Public Works (1897) Department.

G.O., No. 972 A.

DATED 13th Nov. 1897

Proof A.
19/11/97

[Despatch Abstract.]

Late Trains

Statement of —— on the South Indian Railway including Mayavaram Mantapet Section, for the quarter ending the 30th September 1897; recorded to the remarks.

60/2

[illegible]

Entered.

## BACK PAPERS.

| G.O. | No. | Department. | Date. | G.O. | No. | Department. | Date. |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

## FURTHER PAPERS.

| G.O. | No. | Department. | Date. | G.O. | No. | Department. | Date. |
|---|---|---|---|---|---|---|---|
| | | | | | | | |

RAILWAY.

# Government {1897} of Madras.

## PUBLIC WORKS.

*Recd.* } 1897. *Enclosures*

*Regd.* } *Spare copies*

**G.O., No. 972 R., 13th November 1897.**

## NOVEMBER.

### Late Trains

Statement of — on the South Indian Railway, including Máyavaram-Mutupet Section, for the quarter ending the 30th September 1897, 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-Mutupet Section, for the quarter ended the 30th September 1897.

[STATEMENT



STATEMENT of late trains on the South Indian Railway, including Máyavaram-Mutupet Section, for the quarter ended 30th September 1897.

| No. | Description. | July 1897. | | | | | | | | August 1897. | | | | | | | | September 1897. | | | | | | | | Average for the quarter. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Number of trains. | Late (minutes). | | | | | Total late. minutes | Percentage of late trains. | Number of trains. | Late (minutes). | | | | | Total late. minutes | Percentage of late trains. | Number of trains. | Late (minutes). | | | | | Total late. minutes | 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 & 36 | Madras to Chingleput and Madras Beach .. (Mail and Mixed) | 62 | .. | 3 | .. | .. | .. | 3 | 60 | 4·84 | 62 | .. | 2 | .. | .. | .. | 2 | 60 | 4·84 | 62 | .. | 1 | .. | .. | .. | 1 | 60 | 4·84 | 1·61 |
| | Beach to Madras .. (Passenger) | 31 | .. | .. | .. | .. | .. | .. | .. | 31 | .. | .. | .. | .. | .. | .. | .. | 31 | .. | .. | .. | .. | .. | .. | .. | .. | 1·07 |
| 17 | Madras and Tuticorin .. (Mail) | 62 | .. | 2 | 3 | .. | 1 | 6 | 266 | 9·68 | 62 | 1 | 6 | 1 | 4 | 1 | 13 | 62 | 1 | 6 | 1 | 4 | 1 | 13 | 266 | 9·68 | 7·04 |
| 19 & 38 | Madras to Tuticorin and Tuticorin to Madras Beach .. ( Do. ) | 62 | 1 | 6 | 1 | .. | .. | 8 | 203 | 12·90 | 62 | 1 | 6 | 1 | .. | .. | 8 | 62 | 1 | 6 | 1 | .. | .. | 8 | 203 | 12·90 | 10·27 |
| 57 & 24 | Beach to Madras .. (Passenger) | 31 | .. | 4 | 1 | .. | .. | 5 | 127 | 16·13 | 31 | .. | 3 | 1 | .. | .. | 4 | 31 | .. | 2 | 1 | .. | .. | 3 | 127 | 16·13 | 7·56 |
| 27 | Beach and Madras .. ( Do. ) | 62 | .. | .. | .. | .. | .. | .. | .. | .. | 62 | .. | .. | .. | .. | .. | .. | 62 | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 33 & 46 | Beach and Chingleput .. (Mixed) | 62 | .. | 2 | .. | .. | .. | 2 | 32 | 3·22 | 62 | .. | .. | .. | .. | .. | .. | 62 | .. | .. | .. | .. | .. | .. | .. | .. | 1·07 |
| 37 & 22 | Beach to Pallávaram .. (Passenger) | 62 | .. | 1 | .. | .. | .. | 1 | .. | .. | 62 | .. | .. | .. | .. | .. | .. | 62 | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 43 | Beach to Madura and Madura to Madras .. ( Do. ) | 5 | .. | .. | .. | .. | .. | .. | .. | .. | 4 | .. | .. | .. | .. | .. | .. | 4 | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 51 & 8 | Beach and Pallávaram .. ( Do. ) | 62 | .. | 3 | 1 | 1 | .. | 5 | 175 | 8·06 | 62 | .. | 1 | .. | .. | .. | 1 | 62 | .. | 1 | .. | .. | .. | 1 | 175 | 8·06 | 7·60 |
| 55 & 18 | Beach and Pallávaram .. ( Do. ) | 62 | .. | .. | .. | .. | .. | .. | .. | .. | 62 | .. | .. | .. | .. | .. | .. | 62 | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 59 & 20 | Do. .. ( Do. ) | 49 | .. | .. | .. | .. | .. | .. | .. | .. | 48 | .. | .. | .. | .. | .. | .. | 48 | .. | .. | .. | .. | .. | .. | .. | .. | .69 |
| 67 & 55 | Madras and Pallávaram .. ( Do. ) | 62 | .. | 1 | .. | .. | .. | 1 | 15 | 1·61 | 62 | .. | .. | .. | .. | .. | .. | 62 | .. | .. | .. | .. | .. | .. | .. | .. | 2·15 |
| 69 & 60 | Madras to Pallávaram and Pallávaram to Madras Beach .. (Mixed) | 61 | .. | .. | .. | 1 | .. | 1 | 145 | 1·64 | 62 | .. | .. | .. | .. | .. | .. | 62 | .. | .. | .. | .. | .. | .. | .. | .. | 2·16 |
| 7 & 12 | Trichinopoly Junction and Villupuram .. ( Do. ) | 62 | 3 | 2 | 1 | 1 | 1 | 8 | 431 | 12·90 | 62 | .. | 6 | 4 | 1 | .. | 11 | 62 | .. | 4 | 2 | 1 | .. | 7 | 80 | 6·67 | 9·75 |
| 21 & 10 | Madura and Tuticorin .. ( Do. ) | 62 | .. | 1 | .. | .. | .. | 1 | 27 | 1·61 | 62 | .. | 1 | .. | .. | .. | 1 | 62 | .. | 1 | .. | .. | .. | 1 | 27 | 1·61 | 3·38 |
| 77 & 82 | Rénigunta and Tirupati West .. ( Do. ) | 62 | .. | 1 | .. | .. | .. | 1 | 55 | 3·22 | 62 | .. | 1 | .. | .. | .. | 1 | 62 | .. | 1 | .. | .. | .. | 1 | 55 | 3·22 | 2·18 |
| 71 & 72 | Nellore and Pondicherry .. ( Do. ) | 62 | 1 | 10 | 22 | .. | .. | 33 | 1,219 | 53·22 | 62 | 1 | 9 | 6 | 1 | .. | 17 | 62 | 1 | 10 | 7 | 1 | .. | 19 | 678 | 37·09 | 8·25 |
| 81 & 80 | Do. .. ( Do. ) | 62 | .. | 5 | 26 | 1 | .. | 31 | 1,209 | 50·00 | 62 | 2 | 18 | 6 | 1 | .. | 27 | 62 | 2 | 17 | 11 | 2 | .. | 32 | 1,219 | 53·22 | 52·18 |
| 79 & 78 | Rénigunta and Vellore .. ( Do. ) | 62 | .. | .. | .. | .. | 1 | 1 | 185 | 1·61 | 62 | 1 | 7 | 1 | .. | .. | 9 | 62 | 1 | 7 | 1 | .. | .. | 9 | 185 | 1·61 | 49·76 |
| 85 & 92 | Dharmavaram and Pákala .. ( Do. ) | 62 | 6 | 8 | 12 | 4 | 2 | 32 | 1,305 | 51·61 | 62 | 1 | 7 | 4 | 1 | .. | 13 | 62 | .. | 1 | .. | .. | .. | 1 | 15 | 1·61 | 2·17 |
| 91 & 86 | Do. .. ( Do. ) | 62 | 1 | 13 | 8 | 1 | .. | 23 | 678 | 37·09 | 62 | 1 | 6 | 4 | 1 | .. | 12 | 62 | 1 | 6 | 4 | 1 | .. | 12 | 417 | 33·04 | 33·33 |
| 99 & 102 | Chingleput and Arkonam .. ( Mail ) | 62 | .. | 1 | .. | .. | .. | 1 | 20 | 1·61 | 62 | .. | 1 | .. | .. | .. | 1 | 62 | .. | 1 | .. | .. | .. | 1 | 9 | 1·61 | 15·00 |
| 101 & 98 | Chingleput and Conjeveram .. (Mixed & Passenger) | 62 | .. | .. | .. | .. | .. | .. | .. | .. | 62 | .. | .. | .. | .. | .. | .. | 62 | .. | .. | .. | .. | .. | .. | .. | .. | .54 |
| 103 & 96 | Do. .. ( Mail ) | 62 | .. | .. | .. | .. | .. | .. | .. | .. | 62 | .. | .. | .. | .. | .. | .. | 62 | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 119 & 130 | Máyavaram and Negapatam .. (Mixed) | 62 | .. | .. | 2 | .. | .. | 2 | 80 | 3·22 | 62 | .. | .. | .. | .. | .. | .. | 62 | .. | .. | .. | .. | .. | .. | .. | .. | 1·07 |
| 123 & 128 | Tiruvallúr to Mutupet and Mutupet to Máyavaram .. ( Do. ) | 62 | 1 | 2 | 1 | .. | .. | 4 | 87 | 6·45 | 62 | 1 | 2 | 1 | .. | .. | 4 | 62 | 1 | 2 | 1 | .. | .. | 4 | 87 | 6·45 | 2·71 |
| 125 & 124 | Máyavaram and Mutupet .. ( Do. ) | 62 | 1 | 4 | .. | .. | .. | 5 | 99 | 8·06 | 62 | 1 | 4 | .. | .. | .. | 5 | 62 | 1 | 4 | .. | .. | .. | 5 | 99 | 8·06 | 4·35 |
| 129 & 122 | Máyavaram and Tiruvallúr .. ( Do. ) | 62 | .. | 1 | .. | .. | .. | 1 | 22 | 1·61 | 62 | .. | 1 | .. | .. | .. | 1 | 62 | .. | 1 | .. | .. | .. | 1 | 22 | 1·61 | ·64 |
| 131 A | Máyavaram to Tiruvallúr .. ( Do. ) | 31 | .. | .. | .. | .. | .. | .. | .. | .. | 31 | .. | .. | .. | .. | .. | .. | 31 | .. | .. | .. | .. | .. | .. | .. | .. | 1·07 |
| 131 | Máyavaram to Negapatam .. ( Do. ) | 31 | 2 | 1 | .. | .. | .. | 3 | 50 | 9·68 | 31 | .. | .. | .. | .. | .. | .. | 31 | .. | .. | .. | .. | .. | .. | .. | .. | 3·23 |

