Trains Abstract for the month of March 1899 –

Description of Train	No. of Trips	Late Mts. 15 Minutes	Above 15' & not exceeding 30'	Above 30' & not exceeding 60'	Above 60' & not exceeding 90'	Above 90'	Total	Total Mts. late	Percentage of late trains	Remarks
South West Line – Mail	62	–	2	15	1	8	26	1868	41·93	Examination under E. R. Act accounts for Mts. 5740. Engine failures & time lost by Drivers – – 655. Waiting on foreign trains – . – 153
Podanur – Calicut Mixed	62	–	–	4	1	4	9	758	14·51	
Tirur – do – – do –	62	–	–	–	–	–	–	–	–	
Madras – Mettupalayam Pass.	62	–	3	32	4	2	41	2075	66·12	
North West Line – Mail	62	–	2	4	1	–	7	294	11·29	
Madras – Gooty Pass.	62	–	4	9	–	–	13	493	20·96	
– do – Raichur Mixed	62	–	–	1	2	–	3	185	4·83	
Bangalore Branch Mail	62	–	–	2	–	–	2	80	3·22	
– do – – do – Pass.	62	–	–	–	–	–	–	–	–	
– do – – do – Mixed	62	–	1	11	4	8	24	1988	38·70	
Total	620	–	12	78	13	22	125	7741	20·16	

Up Trains	15 Minutes	Above 15' & not exceeding 30'	Above 30' & not exceeding 60'	Above 60' & not exceeding 90'	Above 90'.	Total	Remarks
9·40	–	2	10	–	1	13	
12·20	–	–	3	1	–	4	
18·0	–	–	–	–	–	–	
20·25	–	1	24	3	1	29	
15·0	–	1	2	1	–	4	
21·10	–	4	7	–	–	11	
0·5	–	–	1	–	–	1	
19·50	–	–	–	–	–	–	
6·25	–	–	–	–	–	–	
15·0	–	–	–	–	–	–	
Down Trains							
18·15	–	–	5	1	7	13	
3·20	–	–	1	–	4	5	
7·15	–	–	–	–	–	–	
6·45	–	2	8	1	1	12	
18·45	–	1	2	–	–	3	
9·0	–	–	2	–	–	2	
13·30	–	–	–	2	–	2	
1·15	–	–	2	–	–	2	
13·43	–	–	–	–	–	–	
8·0	–	1	11	4	8	24	

Madras

Return of Late Trains for the month

Up Trains -

Date 1899		Train		Proper time of Arrival		Actual time of Arrival		Late Mts	Cause of detention -
March	19	20	25	18	45	19	27	42	Examination under E. D. Act
	20	20	25	18	45	19	38	53	— Do — Do —
	21	20	25	18	45	19	28	43	— Do — Do —
		21	10	15	20	16	0	40	— Do — Do —
	22	21	10	15	20	15	50	30	— Do — Do —
		20	25	18	45	20	10	85	— Do — Do —
	23	15	0	6	15	6	45	30	— Do — Do —
	24	20	25	18	45	19	22	37	— Do — Do —
	25	20	25	18	45	19	15	30	— Do — Do —
	26	20	25	18	45	19	35	50	— Do — Do —
		21	10	15	20	15	54	34	At Stations, and Meeting Stations -
	27	20	25	18	45	19	19	34	Examination under E. D. Act -
		12	20	22	10	23	7	57	At Stations, and rectifying Engine defects at Ranyi Road }
	28	9	40	7	0	7	35	35	Examination under E. D. Act
		21	10	15	20	15	55	35	— Do — Do —
		20	25	18	45	19	55	70	— Do — Do —
	29	20	25	18	45	21	23	158	At Meeting Stations, and Examination under E. D. Act }
		9	40	7	0	7	50	50	Examination under E. D. Act -
		21	10	15	20	15	55	35	— Do — Do —.
	30	20	25	18	45	19	20	35	— Do — Do —
		9	40	7	0	7	34	34	— Do — Do —.
		21	10	15	20	16	0	40	— Do — Do —.
	31	20	25	18	45	20	10	85	— Do — Do —.
		9	40	7	0	11	10	250	Engine disablement at 98/17th Mile -

Traffic Manager's Office
Madras 20th May 1899 - }

Agent & Manager

"Original"

Madras Railway.