Statement of late trains on the South Indian Railway, including Mayavaram-Mutupet Section, for the quarter ended 30th September 1897—*cont.*

| No. | Description. | August 1897. | | | | | | | | | | | | September 1897. | | | | | | | | | | | | Average for the quarter. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Number of trains. | Late (minutes). | | | | | Total late minutes | Percentage of late trains. | Number of trains. | Late (minutes). | | | | | | | Total late minutes | 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. | | | | | | | | | | |
| 133 & 132 | Negapatam and Tanjore .. (Mail) | 62 | | | | | | 17 | 1·61 | 62 | | | | | | 1 | 1 | 19 | 1·67 | 60 | | 1 | 1 | 1 | 1 | 1·09 |
| 146 & 144 | Do. .. (Do.) | 62 | | | | | | 68 | 4·84 | 62 | | 1 | 1 | | | 2 | 2 | 67 | 1·67 | 60 | | | | | | 2·17 |
| 139 & 138 | Do. .. (Mixed) | 62 | | | | | | 19 | 1·61 | 62 | | | | | | | | | | 60 | | | | | | 1·09 |
| 135 & 140 | Do. .. (Do.) | 62 | | | | | | | | 31 | | | | | | | | | | 30 | | | | | | 1·11 |
| 142 | Negapatam to Mayavaram. (Passenger) | 62 | | | | | | | | 62 | | | | | | | | | | 60 | | | | | | ·56 |
| 156 & 164 | Trichinopoly Junction and Erode (Mail) | 62 | | | | | | | | 62 | | | | | | | | | | 60 | | | | | | ·64 |
| 163 & 152 | Do. .. (Do.) | 62 | | | | | | | | 62 | | | | | | | | | | 60 | | | | | | |
| 173 & 174 | Do. .. (Mixed) | 62 | | | | | | | | 62 | | | | | | | | | | 60 | | | | | | |
| 177 & 178 | Manivachi and Tinnevelly .. (Mail) | 62 | | | | | | | | 62 | | | | | | | | | | 60 | | | | | | |
| 183 & 186 | Do. .. (Mixed) | 62 | | | | | | | | 62 | | | | | | | | | | 60 | | | | | | |
| 179 & 182 | Do. .. (Do.) | 62 | | | | | | | | 62 | | | | | | | | | | 60 | | | | | | |
| | Total .. | 2,315 | 18 | 81 | 30 | 3 | 3 | 135 | 3,908 | 7·98 | 2,316 | 18 | 73 | 79 | 8 | 7 | 185 | 6,842 | 5·26 | 2,240 | 14 | 63 | 29 | 6 | 6 | 118 | 4,280 | 6·36 |

(Signed) C. T. R. SCOVELL,
*for* Offg. Consg. Engr. for Railways.

MADRAS,
11th November 1897.



ORDER—No. 972 R., dated 13th November 1897.

Recorded.

2. During the quarter under review 6·36 per cent. of all trains ran late, showing a decrease over the corresponding quarter of 1896, in which the percentage was 8·44. The results would have been more satisfactory, had it not been for the slackening of the speed of trains at certain diversions on the Nellore-Pondicherry branch and their consequent interference with other trains at crossing stations.

3. The trains chiefly at fault were—

Madras and Tuticorin (Mail).
Nellore and Pondicherry (two Mixed).
Dharmavaram and Pákala ( do. ).

(True Extract.)

(Signed) F. J. E. SPRING,
Offg. Joint Secy. to Govt.,
Railway Branch.

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

Erd. W. D'Moss.

THE AGENT,
8 SEP 1897
MADRAS.

From

The Agent,
South Indian Railway,
*Trichinopoly.*

To

The Consulting Engineer
for Railways,
*Madras.*

Dated 7th September 1897.
Received ____ 189 .

No. 903

Enclosure. 1

The undersigned has the honor to forward herewith Abstract and Return of Late trains on the South Indian Railway, including the Mayavaram-Mutupet Section, for the month of July/97.

For Agent.

C. 3908
Recd. 8

SOUTH INDIAN
AGENT
Eng. No. 1 to E. Div. C. No. 3908 of 1897
Letter No. 903 D/ 7-9-97
From A

# SOUTH INDIAN RAILWAY.

*including Mayavaram – Mutupet Section.*

## ABSTRACT AND RETURN OF LATE TRAINS

*for the month of* July *1897.*

# SOUTH INDIAN RAILWAY.

## RETURN OF LATE TRAINS.

*Abstract for* July *1897.*

| 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 15+36 Madras to Chingleput & Chingleput to Chail & Madras Beach to Tripas | 62 | . | 3 | . | . | . | 3 | 60 | 4·84 | |
| " 17 Madras Beach to Madras Egmore — Pass | 31 | . | . | . | . | 1 | 1 | 211 | 3·22 | |
| " 19+38 Madras and Tuticorin — mail | 62 | . | 2 | 3 | . | 1 | 6 | 266 | 9·68 | |
| " 97+24 — do — and — do — do | 62 | 1 | 6 | 1 | . | . | 8 | 203 | 12·90 | |
| " 27 Beach to Madras — Pass | 31 | . | 4 | 1 | . | . | 5 | 127 | 16.13 | |
| " 33+48 Beach and Madras — do | 62 | . | . | . | . | . | . | . | . | |
| " 37+22 Beach and Chingleput — trips | 62 | 1 | 1 | . | . | . | 2 | 32 | 3·22 | |
| Carried over ... | 372 | 2 | 16 | 5 | . | 2 | 25 | 899 | 6·72 | |

| Down trains. | 15 mts. late. | 30 mts. late. | 60 mts. late. | 90 mts. late. | In excess of 90 mts. late. | Total in month late. |
|---|---|---|---|---|---|---|
| Nos 36 trains | . | . | . | . | . | . |
| " 38 | . | . | 1 | . | . | 1 |
| " 24 | . | 2 | 1 | . | . | 3 |
| " 48 | . | . | . | . | . | . |
| " 22 | 1 | 1 | . | . | . | 2 |
| " 8 | . | 2 | . | 1 | . | 3 |
| " 18 | . | . | . | . | . | . |
| " 20 | . | . | . | . | . | . |
| " 56 | . | . | . | . | . | . |
| " 50 | . | . | . | . | 1 | 1 |
| " 12 | 3 | 2 | 1 | 1 | 1 | 8 |
| " 10 | . | 1 | . | . | . | 1 |
| " 82 | . | . | 1 | . | . | 1 |
| " 72 | . | 9 | 22 | . | . | 31 |
| " 80 | . | 5 | 25 | 1 | . | 31 |
| " 76 | . | . | . | . | 1 | 1 |
| " 92 | 1 | 2 | 8 | 4 | 2 | 17 |
| " 86 | . | 8 | 6 | 1 | . | 15 |
| " 102 | . | 1 | . | . | . | 1 |
| " 98 | . | . | . | . | . | . |
| " 96 | . | . | . | . | . | . |

# ABSTRACT OF LATE TRAINS.

| 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. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Brought forward ... | | 372 | 2 | 16 | 5 | . | 2 | 25 | 899 | 6.72 | |
| 4 & 3 Beach to Pallavaram | Pass | 5 | . | . | . | . | . | . | . | . | |
| 5 & 8 Beach to Madura & Madura to Madras | do | 62 | . | 3 | 1 | 1 | . | 5 | 175 | 8.06 | |
| 5 & 18 Beach and Pallavaram | do | 62 | . | . | . | . | . | . | . | . | |
| 6 & 20 — do — and — do | do | 49 | . | . | . | . | . | . | . | . | |
| 17 & 56 Madras and Pallavaram | do | 62 | 1 | . | . | . | . | 1 | 15 | 1.61 | |
| 69 & 50 Madras to Pallavaram & Pallavaram to Madras Beach | do | 61 | . | . | . | . | 1 | 1 | 145 | 1.64 | |
| 7 & 12 Villupuram and Tipicly | do | 62 | 3 | 2 | 1 | 1 | 1 | 8 | 431 | 12.90 | |
| 24 & 10 Madura and Tuticorin | do | 62 | . | 1 | . | . | . | 1 | 27 | 1.61 | |
| 77 & 82 Renguntah and Tirupatti Road | do | 62 | . | 1 | 1 | . | . | 2 | 55 | 3.22 | |
| 71 & 72 Vellore and Pondicherry | do | 62 | 1 | 10 | 22 | . | . | 33 | 1219 | 53.22 | |
| 81 & 80 — do — and — do | do | 62 | . | 5 | 25 | 1 | . | 31 | 1209 | 50.00 | |
| 77 & 76 Renguntah and Vellore | do | 62 | . | . | . | . | 1 | 1 | 185 | 1.61 | |
| 85 & 92 Dharmavaram and Pakala | do | 62 | 6 | 8 | 12 | 4 | 2 | 32 | 1305 | 51.61 | |
| 91 & 86 — do — and — do | do | 62 | 1 | 13 | 8 | 1 | . | 23 | 678 | 37.09 | |
| 99 & 102 Chintadripet and Arkonam | do | 62 | . | 1 | . | . | . | 1 | 20 | 1.61 | |
| 101 & 98 — do — and — do | Mail | 62 | . | . | . | . | . | . | . | . | |
| 103 & 96 — do — and Conjeeveram | Pass & Pass | 62 | . | . | . | . | . | . | . | . | |
| 119 & 130 Arcot and Negapatam | Pass | 62 | . | . | 2 | . | . | 2 | 80 | 3.22 | |
| 123 & 128 Perambur to Chintadripet & Chintadripet to Arcot | do | 62 | 1 | 2 | 1 | . | . | 14 | 87 | 6.45 | |
| 125 & 124 Arcot and Chintadripet | do | 62 | 1 | 4 | . | . | . | 5 | 99 | 8.06 | |
| 129 & 122 — do — and Perambur | do | 62 | . | 1 | . | . | . | 1 | 22 | 1.61 | |
| 131 A — do — to Perambur | do | 31 | . | . | . | . | . | . | . | . | |
| 131 — do — to Negapatam | do | 31 | 2 | 1 | . | . | . | 3 | 50 | 9.68 | |
| 133 & 132 Negapatam and Tanjore | Mail | 62 | . | 1 | . | . | . | 1 | 17 | 1.61 | |
| 145 & 144 — do — and — do | do | 62 | . | . | . | . | . | . | . | . | |
| 139 & 136 — do — and — do | Pass | 62 | . | 3 | . | . | . | 3 | 68 | 4.84 | |
| 135 & 140 — do — and — do | do | 62 | . | 1 | . | . | . | 1 | 19 | 1.61 | |
| 142 Negapatam to Arcot | Pass | 31 | . | . | . | . | . | . | . | . | |
| 157 & 164 Trichinopoly and Erode | Mail | 62 | . | . | . | . | . | . | . | . | |
| 163 & 152 — do — and — do | do | 62 | . | . | . | . | . | . | . | . | |
| 173 & 174 — do — and — do | Pass | 62 | . | . | 1 | . | . | 1 | 37 | 1.61 | |
| 177 & 178 Erraniyachi and Tinnevelly | Mail | 62 | . | . | . | . | . | . | . | . | |
| 183 & 186 — do — and — do | Pass | 62 | . | . | . | . | . | . | . | . | |
| 179 & 182 — do — and — do | do | 62 | . | . | . | . | . | . | . | . | |
| Total ... | | 2316 | 18 | 73 | 79 | 8 | 7 | 185 | 6842 | 7.98 | |

Time lost by Arrivals & Returns of Trains at Stations 573 hrs. — Time lost by Trains stopping for Examination of Passengers' Luggage at Stations 1350 hrs. — Detention of Trains at Stations by Custom Officials between Pallavaram & Tambaram 75 hrs. — Waited on Foreign Railway Trains at Junctions 30 hrs. —

Failure of Engines on account of 458 hrs. — Accidents on Line 48 hrs. — Detention by Trains at Stations 658 hrs. — Running short of Coke 18 hrs. — Waiting for Passengers 13 hrs. — Signals at Danger 71, 72, 80 & 81 Trains (12 hrs. each) 3 hrs. — Running with Pilot Engine 3 hrs. — Detention at Stations for Shunting 3 hrs. — Detention at Stations for Crossing 3 hrs. — Detention at Stations for Coupling 3 hrs. — Detention at Stations for Uncoupling 3 hrs. — Detention at Stations for Changing Engines 3 hrs. — Detention at Stations for Changing Carriages 3 hrs. — Detention at Stations for Changing Guards 3 hrs. — Detention at Stations for Changing Drivers 3 hrs. — Detention at Stations for Changing Firemen 3 hrs. — Detention at Stations for Changing Breakmen 3 hrs. — Detention at Stations for Changing Signalmen 3 hrs. — Detention at Stations for Changing Pointsmen 3 hrs. — Detention at Stations for Changing Gatekeepers 3 hrs. — Detention at Stations for Changing Watchmen 3 hrs. — Detention at Stations for Changing Sweepers 3 hrs. — Detention at Stations for Changing Cleaners 3 hrs. — Detention at Stations for Changing Coolies 3 hrs. — Detention at Stations for Changing Porters 3 hrs. — Detention at Stations for Changing Clerks 3 hrs. — Detention at Stations for Changing Agents 3 hrs. — Detention at Stations for Changing Superintendents 3 hrs. — Detention at Stations for Changing Engineers 3 hrs. — Detention at Stations for Changing Locomotive Superintendents 3 hrs. — Detention at Stations for Changing Carriage Superintendents 3 hrs. — Detention at Stations for Changing Goods Superintendents 3 hrs. — Detention at Stations for Changing Traffic Superintendents 3 hrs. — Detention at Stations for Changing Accountants 3 hrs. — Detention at Stations for Changing Auditors 3 hrs. — Detention at Stations for Changing Secretaries 3 hrs. — Detention at Stations for Changing Directors 3 hrs. — Detention at Stations for Changing Chairmen 3 hrs. — Detention at Stations for Changing Vice-Chairmen 3 hrs. — Detention at Stations for Changing Presidents 3 hrs. — Detention at Stations for Changing Vice-Presidents 3 hrs. — Detention at Stations for Changing Treasurers 3 hrs. — Detention at Stations for Changing Auditors 3 hrs. — Detention at Stations for Changing Secretaries 3 hrs. — Detention at Stations for Changing Directors 3 hrs. — Detention at Stations for Changing Chairmen 3 hrs. — Detention at Stations for Changing Vice-Chairmen 3 hrs. — Detention at Stations for Changing Presidents 3 hrs. — Detention at Stations for Changing Vice-Presidents 3 hrs. — Detention at Stations for Changing Treasurers 3 hrs. —

| 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. 130 train | . | . | 1 | . | . | 1 |
| " 128 | 1 | 1 | . | . | . | 2 |
| " 124 | 1 | 1 | . | . | . | 2 |
| " 122 | . | 1 | . | . | . | 1 |
| " 132 | . | 1 | . | . | . | 1 |
| " 144 | . | . | . | . | . | . |
| " 136 | . | 1 | . | . | . | 1 |
| " 140 | . | . | . | . | . | . |
| " 164 | . | . | . | . | . | . |
| " 152 | . | . | . | . | . | . |
| " 174 | . | . | 1 | . | . | 1 |
| " 178 | . | . | . | . | . | . |
| " 186 | . | . | . | . | . | . |
| " 182 | . | . | . | . | . | . |
| **Up trains.** | | | | | | |
| No. 15 train | . | 3 | . | . | . | 3 |
| " 17 | . | . | . | . | 1 | 1 |
| " 19 | . | 2 | 2 | . | 1 | 5 |
| " 57 | 1 | 4 | . | . | . | 5 |
| " 27 | . | 4 | 1 | . | . | 5 |
| " 33 | . | . | . | . | . | . |
| " 37 | . | . | . | . | . | . |
| " 43 | . | . | . | . | . | . |
| " 51 | . | 1 | 1 | . | . | 2 |
| " 55 | . | . | . | . | . | . |
| " 59 | . | . | . | . | . | . |
| " 67 | 1 | . | . | . | . | 1 |
| " 69 | . | . | . | . | . | . |
| " 7 | . | . | . | . | . | . |
| " 21 | . | . | . | . | . | . |
| " 77 | . | 1 | . | . | . | 1 |
| " 71 | 1 | 1 | . | . | . | 2 |
| " 81 | . | . | . | . | . | . |
| " 79 | . | . | . | . | . | . |
| " 85 | 5 | 6 | 4 | . | . | 15 |
| " 91 | 1 | 5 | 2 | . | . | 8 |
| " 99 | . | . | . | . | . | . |
| " 101 | . | . | . | . | . | . |
| " 103 | . | . | . | . | . | . |
| " 119 | . | . | 1 | . | . | 1 |
| " 123 | . | 1 | 1 | . | . | 2 |
| " 125 | . | 3 | . | . | . | 3 |
| " 129 | . | . | . | . | . | . |
| " 131 A | . | . | . | . | . | . |
| " 131 | 2 | 1 | . | . | . | 3 |
| " 133 | . | . | . | . | . | . |
| " 145 | . | . | . | . | . | . |
| " 139 | . | 2 | . | . | . | 2 |
| " 135 | . | 1 | . | . | . | 1 |
| " 142 | . | . | . | . | . | . |
| " 155 | . | . | . | . | . | . |
| " 163 | . | . | . | . | . | . |
| " 173 | . | . | . | . | . | . |
| " 177 | . | . | . | . | . | . |
| " 183 | . | . | . | . | . | . |
| " 179 | . | . | . | . | . | . |

SOUTH INDIAN RAILWAY.

## *Return of late trains for the month of July 1897.*

### Down trains.

| Date. 1897. | No. of Trains. | Proper time of arrival. | | Actual time of arrival. | | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|---|---|
| July 1 | 8 | 9 | 45 | 10 | 10 | 25 | Detained at meeting Stations. |
| | 12 | 21 | 30 | 21 | 45 | 15 | Detained at meeting Stations, time lost by Caution Signals & Shunting. |
| | 22 | 12 | 40 | 12 | 55 | 15 | Detained at meeting Stations. |
| | 24 | 8 | 15 | 8 | 57 | 42 | Shunting, detained at meeting Stations, and time lost by Caution Signals & drivers. |
| | 72 | 20 | 30 | 21 | 11 | 41 | Detained at meeting Stations and time lost by Cautiow Signals & drivers. |
| | 80 | 10 | 30 | 11 | 19 | 49 | Detained at meeting Stations and time lost by Cautiow Signals. |
| | 86 | 12 | 15 | 13 | 21 | 66 | Detained at meeting Stations and waited on Loco. |
| | 92 | 22 | 0 | 22 | 52 | 52 | Waited on Loco. |
| 2 | 12 | 21 | 30 | 21 | 50 | 20 | Detained at meeting Stations. |
| | 22 | 12 | 40 | 12 | 57 | 17 | Detained at meeting Stations. |
| | 72 | 20 | 30 | 21 | 15 | 45 | Detained at Kandamangalam by Customs, and time lost by Cautiow Signals and drivers. |
| | 80 | 10 | 30 | 11 | 10 | 40 | Detained at meeting Stations and time lost by Cautiow Signals. |
| | 86 | 12 | 15 | 12 | 50 | 35 | Detained at meeting Stations and waited on Loco. |
| 3 | 12 | 21 | 30 | 23 | 0 | 90 | Engine defective. |
| | 72 | 20 | 30 | 21 | 0 | 30 | Detained at meeting Stations and time lost by Cautiow Signals & drivers. |
| | 80 | 10 | 30 | 11 | 10 | 40 | Detained at meeting Stations and time lost by Cautiow Signals. |
| | 86 | 12 | 15 | 12 | 51 | 36 | Waited on Loco & Shunting. |
| | 92 | 22 | 0 | 23 | 11 | 71 | Detained at meeting Stations and waited on Loco. |