Return of Late Trains for the month of March 1899.

Up Trains

Date 1899		Train	Proper time of Arrival	Actual time of Arrival	Late Mts	Cause of detention
March	1	20 25	18 45	19 28	43	Examination under E. D. Act.
		9 40	7 0	7 43	43	— Do — Do —
		15 0	6 15	6 58	43	— Do — Do —
	2	20 25	18 45	19 29	44	— Do — Do —
		9 40	7 0	7 30	30	— Do — Do —
	3	20 25	18 45	19 40	55	— Do — Do —
		9 40	7 0	7 35	35	— Do — Do —
		21 10	15 20	16 5	45	At Stations & Meeting Stations.
		0 5	9 25	10 10	45	Examination under E. D. Act.
	4	20 25	18 45	19 22	37	— Do — Do —
	5	15 0	6 15	7 35	80	Waited for G. I. P. & Examination under E. D. Act.
		20 25	18 45	19 30	45	Examination under E. D. Act.
	6	20 25	18 45	19 32	47	— Do — Do —
		21 10	15 20	15 50	30	— Do — Do —
	7	20 25	18 45	19 23	38	— Do — Do —
	8	20 25	18 45	19 30	45	— Do — Do —
	9	20 25	18 45	19 16	31	— Do — Do —
	10	20 25	18 45	19 44	59	— Do — Do —
		21 10	15 20	16 4	44	At Stations & Meeting Stations.
		9 40	7 0	7 37	37	Examination under E. D. Act.
	11	20 25	18 45	19 20	35	— Do — Do —
		9 40	7 0	7 39	39	— Do — Do —
	12	20 25	18 45	19 42	57	— Do — Do —
		9 40	7 0	7 30	30	— Do — Do —
	13	9 40	7 0	7 37	37	— Do — Do —
		20 25	18 45	19 20	35	— Do — Do —
	14	20 25	18 45	19 42	57	— Do — Do —
	15	15 0	6 15	6 58	43	Waited for G. I. P. and Examination under E. D. Act.
		20 25	18 45	19 28	43	Examination under E. D. Act
		9 40	7 0	7 46	46	— Do — Do —
	16	21 10	15 20	15 50	30	— Do — Do —
		12 20	22 10	22 59	49	At Meeting Stations, and time lost by Driver
	17	20 25	18 45	19 27	42	Examination under E. D. Act.
		12 20	22 10	22 55	45	At Stations & time lost by Driver.
		21 10	15 20	15 48	28	Examination under E. D. Act.
	18	9 40 and	7 0	7 38	38	— Do — Do —
		20 2		19 33	48	— Do — Do —
		12 20th	Apr	23	73	At Stations, meeting Stations, and time lost by Driver.