### Up trains.

| Date. 1897. | No. of Trains. | Proper time of arrival. | | Actual time of arrival. | | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|---|---|
| July 1 | 15 | 9 | 0 | 9 | 20 | 20 | Detained at meeting Stations. |
| | 27 | 8 | 50 | 9 | 10 | 20 | Inwards train late in. |
| | 77 | 13 | 25 | 13 | 45 | 20 | Waited on Loco. |
| 2 | 15 | 9 | 0 | 9 | 22 | 22 | Detained at meeting Stations and Passengers. |
| | 27 | 8 | 50 | 9 | 25 | 35 | Inwards train late in. |
| | 85 | 11 | 40 | 11 | 55 | 15 | Detained at meeting Stations and Shunting. |
| | 135 | 8 | 45 | 9 | 4 | 19 | Shunting and waited on Loco. |
| 3 | 85 | 11 | 40 | 12 | 12 | 32 | Shunting and detained at meeting Stations. |
| | 91 | 0 | 5 | 0 | 30 | 25 | Waited on Loco and time lost by drivers. |

## Return of late trains.

### Down trains.

| Date. 1897. | No. of Trains. | Proper time of arrival. | | Actual time of arrival. | | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|---|---|
| July 4 | 12 | 21 | 30 | 21 | 45 | 15 | Shunting and Passengers. |
| | 72 | 20 | 30 | 21 | 3 | 33 | Detained at meeting stations and time lost by Caution Signals. |
| | 80 | 10 | 30 | 11 | 8 | 38 | Detained at meeting stations and time lost by Caution Signals. |
| | 86 | 12 | 15 | 12 | 45 | 30 | Detained at meeting stations & Shunting. |
| | 92 | 22 | 0 | 23 | 22 | 82 | Detained at meeting stations, waited on Loco and time lost by Caution Signals. |
| 5 | 8 | 9 | 45 | 10 | 15 | 30 | Detained at meeting stations. |
| | 24 | 8 | 15 | 8 | 45 | 30 | Time lost by Caution Signals & drivers and detained at meeting stations. |
| | 72 | 20 | 30 | 21 | 4 | 34 | Detained at Pondicherry & Kandamangalam by Customs & time lost by Caution Signals. |
| | 80 | 10 | 30 | 11 | 1 | 31 | Detained at Kandamangalam by Customs and time lost by Caution Signals & drivers. |
| | 86 | 12 | 15 | 12 | 53 | 38 | Shunting and waited on Loco. |
| 6 | 72 | 20 | 30 | 21 | 12 | 42 | Detained at meeting stations and time lost by Caution Signals. |
| | 80 | 10 | 30 | 11 | 28 | 58 | Detained at meeting stations and time lost by Caution Signals. |
| | 86 | 12 | 15 | 12 | 39 | 24 | Detained at meeting stations and waited on Loco. |
| | 92 | 22 | 0 | 22 | 33 | 33 | Detained at meeting stations, Shunting and time lost by Caution Signals. |
| | 50 | 6 | 30 | 8 | 55 | 145 | Waited on Loco, time lost by drivers, and Engine defective. |
| 7 | 72 | 20 | 30 | 21 | 4 | 34 | Time lost by Caution Signals and detained at meeting stations. |
| | 80 | 10 | 30 | 11 | 17 | 47 | Detained at meeting stations and time lost by Caution Signals. |

### Up trains.

| Date. 1897. | No. of Trains. | Proper time of arrival. | | Actual time of arrival. | | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|---|---|
| July 4 | 71 | 0 | 55 | 1 | 12 | 17 | Detained at meeting stations. |
| | 85 | 11 | 40 | 11 | 58 | 18 | Detained at meeting stations. |
| 5 | 19 | 9 | 0 | 9 | 42 | 42 | Time lost by Caution Signals and drivers and waited on Loco. |
| | 57 | 16 | 5 | 16 | 30 | 25 | Time lost by Caution Signals, waited on Loco & detained at meeting stations. |
| | 85 | 11 | 40 | 12 | 10 | 30 | Detained at meeting stations. |
| | 91 | 0 | 5 | 0 | 21 | 16 | Detained at meeting stations. |
| 6 | 15 | 9 | 0 | 9 | 18 | 18 | Detained at meeting stations. |
| | 27 | 8 | 50 | 9 | 5 | 25 | Inwards train late in. |
| | 91 | 0 | 5 | 0 | 25 | 20 | Detained at meeting stations. |
| | 125 | 14 | 55 | 15 | 25 | 30 | Detained at meeting station. |
| | 139 | 14 | 40 | 15 | 0 | 20 | Detained at meeting stations. |

## *Return of late trains.*

### Down trains.

| Date. 1897. | No. of Trains. | Proper time of arrival. | | Actual time of arrival. | | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|---|---|
| July 7 | 86 | 12 | 15 | 12 | 37 | 22 | Detained at meeting stations and waited on Loco. |
| | 92 | 22 | 0 | 22 | 15 | 15 | Detained at meeting stations & Shunting. |
| 8 | 8 | 9 | 45 | 10 | 52 | 67 | Detained at meeting stations, waited on loco and time lost by Caution Signals. |
| | 10 | 14 | 15 | 14 | 42 | 27 | Detained at meeting stations and time lost by Caution Signals. |
| | 24 | 8 | 15 | 8 | 40 | 25 | Detained at meeting stations, and time lost by Caution Signals. |
| | 72 | 20 | 30 | 21 | 16 | 46 | Detained at Kandamangalam by Customs and at meeting stations and time lost by Caution Signals. |
| | 80 | 10 | 30 | 11 | 12 | 42 | Detained at meeting stations and time lost by Caution Signals. |
| | 86 | 12 | 15 | 12 | 50 | 35 | Waited on Loco. |
| | 124 | 14 | 20 | 14 | 35 | 15 | Detained at meeting stations. |
| | 92 | 22 | 0 | 22 | 48 | 48 | Detained at meeting stations and waited on Loco. |
| | 128 | 20 | 5 | 20 | 20 | 15 | Detained at meeting stations. |
| | 136 | 13 | 45 | 14 | 12 | 27 | Detained at meeting stations. |
| 9 | 72 | 20 | 30 | 21 | 25 | 55 | Time lost by Caution Signals & drivers. |
| | 80 | 10 | 30 | 11 | 8 | 38 | Detained at meeting stations and time lost by Caution Signals. |
| | 82 | 15 | 15 | 15 | 50 | 35 | Detained at meeting stations. |
| | 86 | 12 | 15 | 12 | 35 | 20 | Waited on Loco. |
| | 92 | 22 | 0 | 23 | 35 | 95 | Detained at meeting stations and waited on Loco. |
| | 128 | 20 | 5 | 20 | 25 | 20 | Inwards train late in. |
| 10 | 72 | 20 | 30 | 21 | 22 | 52 | Time lost by Caution Signals & drivers and waited on Loco. |
| | 76 | 12 | 0 | 15 | 5 | 185 | Engine defective. |

### Up trains.

| Date. 1897. | No. of Trains. | Proper time of arrival. | | Actual time of arrival. | | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|---|---|
| July 7 | 17 | 7 | 5 | 10 | 36 | 211 | Inwards train late in. |
| | 19 | 9 | 0 | 9 | 20 | 20 | Detained at meeting stations & time lost by drivers. |
| | 27 | 8 | 50 | 9 | 17 | 27 | Inwards train late in. |
| | 51 | 17 | 25 | 17 | 59 | 34 | Detained at meeting stations. |
| | 57 | 16 | 5 | 16 | 33 | 28 | Time lost by drivers and waited on Loco. |
| | 85 | 11 | 40 | 12 | 4 | 24 | Detained at meeting stations and loading Rs goods. |
| 8 | 19 | 9 | 0 | 9 | 47 | 47 | Time lost by Caution Signals and drivers and waited on Loco. |
| | 85 | 11 | 40 | 12 | 30 | 50 | Detained at meeting stations |

# Return of late trains.

## Down trains.

| Date. 1897. | No. of Trains. | Proper time of arrival. | Actual time of arrival. | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|
| July 10 | 80 | 10 30 | 11 11 | 41 | Detained at meeting stations and time lost by Caution Signals. |
| | 92 | 22 0 | 23 30 | 90 | Detained at meeting stations and waited on loco. |
| | 102 | 15 30 | 15 50 | 20 | Waited on loco and time lost by drivers. |
| 11 | 72 | 20 30 | 21 18 | 48 | Detained at Kandamangalam by Customs and at meeting stations and time lost by Caution Signals. |
| | 80 | 10 30 | 11 11 | 41 | Detained at meeting stations and time lost by Caution Signals. |
| | 86 | 12 15 | 12 43 | 28 | Waited on loco & time lost by drivers. |
| | 92 | 22 0 | 22 48 | 48 | Detained at meeting stations and waited on loco. |
| | 130 | 6 55 | 7 40 | 45 | Waited on loco, time lost by drivers and Shunting. |
| | 132 | 7 40 | 7 57 | 17 | Detained at meeting stations. |
| 12 | 72 | 20 30 | 21 22 | 52 | Detained at meeting stations and time lost by Caution Signals. |
| | 80 | 10 30 | 11 3 | 33 | Detained at meeting stations and time lost by Caution Signals. |
| | 92 | 22 0 | 23 0 | 60 | Detained at meeting stations and waited on loco. |
| 13 | 72 | 20 30 | 21 0 | 30 | Detained at meeting stations and time lost by Caution Signals. |
| | 80 | 10 30 | 11 19 | 49 | Detained at meeting stations and time lost by Caution Signals |
| | 92 | 22 0 | 22 38 | 38 | Detained at meeting stations and waited on Loco. |
| | 174 | 5 30 | 6 7 | 37 | Engine defective. |
| 14 | 72 | 20 30 | 21 9 | 39 | Detained at meeting stations and time lost by Caution Signals. |

## Up trains.

| Date. 1897. | No. of Trains. | Proper time of arrival. | Actual time of arrival. | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|
| July 8 | 91 | 0 5 | 0 45 | 40 | Detained at meeting stations & Shunting. |
| | 123 | 9 20 | 9 40 | 20 | Detained at meeting stations. |
| | 125 | 14 55 | 15 12 | 17 | Detained at meeting stations. |
| | 131 | 21 5 | 21 20 | 15 | Detained at meeting stations. |
| 9 | 27 | 8 50 | 9 10 | 20 | Inwards train late in. |
| | 125 | 14 55 | 15 15 | 20 | Detained at meeting stations. |
| | 131 | 21 5 | 21 25 | 20 | Detained at meeting stations. |
| 10 | 67 | 20 48 | 21 3 | 15 | Waited on Loco. |
| | 71 | 0 55 | 1 10 | 15 | Shunting and time lost by drivers. |
| 11 | 85 | 11 40 | 11 55 | 15 | Detained at meeting stations. |
| | 91 | 0 5 | 0 24 | 19 | Waited on Loco and detained at meeting stations. |
| | 119 | 6 5 | 6 40 | 35 | Detained at meeting stations. |

## *Return of late trains.*

### Down trains.

| Date. 1897. | No. of Trains. | Proper time of arrival. | Actual time of arrival. | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|
| July 14 | 80 | 10 30 | 11 40 | 70 | Detained at meeting stations and time lost by Caution Signals. |
| | 86 | 12 15 | 12 35 | 20 | Detained at meeting stations. |
| 15 | 72 | 20 30 | 21 12 | 42 | Detained at meeting stations and time lost by Caution Signals. |
| | 80 | 10 30 | 11 17 | 47 | Detained at meeting stations and time lost by Caution Signals. |
| 16 | 72 | 20 30 | 21 19 | 49 | Detained at meeting stations and time lost by Caution Signals. |
| | 80 | 10 30 | 11 10 | 40 | Detained at meeting stations and time lost by Caution Signals. |
| | 92 | 22 0 | 23 37 | 97 | Detained at meeting stations and waited on Loco. |
| 17 | 72 | 20 30 | 21 0 | 30 | Detained at meeting stations and time lost by Caution Signals. |
| | 80 | 10 30 | 11 13 | 43 | Detained at meeting stations and time lost by Caution Signals. |
| | 86 | 12 15 | 12 36 | 21 | Detained at meeting stations and waited on Loco. |
| | 92 | 22 0 | 22 30 | 30 | Detained at meeting stations, time lost by drivers and waited on Loco. |
| 18 | 12 | 21 30 | 22 10 | 40 | Shunting and time lost by drivers. |
| | 72 | 20 30 | 21 0 | 30 | Detained at meeting stations and time lost by Caution Signals. |
| | 80 | 10 30 | 11 7 | 37 | Detained at meeting stations and time lost by Caution Signals. |
| 19 | 72 | 20 30 | 21 11 | 41 | Detained at meeting stations and time lost by Caution Signals. |
| | 80 | 10 30 | 11 6 | 36 | Detained at meeting stations and time lost by Caution Signals. |

### Up trains.

| Date. 1897. | No. of Trains. | Proper time of arrival. | Actual time of arrival. | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|
| July 14 | 85 | 11 40 | 11 55 | 15 | Detained at meeting stations and Shunting. |
| | 91 | 0 5 | 0 20 | 15 | Waited on Loco and Shunting. |
| 15 | 85 | 11 40 | 11 55 | 15 | Detained at meeting stations and Shunting. |
| 16 | 85 | 11 40 | 12 30 | 50 | Engine defective. |
| 17 | 91 | 0 5 | 0 27 | 22 | Detained at meeting stations. |
| 19 | 19 | 9 0 | 9 23 | 23 | Time lost by Caution Signals and drivers. |
| 20 | 19 | 9 0 | 10 37 | 97 | Time lost by drivers and Caution Signals and detained at meeting stations. |
| 21 | 57 | 16 5 | 16 23 | 18 | Detained at meeting stations and time lost by Caution Signals. |
| | 123 | 9 20 | 9 52 | 32 | Detained at meeting stations. |

## *Return of late trains.*

### Down trains.

| Date. 1897. | No. of Trains. | Proper time of arrival. | | Actual time of arrival. | | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|---|---|
| July 20 | 38 | 18 | 0 | 18 | 37 | 37 | Detained at meeting stations and time lost by drivers. |
| | 72 | 20 | 30 | 21 | 4 | 34 | Detained at Kandamangalam by Customs and at meeting stations and time lost by Caution Signals. |
| | 80 | 10 | 30 | 10 | 59 | 29 | Detained at meeting stations and time lost by Caution Signals. |
| 21 | 12 | 21 | 30 | 21 | 55 | 25 | Shunting. |
| | 72 | 20 | 30 | 21 | 14 | 44 | Detained at meeting stations and time lost by Caution Signals. |
| | 80 | 10 | 30 | 11 | 7 | 37 | Detained at meeting stations and time lost by Caution Signals. |
| | 122 | 9 | 5 | 9 | 27 | 22 | Detained at meeting stations. |
| | 124 | 14 | 20 | 14 | 37 | 17 | Detained at meeting stations. |
| 22 | 72 | 20 | 30 | 21 | 7 | 37 | Detained at meeting stations and time lost by Caution Signals. |
| | 80 | 10 | 30 | 11 | 6 | 36 | Detained at meeting stations and time lost by Caution Signals. |
| 23 | 72 | 20 | 30 | 21 | 0 | 30 | Detained at Kandamangalam by Customs, and at meeting stations and time lost by Caution Signals. |
| | 80 | 10 | 30 | 10 | 55 | 25 | Detained at meeting stations and time lost by Caution Signals. |
| | 92 | 22 | 0 | 22 | 45 | 45 | Detained at meeting stations and waited on Loco. |
| 24 | 72 | 20 | 30 | 21 | 4 | 34 | Waited at Pongiyattalai for Down Goods, detained at meeting stations and time lost by Caution Signals. |
| | 80 | 10 | 30 | 11 | 9 | 39 | Detained at meeting stations and time lost by Caution Signals. |

### Up trains.

| Date. 1897. | No. of Trains. | Proper time of arrival. | | Actual time of arrival. | | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|---|---|
| July 21 | 139 | 14 | 40 | 15 | 1 | 21 | Shunting. |
| 22 | 85 | 11 | 40 | 12 | 2 | 22 | Detained at meeting stations. |
| 23 | 85 | 11 | 40 | 12 | 18 | 38 | Waited on Loco and detained at meeting stations. |
| | 91 | 0 | 5 | 0 | 48 | 43 | Detained at meeting stations and Shunting. |
| 24 | 85 | 11 | 40 | 12 | 0 | 20 | Detained at meeting stations. |
| 26 | 131 | 21 | 5 | 21 | 20 | 15 | Shunting. |
| 28 | 85 | 11 | 40 | 11 | 55 | 15 | Waited on Loco and detained at meeting stations. |
| 30 | 51 | 17 | 25 | 17 | 44 | 19 | Detained at meeting stations. |
| | 57 | 16 | 5 | 16 | 25 | 20 | Detained at meeting stations and time lost by Caution Signals and drivers. |

# *Return of late trains.*

## Down trains.

| Date. 1897. | No. of Trains. | Proper time of arrival. | | Actual time of arrival. | | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|---|---|
| July 24 | 86 | 12 | 15 | 12 | 40 | 25 | Detained at meeting stations and waited on Loco. |
| | 92 | 22 | 0 | 22 | 17 | 17 | Detained at meeting stations and waited on Loco. |
| 25 | 72 | 20 | 30 | 21 | 8 | 38 | Detained at meeting stations and time lost by Caution Signals. |
| | 80 | 10 | 30 | 11 | 5 | 35 | Detained at meeting stations and time lost by Caution Signals. |
| | 92 | 22 | 0 | 23 | 5 | 65 | Detained at meeting stations and waited on Loco. |
| 26 | 72 | 20 | 30 | 20 | 59 | 29 | Waited at Bangalore for Cuddapah Up train, detained at meeting stations and time lost by Caution Signals. |
| | 80 | 10 | 30 | 11 | 6 | 36 | Detained at meeting stations and time lost by Caution Signals. |
| | 86 | 12 | 15 | 12 | 55 | 40 | Detained at meeting stations and waited on Loco. |
| 27 | 12 | 21 | 30 | 21 | 45 | 15 | Shunting. |
| | 72 | 20 | 30 | 21 | 0 | 30 | Detained at meeting stations and time lost by Caution Signals. |
| | 80 | 10 | 30 | 11 | 5 | 35 | Detained at meeting stations and time lost by Caution Signals. |
| 28 | 72 | 20 | 30 | 21 | 15 | 45 | Detained at meeting stations and time lost by Caution Signals. |
| | 80 | 10 | 30 | 11 | 7 | 37 | Detained at meeting stations and time lost by Caution Signals. |
| | 92 | 22 | 0 | 22 | 40 | 40 | Detained at meeting stations and waited on Loco. |
| 29 | 12 | 21 | 30 | 1 | 1 | 211 | Detained at $\frac{123}{13}$ mile between Cuddalore & Vellikuppam owing to No 2 398 fought fire & detained at meeting stations. |
| | 72 | 20 | 30 | 21 | 0 | 30 | Detained at meeting stations & time lost by Caution Signals. |

## Up trains.

| Date. 1897. | No. of Trains. | Proper time of arrival. | | Actual time of arrival. | | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|---|---|
| July 30 | 85 | 11 | 40 | 12 | 0 | 20 | Detained at meeting stations and Shunting. |
| 31 | 57 | 16 | 5 | 16 | 20 | 15 | Detained at meeting stations and time lost by Caution Signals. |

## Return of late trains.

### Down trains.

| Date. 1897. | No. of Trains. | Proper time of arrival. | | Actual time of arrival. | | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|---|---|
| July 29 | 80 | 10 | 30 | 10 | 57 | 27 | Time lost by Caution Signals, Passengers & Shunting. |
| | 86 | 12 | 15 | 12 | 53 | 38 | Detained at Meeting Stations and time lost by Caution Signals. |
| 30 | 72 | 20 | 30 | 20 | 53 | 23 | Detained at Meeting Stations and time lost by Caution Signals. |
| | 80 | 10 | 30 | 10 | 58 | 28 | Detained at Meeting Stations and time lost by Caution Signals. |
| 31 | 72 | 20 | 30 | 21 | 10 | 40 | Detained at Meeting Stations and time lost by Caution Signals. |
| | 80 | 10 | 30 | 10 | 55 | 25 | Detained at Meeting Stations and time lost by Caution Signals. |

### Up trains.

| Date. 189 . | No. of Trains. | Proper time of arrival. | Actual time of arrival. | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|

The Siwan Railway train arrived at Kuttpadi late on 2 days, one day under the 15 late, the restricted time for reports to Government.
The Siwan Railway train arrived at Nanguneri late on 4 days, 3 days under the 15 late, the restricted time for report to Government.