Down Trains

Date 1899		Train	Proper time of Arrival	Actual time of Arrival	Late Mts	Cause of detention
March	2	8 0	9 24	10 2	38	Examination under E. D. Act
	3	8 0	9 24	9 55	31	— Do — Do —
	4	18 15	14 9	14 56	47	— Do — Do —
	5	8 0	9 24	10 15	51	— Do — Do —
	6	6 45	5 15	6 0	45	— Do — Do —
		9 0	4 4	4 50	46	At Stations, and Meeting Stations.
		18 15	14 9	14 44	35	Examination under E. D. Act.
	7	9 0	4 4	5 0	56	At Stations, and Meeting Stations.
		3 20	12 45	14 30	105	Examination under E. D. Act & at Meeting Stations
		8 0	9 24	10 25	61	Do — Do
	8	6 45	5 15	5 45	30	Examination under E. D. Act.
		8 0	9 24	10 24	60	— Do — Do
	9	18 45	9 30	10 10	40	Waited for S. M. R. at Guntakal.
		18 15	14 9	15 29	80	Engine disablement at Arkonam & Examination under E. D. Act.
	10	8 0	9 24	10 49	85	Examination under E. D. Act.
	11	8 0	9 24	9 56	32	— Do — Do —
	12	8 0	9 24	10 14	50	— Do — Do —
	13	8 0	9 24	10 15	51	— Do — Do —
	14	8 0	9 24	10 40	76	— Do — Do —
		6 45	5 15	5 55	40	— Do — Do —
	15	8 0	9 24	9 54	30	— Do — Do —
		6 45	5 15	5 50	35	— Do — Do —
		18 15	14 9	16 16	127	Do — Do — and Engine tube burst at 14 3/4 mile.
	16	8 0	9 24	11 30	126	Examination under E. D. Act.
		18 15	14 9	14 53	44	— Do — Do —
	17	8 0	9 24	11 2	98	— Do — Do —
	18	6 45	5 15	6 10	55	— Do —
		8 0	9 24	10 4	40	— Do —
	19	3 20	12 45	15 5	140	— Do — at meeting Stations.
		8 0	9 24	10 18	54	Examination E. D. Act.
	20	6 45	5 15	5 45	30	— Do —
	21	8 0	9 24	10 1	37	— Do — Do —
		3 20	12 45	13 40	55	— Do — Do —
		18 15	14 9	16 10	121	— Do — Do —
	22	6 45	5 15	5 50	35	— Do — Do —
		8 0	9 24	12 0	156	— Do — Do —
	23	8 0	9 24	10 1	37	— Do — Do —
		18 15	14 9	16 20	131	— Do — Do — and detaching Brake Van No. 140 owing to spring being broken.

ic Mana

adras 20th [illegible] 17

Railway of March 1899 (Continued) –

Down Trains –

Date 1899		Train		Proper time of Arrival		Actual time of Arrival		Late Mts.	Cause of detention –
March	23	13	30	1	15	2	30	75	At Stations & Meeting Stations –
	24	8	0	9	24	12	58	214	Examination under E. D. Act, and at Stations –
	25	6	45	5	15	5	50	35	Examination under E. D. Act.
		18	15	14	9	14	59	50	— do — do —.
	26	8	0	9	24	10	49	85	— do — do —
	27	18	15	14	9	15	48	99	— do — do —, and Engine disablement at Salem.
	28	8	0	9	24	11	15	111	Examination under E. D. Act.
		6	45	5	15	7	37	142	do — do, and time lost by Driver –
		18	45	9	30	9	57	27	Waited for S. M. R. at Guntakal.
		18	15	14	9	15	51	102	Examination under E. D. Act.
	29	8	0	9	24	11	13	109	— do — do —
		6	45	5	15	5	50	35	— do — Do —
		18	15	14	9	16	50	161	— Do — do —. and time lost by Driver —
		18	45	9	30	10	1	31	Waited for S.M.R. at Guntakal.
		13	30	1	15	2	20	65	At Stations & Meeting Stations –
		3	20	12	45	14	40	115	Examination under E.D. Act.
	30	3	20	12	45	14	44	119	— do — do – and at Meeting Stations
		8	0	9	24	12	22	178	At Stations & time lost by Driver.
		1	15	6	46	7	20	34	Waiting for No. 87 Mail at Jalarpet.
		6	45	5	15	6	30	75	Examination under E. D. Act.
		18	15	14	9	16	8	119	Examination under E. D. Act & [illegible] lost by Driver
	31	8	0	9	24	12	22	178	— do — do — do —.
		1	15	6	46	7	32	46	Waited for [illegible] Mail at Jala[illegible]
		6	45	5	15	5	50	35	Examin[illegible] E. D. Act.
		18	15	14	9	14	57	48	Do —.

Traffic Manager.

No. 252 Rys. 3rd March 1899.

STATEMENT of Late Trains on the Madras Railway for the Quarter ended the 31st ~~December~~ March 1899.