TRAFFIC MANAGER'S OFFICE,
Trichinopoly, 4th September 1897.

J. Davies
Ag. Traffic Manager.

RECEIVED
8 OCT. 1897
Secretariat Engineering Branch
C. No. 4427
Recd. 8.10.97

From

The Agent,

South Indian Railway,

To *Trichinopoly.*

The Consulting Engineer

for Railways,

*Madras.*

Dated 7th October 1897.

Received ——— 189 .

No. 998

Enclosure. ——— 1.

The undersigned has the honor to forward herewith an Abstract, and Return, of Coal trains on the South Indian Railway, including the Mayavaram-Mutupet Section, for the month of August 1897.

A.D.G. Shelley
Capt R.E.
Agent.

× Book post

Rec'd

972R
13/10/97

6-10-97
AGENCY
17838
CALICUT
RECEIVED
8 OCT. 1897
MADRAS.

# SOUTH INDIAN RAILWAY.

*including Mayavaram - Mutupet Sections.*

## ABSTRACT AND RETURN OF LATE TRAINS

*for the month of* August *1897.*

# SOUTH INDIAN RAILWAY.

## RETURN OF LATE TRAINS.

*Abstract for* August *1897.*

| 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. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| No 15 & 36 Madras to Chingleput & Chingleput Chord to Madras Beach Depot | | 62 | . | . | . | . | . | . | . | . | |
| " 17 Madras Beach to Madras Eg | Pass | 31 | . | . | . | . | . | . | . | . | |
| " 19 & 38 Madras and Tuticorin | Mail | 62 | 1 | 3 | . | . | . | 4 | 82 | 6.45 | |
| " 57 & 24 do and do | do | 62 | 2 | 5 | . | . | 1 | 8 | 232 | 12.90 | |
| " 27 Beach to Madras | Pass | 31 | . | 1 | . | . | . | 1 | 24 | 3.22 | |
| " 33 & 48 Beach and Madras | do | 62 | . | . | . | . | . | . | .. | . | |
| " 21 & 22 Beach and Chingleput | Pass | 62 | . | . | . | . | . | . | . | . | |
| Carried over ... | | 372 | 3 | 9 | . | . | 1 | 13 | 335 | 3.49 | |

| 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 36 train | . | . | . | . | . | . |
| " 38 | . | . | . | . | . | . |
| " 24 | . | . | . | . | . | . |
| " 48 | . | . | . | . | . | . |
| " 22 | . | . | . | . | . | . |
| " 8 | . | . | . | . | . | . |
| " 18 | . | . | . | . | . | . |
| " 20 | . | . | . | . | . | . |
| " 56 | . | 2 | . | . | . | 2 |
| " 50 | . | 2 | . | . | 1 | 3 |
| " 12 | 2 | 3 | . | . | . | 5 |
| " 10 | . | 1 | . | . | . | 1 |
| " 82 | 2 | . | . | . | . | 2 |
| " 72 | 3 | 18 | 9 | . | . | 30 |
| " 80 | 2 | 17 | 10 | 1 | . | 30 |
| " 76 | 1 | 1 | . | . | . | 2 |
| " 92 | . | 4 | 6 | 1 | . | 11 |
| " 86 | 4 | 3 | 3 | 1 | . | 11 |
| " 102 | . | . | . | . | . | . |
| " 98 | . | . | . | . | . | . |
| " 96 | . | . | . | . | . | . |

# ABSTRACT OF LATE TRAINS.

| 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. |
|---|---|---|---|---|---|---|---|---|---|---|
| Brought forward ... | 372 | 3 | 9 | . | . | 1 | 13 | 335 | 3·49 | |
| 43 Beach to Pallavaram | Pass | 4 | . | . | . | . | . | . | . | |
| 8148 Beach to Madura & Madura to Madras | do | 62 | . | 5 | . | . | 5 | 103 | 8·06 | |
| 55418 Beach and Pallavaram | do | 62 | . | . | . | . | . | . | . | |
| 57120 —— do and —— do | do | 48 | . | 1 | . | . | 1 | 17 | 2·08 | |
| 67456 Madras and Pallavaram | do | 62 | . | 3 | . | . | 3 | 61 | 4·84 | |
| 69450 Madras to Pallavaram & Pallavaram to Beach | Pass | 62 | . | 2 | . | . | 1 | 3 | 178 | 4·84 |
| 7462 Villupuram and Trichy J | do | 62 | 2 | 4 | . | . | . | 6 | 106 | 9·68 |
| 21460 Madura and Tuticorin | do | 62 | . | 1 | . | . | . | 1 | 20 | 1·61 |
| 77482 Erniyuntak and Tiruputtur Junc | do | 62 | 3 | 5 | . | . | . | 8 | 152 | 12·90 |
| 71472 Vellore and Pondicherry | do | 62 | 3 | 18 | 9 | . | 1 | 31 | 1025 | 50·00 |
| 81480 —— do and —— do | do | 62 | 2 | 17 | 10 | 1 | . | 30 | 874 | 48·39 |
| 79476 Erniyuntak and Vellore | do | 62 | 1 | 1 | . | . | . | 2 | 45 | 3·22 |
| 85492 Dharmavaram and Bekala | do | 62 | . | 7 | 7 | 1 | . | 15 | 528 | 24·19 |
| 91486 —— do and —— do | do | 62 | 4 | 6 | 4 | 1 | . | 15 | 424 | 24·19 |
| 99102 Chingleput and Arkonam | do | 62 | . | . | . | . | . | . | . | |
| 101498 —— do and —— do | Mail | 62 | . | . | . | . | . | . | . | |
| 103496 —— do and Conjeveram | Pass | 62 | . | . | . | . | . | . | . | |
| 119120 Erayavaram and Negapatam | Bpas | 62 | . | . | . | . | . | . | . | |
| 123128 Tiruvalur to Kuntapet & Kuntapet to Erayaveram | Pass | 62 | . | . | . | . | . | . | . | |
| 125124 Erayaveram and Kuntapet | do | 62 | . | . | . | . | . | . | . | |
| 129122 —— do and Tiruvalur | do | 62 | . | . | . | . | . | . | . | |
| 131A —— do to Tiruvalur | do | 31 | . | 1 | . | . | 1 | 20 | 3·22 | |
| 131 —— do to Negapatam | do | 31 | . | . | . | . | . | . | . | |
| 133132 Negapatam and Tanjore | Mail | 62 | . | . | . | . | . | . | . | |
| 145144 —— do and —— do | do | 62 | . | . | . | . | . | . | . | |
| 139136 —— do and —— do | Bpas | 62 | . | . | . | . | . | . | . | |
| 135140 —— do and —— do | do | 62 | . | . | . | . | . | . | . | |
| 142 Negapatam to Erayaveram | Pass | 31 | . | . | . | . | . | . | . | |
| 155164 Trichy J and Erode | Mail | 62 | . | . | . | . | . | . | . | |
| 163152 —— do and Erode | do | 62 | . | . | . | . | . | . | . | |
| 173174 —— do and —— do | Bpas | 62 | . | . | . | . | . | . | . | |
| 177178 Manjapdi and Tinnevelly | Mail | 62 | . | . | . | . | . | . | . | |
| 183186 —— do and —— do | Bpas | 62 | . | . | . | . | . | . | . | |
| 179182 —— do and —— do | do | 62 | . | 1 | . | . | 1 | 20 | 1·61 | |
| Total ... | | 2315 | 18 | 81 | 30 | 3 | 3 | 135 | 3908 | 5·83 |

Failure of Engines account for 3/0 hrs. — Waited on Arcot Station
Time lost by Cautionary Signals between Stations 98 hrs. — Station
Foreign Railway Trains detained 69 hrs.

| 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 130 train | . | . | . | . | . | . |
| " 128 | . | . | . | . | . | . |
| " 124 | . | . | . | . | . | . |
| " 122 | . | . | . | . | . | . |
| " 132 | . | . | . | . | . | . |
| " 144 | . | . | . | . | . | . |
| " 136 | . | . | . | . | . | . |
| " 140 | . | . | . | . | . | . |
| " 164 | . | . | . | . | . | . |
| " 152 | . | . | . | . | . | . |
| " 174 | . | . | . | . | . | . |
| " 178 | . | . | . | . | . | . |
| " 186 | . | . | . | . | . | . |
| " 182 | . | . | . | . | . | . |
| **Up trains.** | | | | | | |
| No 15 train | . | . | . | . | . | . |
| " 17 | . | . | . | . | . | . |
| " 19 | 1 | 3 | . | . | . | 4 |
| " 57 | 2 | 5 | . | . | 1 | 8 |
| " 27 | . | 1 | . | . | . | 1 |
| " 33 | . | . | . | . | . | . |
| " 37 | . | . | . | . | . | . |
| " 43 | . | . | . | . | . | . |
| " 51 | . | 5 | . | . | . | 5 |
| " 55 | . | . | . | . | . | . |
| " 59 | . | 1 | . | . | . | 1 |
| " 67 | . | 1 | . | . | . | 1 |
| " 69 | . | . | . | . | . | . |
| " 7 | . | 1 | . | . | . | 1 |
| " 21 | . | . | . | . | . | . |
| " 77 | 1 | 5 | . | . | . | 6 |
| " 71 | . | . | . | . | 1 | 1 |
| " 81 | . | . | . | . | . | . |
| " 79 | . | . | . | . | . | . |
| " 85 | . | 3 | 1 | . | . | 4 |
| " 91 | . | 3 | 1 | . | . | 4 |
| " 99 | . | . | . | . | . | . |
| " 101 | . | . | . | . | . | . |
| " 103 | . | . | . | . | . | . |
| " 119 | . | . | . | . | . | . |
| " 123 | . | . | . | . | . | . |
| " 125 | . | . | . | . | . | . |
| " 129 | . | . | . | . | . | . |
| " 131A | . | 1 | . | . | . | 1 |
| " 131 | . | . | . | . | . | . |
| " 133 | . | . | . | . | . | . |
| " 145 | . | . | . | . | . | . |
| " 139 | . | . | . | . | . | . |
| " 135 | . | . | . | . | . | . |
| " 142 | . | . | . | . | . | . |
| " 155 | . | . | . | . | . | . |
| " 163 | . | . | . | . | . | . |
| " 173 | . | . | . | . | . | . |
| " 177 | . | . | . | . | . | . |
| " 183 | . | . | . | . | . | . |
| " 179 | . | 1 | . | . | . | 1 |

SOUTH INDIAN RAILWAY.

## Return of late trains for the month of August 1897.

### Down trains.

| Date. 1897. | No. of Trains. | Proper time of arrival. | Actual time of arrival. | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|
| August 1 | 72 | 20 30 | 20 53 | 23 | Detained at meeting stations and time lost by caution Signals. |
| | 80 | 10 30 | 11 3 | 33 | Detained at meeting stations and time lost by caution Signals. |
| | 86 | 12 15 | 12 30 | 15 | Detained at meeting stations and waited on Loco. |
| 2 | 72 | 20 30 | 21 1 | 31 | Detained at meeting stations and time lost by cautions Signals. |
| | 80 | 10 30 | 11 3 | 33 | Detained at meeting stations and time lost by cautions Signals. |
| | 50 | 6 30 | 6 49 | 19 | Waited on Loco & time lost by cautions Signals. |
| 3 | 72 | 20 30 | 20 56 | 26 | Time lost by cautions Signals. |
| | 80 | 10 30 | 10 57 | 21 | Detained at meeting stations and time lost by cautions Signals. |
| 4 | 72 | 20 30 | 20 53 | 23 | Detained at meeting stations and time lost by cautions Signals. |
| | 80 | 10 30 | 10 59 | 29 | Detained at meeting stations and time lost by cautions Signals. |
| | 92 | 22 0 | 22 39 | 39 | Shunting and waited on Loco. |
| 5 | 72 | 20 30 | 20 55 | 25 | Detained at meeting stations and time lost by cautions Signals. |
| | 80 | 10 30 | 10 52 | 22 | Detained at meeting stations and time lost by cautions Signals. |
| | 86 | 12 15 | 13 15 | 60 | Shunting and loading Rs goods and waited on Loco. |
| | 50 | 6 30 | 8 49 | 139 | Waited on Loco and Engine defective. |

### Up trains.

| Date. 1897. | No. of Trains. | Proper time of arrival. | Actual time of arrival. | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|
| August 3 | 51 | 17 25 | 17 44 | 19 | Detained at meeting stations. |
| | 57 | 16 5 | 16 23 | 18 | Detained at meeting stations. |
| 4 | 57 | 16 5 | 16 20 | 15 | Detained at meeting stations. |
| | 71 | 0 55 | 5 0 | 245 | Engine defective and waited on Loco. |
| 5 | 91 | 0 5 | 0 43 | 38 | Detained at meeting stations and loading Rs goods. |
| 6 | 27 | 8 50 | 9 11 | 21 | Inwards train late in. |
| | 51 | 17 25 | 17 47 | 22 | Detained at meeting stations. |
| | 57 | 16 5 | 16 32 | 27 | Time lost by Cautions Signals & drivers and waited on Loco. |
| 8 | 19 | 9 0 | 9 17 | 17 | Time lost by Caution. Signals and drivers. |
| 9 | 59 | 19 15 | 19 32 | 17 | Detained at meeting Stations. |
| 11 | 91 | 0 5 | 0 21 | 16 | Detained at meeting stations and Shunting. |

## *Return of late trains.*

### Down trains.

| Date. 1897. | No. of Trains. | Proper time of arrival. | Actual time of arrival. | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|
| August 6 | 72 | 20 30 | 20 45 | 15 | [illegible] and time lost by Cautions Signals. |
| | 60 | 10 30 | 11 11 | 41 | Detained at meeting Stations, time lost by Cautions Signals & Shunting. |
| | 92 | 22 0 | 22 35 | 35 | Shunting and limited on Loco. |
| 7 | 72 | 20 30 | 21 2 | 32 | Detained at meeting Stations and time lost by Cautions Signals. |
| | 80 | 10 30 | 10 52 | 22 | Detained at meeting Stations and time lost by Cautions Signals. |
| | 86 | 12 15 | 13 19 | 64 | Detained at meeting Stations, Shunting and limited on Loco. |
| | 92 | 22 0 | 22 30 | 30 | Waited on Loco and time lost by drivers. |
| 8 | 12 | 21 30 | 21 45 | 15 | Shunting. |
| | 72 | 20 30 | 20 50 | 20 | Detained at meeting Stations and time lost by Cautions Signals. |
| | 80 | 10 30 | 11 5 | 35 | Detained at meeting Stations and time lost by Cautions Signals. |
| | 86 | 12 15 | 12 32 | 17 | Time lost by drivers and waited on Loco. |
| 9 | 12 | 21 30 | 21 50 | 20 | Shunting and waited on Loco. |
| | 72 | 20 30 | 20 45 | 15 | Waited on Loco and time lost by Cautions Signals |
| | 80 | 10 30 | 10 45 | 15 | Shunting and time lost by Cautions Signals. |
| | 56 | 19 40 | 19 56 | 16 | Detained at meeting Stations. |
| 10 | 72 | 20 30 | 21 2 | 32 | Detained at meeting Stations and time lost by Cautions Signals. |
| | 80 | 10 30 | 10 50 | 20 | Detained at meeting Stations and time lost by Cautions Signals. |

### Up trains.

| Date. 1897. | No. of Trains. | Proper time of arrival. | Actual time of arrival. | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|
| August 12 | 67 | 20 48 | 21 15 | 27 | Inwards train late in and detained at meeting Stations. |
| 13 | 51 | 17 25 | 17 44 | 19 | Detained at meeting Stations. |
| | 57 | 16 5 | 16 23 | 18 | Time lost by Cautions Signals and drivers. |
| 14 | 77 | 12 25 | 12 50 | 25 | Shunting. |
| 16 | 131A | 1 30 | 1 50 | 20 | Waited on traffic. |
| | 179 | 11 53 | 12 15 | 20 | Inwards train late in and Shunting. |
| 18 | 57 | 16 5 | 16 20 | 15 | Time lost by Cautions Signals and drivers. |
| 19 | 85 | 11 40 | 12 17 | 37 | Time lost by drivers and Stoppage of train at 9 $\frac{304}{4}$ mile owing to a large Stone having been fallen on the line |

## *Return of late trains.*

### Down trains.

| Date. 1897. | No. of Trains. | Proper time of arrival. | Actual time of arrival. | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|
| August 11 | 12 | 21 30 | 21 45 | 15 | Time lost by Caution Signals / Shunting. |
| | 72 | 20 30 | 21 0 | 30 | Detained at Meeting Stations and time lost by Caution Signals. |
| | 80 | 10 30 | 10 45 | 15 | Detained at Meeting Stations and time lost by Caution Signals. |
| 12 | 56 | 19 40 | 19 58 | 18 | Waited on traffic. |
| | 72 | 20 30 | 21 9 | 39 | Waited at Kongeuttalo for Goods Trains, and time lost by Caution Signals. |
| | 80 | 10 30 | 11 4 | 34 | Shunting and time lost by Caution Signals |
| 13 | 72 | 20 30 | 21 3 | 33 | Detained at Kandamangalam by Customs & time lost by drivers and Caution Signals. |
| | 80 | 10 30 | 10 55 | 25 | Detained at Meeting Stations and time lost by Caution Signals. |
| | 92 | 22 0 | 23 5 | 65 | Detained at Meeting Stations, waited on Loco and time lost by drivers. |
| 14 | 10 | 14 15 | 14 35 | 20 | Time lost by Caution Signals & drivers. |
| | 72 | 20 30 | 20 58 | 28 | Waited on Loco, detained at Kandamanga-laam by Customs and time lost by Caution Signals. |
| | 80 | 10 30 | 10 46 | 16 | Loading & goods and time lost by Caution Signals. |
| | 82 | 15 15 | 15 30 | 15 | Detained at Meeting Stations. |
| 15 | 72 | 20 30 | 20 45 | 15 | Detained at Meeting Stations for Kanda-mangalam by Customs and times lost by Caution Signals. |
| | 80 | 10 30 | 10 46 | 16 | Time lost by Caution Signals & Passengers. |
| | 92 | 22 0 | 22 55 | 55 | Detained at Meeting Stations, waited on Loco & time lost by drivers. |

### Up trains.

| Date. 1897. | No. of Trains. | Proper time of arrival. | Actual time of arrival. | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|
| August 24 | 57 | 16 5 | 17 40 | 95 | Detained at Meeting Stations and time lost by Caution Signals. |
| | 77 | 13 25 | 13 50 | 25 | Onwards train late in. |
| | 85 | 11 40 | 12 0 | 20 | Detained at Meeting Stations. |
| 25 | 7 | 17 15 | 17 31 | 16 | Shunting and time lost by Caution Signals. |
| | 19 | 9 0 | 9 25 | 25 | Time lost by Caution Signals and drivers. |
| | 51 | 17 25 | 17 44 | 19 | Time lost by Caution Signals and waited on Loco. |
| | 57 | 16 5 | 16 29 | 24 | Time lost by Caution Signals and drivers. |
| | 91 | 0 5 | 0 24 | 19 | Detained at Meeting Stations. |
| 27 | 51 | 17 29 | 17 49 | 24 | Detained at Meeting Stations. |