Description.	January October 1899.									February ~~November~~ 1899.									March ~~December~~ 1899.									
		Late (minutes).									Late (minutes).									Late (minutes).								
	Number of trains.	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.	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.	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.
South-West Line (Mail)	62	-	2	20	4	2	28	1482	45.16	56	-	-	17	2	-	19	870	33.92	62	-	2	15	1	8	26	1868	41.93	40.34
~~Salem and Coimbatore (Mixed)~~ ..																												
Podanur and Calicut (Mixed) ..	62	-	-	1	2	2	5	468	8.06	56	-	-	5	2	4	11	957	19.64	62	-	-	4	1	4	9	758	14.51	14.07
Tirur and Calicut (Mixed) ..	62	-	-	-	-	-	-	-	-	56	-	-	-	-	-	-	-	-	62	-	-	-	-	-	-	-	-	-
Madras and Mettupalaiyam (Passenger)	62	-	4	17	4	3	28	1532	45.16	56	-	4	24	2	7	37	2175	66.07	62	-	3	32	4	2	41	2675	66.12	59.12
North-West Line (Mail)	62	-	5	7	1	1	14	616	22.58	56	-	1	12	2	3	18	1742	32.14	62	-	2	4	1	-	7	294	11.29	22.08
Madras-Gooty (Passenger)	62	-	1	10	1	-	12	503	19.35	56	-	1	4	-	-	5	185	8.92	62	-	4	9	-	-	13	493	20.96	16.41
Madras-Raichur (Mixed)	62	-	-	2	-	1	3	513	4.84	56	-	-	-	-	-	-	-	-	62	-	-	1	2	-	3	185	4.83	3.22
Bangalore Branch (Mail)	62	-	2	2	-	-	4	146	6.45	56	-	-	1	-	-	1	42	1.78	62	-	-	2	-	-	2	80	3.22	3.82
Do. do. (Passenger) ..	62	-	-	-	-	-	-	-	-	56	-	-	-	-	-	-	-	-	62	-	-	-	-	-	-	-	-	-
Nilgiri Branch (Mail)	62	-	-	9	10	7	26	2064	41.94	56	-	-	11	7	-	18	998	32.14	62	-	1	11	4	8	24	1388	38.70	37.59
Total ..	620	-	14	68	22	16	120	7324	19.35	560	-	6	74	15	14	109	6969	19.46	620	-	12	78	13	22	125	7741	20.16	19.66

MADRAS,
1st ~~March~~ 1899.
7

~~J. C. LYLE,~~
~~for Consulting Engineer for Rys.~~

Jd
for Consg. Engr. for Rys
1/6/99.

~~No. 252 Ry., 3rd March 1899.~~

~~ORDER—No. 252 Ry., dated 3rd March 1899.~~

~~Recorded.~~

~~2. During the quarter under review, 13·08 per cent. of all trains ran late showing a less favourable result than that of the corresponding quarter of 1897 in which the percentage was 8·42. The increase was mainly due to the late arrival of some of the trains on account of the examination of passengers under the Epidemic Diseases Act.~~

~~3. The trains chiefly at fault were—~~

~~South-West Line (Mail).~~
~~Madras and Mettupalaiyam (Passenger).~~
~~North-West Line (Mail).~~
~~Nilgiri Branch (Mail).~~

~~(True Extract.)~~

~~FRANCIS J. E. SPRING,~~
~~Joint Secretary.~~

To the Agent and Manager, Madras Railway.
„ Consulting Engineer for Railways.

Exd. T. K. Narayana Aiyangar.

Form No. 1.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

A

Papers to be read in Proceedings:—

Again G.O., dated 189 , No.
Again G.O., dated 189 , No.
Current No. 1559 of 1899, dated 24-3-99, from AM
do „ „ 2158 „ 1899, „ 26-4-99, „ do
do „ „ 2685 „ 1899, „ 26-5-99, „ do

Statement of late Trains on the Madras Railway for the quarter ended the 31st March 1899.

ORDER. No. 627 Ry dated 1/6/99.

Recorded.

2. During the quarter under review, 19.66 per cent of all trains ran late showing a much less favourable result than that of the corresponding quarter of 1898 in which the percentage was 6.50. The increase was mainly due to the late arrival of some of the trains on account of the Examination of passengers under the Epidemic Disease Act

3. The trains [illegible] at fault were

S. [illegible]

do [illegible] (Passenger)

[illegible] (Mail)

Nilgiri Branch (do)

1/6/99

Despatched on 9/6/99

To The Agent & Manager, M. Ry.
Cons: Engr for Rys.

30/5/99