# Return of late trains.

## Down trains.

| Date. 1897. | No. of Trains. | Proper time of arrival. | Actual time of arrival. | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|
| August 16 | 72 | 20 30 | 20 53 | 23 | Detained at meeting stations & at Kanda-mangalam by Customs and time lost by Caution Signals. |
| | 86 | 12 15 | 12 35 | 20 | Waited on Loco and loading & goods. |
| 17 | 72 | 20 30 | 20 55 | 25 | Detained at meeting stations and time lost by Caution Signals. |
| | 80 | 10 30 | 10 46 | 16 | Time lost by Caution Signals. |
| | 92 | 22 0 | 22 20 | 20 | Shunting and waited on Loco. |
| 18 | 72 | 20 30 | 21 5 | 35 | Shunting, detained at meeting stations and time lost by Caution Signals. |
| | 80 | 10 30 | 10 53 | 23 | Detained at meeting stations and time lost by Caution Signals. |
| 19 | 72 | 20 30 | 21 0 | 30 | Detained at meeting stations and time lost by Caution Signals. |
| | 80 | 10 30 | 11 3 | 33 | Detained at meeting stations and time lost by Caution Signals. |
| | 86 | 12 15 | 12 35 | 20 | Detained at meeting stations and waited on Loco. |
| 20 | 80 | 10 30 | 11 10 | 40 | Detained at meeting stations and time lost by Caution Signals. |
| 21 | 72 | 20 30 | 20 49 | 19 | Time lost by Caution Signals. |
| | 80 | 10 30 | 11 0 | 30 | Detained at meeting stations and time lost by Caution Signals. |
| | 86 | 12 15 | 12 30 | 15 | Shunting and waited on Loco. |
| | 92 | 22 0 | 22 24 | 24 | Waited on Loco & time lost by drivers. |
| 22 | 72 | 20 30 | 20 59 | 29 | Detained at meeting stations and time lost by Caution Signals. |
| | 80 | 10 30 | 10 52 | 22 | Detained at meeting stations and time lost by Caution Signals. |

## Up trains.

| Date. 1897. | No. of Trains. | Proper time of arrival. | Actual time of arrival. | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|
| August 27 | 57 | 16 5 | 16 25 | 20 | Time lost by Caution Signals and drivers. |
| | 77 | 13 25 | 13 40 | 15 | Onward train late in. |
| | 85 | 11 40 | 12 5 | 25 | Detained at meeting stations. |
| 28 | 19 | 9 0 | 9 25 | 25 | Time lost by Caution Signals and drivers. |
| | 77 | 13 25 | 13 42 | 17 | Shunting and detained at meeting stations. |
| | 91 | 0 5 | 0 33 | 28 | Shunting and detained at meeting stations. |
| 29 | 19 | 9 0 | 9 15 | 15 | Time lost by Caution Signals and drivers. |
| | 77 | 13 25 | 13 45 | 20 | Shunting. |

## *Return of late trains.*

### Down trains.

| Date. 1897. | No. of Trains. | Proper time of arrival. | Actual time of arrival. | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|
| August 22 | 86 | 12 15 | 13 4 | 49 | Detained at meeting Stations & waited on loco. |
| 23 | 72 | 20 30 | 21 6 | 36 | Detained at Kandamangalam by Customs Shunting & time lost by Caution Signals. |
| | 80 | 10 30 | 11 12 | 42 | Detained at meeting Stations and time lost by Caution Signals. |
| | 82 | 15 15 | 15 30 | 15 | Detained at meeting Stations. |
| 24 | 72 | 20 30 | 21 1 | 31 | Stoppage of train at 169/5 mile owing to the by Horse boy Gaudish fire and time lost by Caution Signals. |
| | 76 | 12 0 | 12 30 | 30 | Shunting and time lost by drivers. |
| | 80 | 10 30 | 10 51 | 21 | Detained at meeting Stations and time lost by Caution Signals. |
| | 86 | 12 15 | 12 48 | 33 | Shunting and waited on loco. |
| | 92 | 22 0 | 22 43 | 43 | Detained at meeting Stations & waited on loco. |
| 25 | 72 | 20 30 | 20 50 | 20 | Detained at meeting Stations and time lost by Caution Signals. |
| | 80 | 10 30 | 11 9 | 39 | Detained at meeting Stations and time lost by Caution Signals. |
| | 92 | 22 0 | 22 35 | 35 | Detained at meeting Stations & Shunting. |
| 26 | 12 | 21 30 | 21 50 | 20 | Time lost by Caution Signal & Shunting. |
| | 72 | 20 30 | 21 1 | 31 | Detained at [illegible] and time lost by Caution Signals. |
| | 80 | 10 30 | 10 57 | 27 | Detained at meeting Stations and time lost by Caution Signals. |
| | 86 | 12 15 | 12 30 | 15 | Detained at meeting Stations & Shunting. |
| 27 | 72 | 20 30 | 21 57 | 27 | Time lost by drivers & Caution Signals. |
| | 76 | 12 0 | 12 15 | 15 | Shunting and time lost by Caution Signals. |
| | 80 | 10 30 | 11 0 | 30 | Detained at meeting Stations and time lost by Caution Signals. |
| | 92 | 22 0 | 23 0 | 60 | Detained at meeting Stations. |
| 28 | 72 | 20 30 | 20 50 | 20 | Detained at meeting Stations and time lost by Caution Signals. |
| | 80 | 10 30 | 10 54 | 24 | Detained at meeting Stations and time lost by Caution Signals. |

### Up trains.

| Date. 1897. | No. of Trains. | Proper time of arrival. | Actual time of arrival. | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|
| August 30 | 85 | 11 40 | 12 0 | 20 | Detained at meeting Station. |
| 31 | 77 | 13 25 | 13 45 | 20 | Shunting. |

## *Return of late trains.*

| Down trains. Date. 1897. | No. of Trains. | Proper time of arrival. | Actual time of arrival. | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|
| August 29 | 72 | 20 30 | 20 55 | 25 | Detained at meeting stations and time lost by Caution Signals. |
| | 80 | 10 30 | 11 8 | 38 | Shunting & time lost by Caution Signals. |
| 30 | 12 | 21 30 | 21 50 | 20 | Time lost by Caution Signals & drivers and Shunting. |
| | 72 | 20 30 | 20 47 | 17 | Time lost by Caution Signals & drivers. |
| | 80 | 10 30 | 11 57 | 87 | Detained at meeting stations and time lost by Caution Signals. |
| | 86 | 12 15 | 12 30 | 15 | Waited on Loco and Shunting. |
| 31 | 72 | 20 30 | 20 55 | 25 | Detained at meeting stations and time lost by Caution Signals. |
| | 80 | 10 30 | 10 55 | 25 | Detained at meeting stations and time lost by Caution Signals. |
| | 92 | 22 0 | 22 20 | 20 | Shunting and waited on Loco. |
| | 50 | 6 30 | 6 50 | 20 | Waited on Loco and time lost by drivers. |

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

The Madura Railway Company arrived at Ratpadi late on 7 days, the Madura Railway Train arrived at Manapparai late on 5 days, 5 days under the 15 Act, the restricted time for which to be framed 5 days under the 15 Act, the restricted time for which to be framed

TRAFFIC MANAGER'S OFFICE,
Trichinopoly, 5th October 1897.

H Davies
Traffic Manager.

ENC. 1 TO E. D. C. No. 4422 OF 1897.
LETTER No. 998 D 7.10.97
FROM A

FROM

THE AGENT,

South Indian Railway,

*Trichinopoly.*

RECEIVED
NOV 1897
MADRAS

To

THE CONSULTING ENGINEER

FOR RAILWAYS,

*Madras.*

C. No. 4422
Encl.
5/11/97

Dated 3rd
Received } November 1897.

No. 1074

ENCLOSURE. one

The undersigned has the honor to forward herewith an Abstract and Return of Sale trains on the South Indian Railway, including the Mayavaram Mutupet Section for the month of September 1897.

x Boatpart.

W. de Mesquita

for Agent.

SOUTH INDIAN RAILWAY

# SOUTH INDIAN RAILWAY.

*including Mayavaram-Mutupet Section.*

## ABSTRACT AND RETURN OF LATE TRAINS

*for the month of* September *1897.*

# SOUTH INDIAN RAILWAY.

## RETURN OF LATE TRAINS.

*Abstract for* September *1897.*

| 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. |
|---|---|---|---|---|---|---|---|---|---|---|
| No 15 & 36 Madras to Chingleput & Chingleput & Chingleput to Madras Beach | 60 | . | . | . | . | . | . | . | . | |
| " 17 Madras Beach to Madras Egmore — Paper | 30 | . | . | . | . | . | . | . | . | |
| " 19 & 38 Madras and Tuticorin — Mail | 60 | 1 | 2 | . | . | . | 3 | 63 | 5.00 | |
| " 57 & 24 — do — and — do — do | 60 | . | 3 | . | . | . | 3 | 66 | 5.00 | |
| " 27 Beach to Madras — Paper | 30 | . | 1 | . | . | . | 1 | 25 | 3.33 | |
| " 33 & 48 Beach and Madras — do | 60 | . | . | . | . | . | . | . | . | |
| " 37 & 22 Beach and Chingleput — do | 60 | . | . | . | . | . | . | . | . | |
| Carried over ... | 360 | 1 | 6 | . | . | . | 7 | 154 | 1.94 | |

| 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 36 train | . | . | . | . | . | . |
| " 38 | . | . | . | . | . | . |
| " 24 | . | 1 | . | . | . | 1 |
| " 48 | . | . | . | . | . | . |
| " 22 | . | . | . | . | . | . |
| " 8 | . | . | . | . | . | . |
| " 18 | . | . | . | . | . | . |
| " 20 | . | . | . | . | . | . |
| " 56 | . | . | . | . | . | . |
| " 50 | . | . | . | . | . | . |
| " 12 | 1 | 2 | . | . | . | 3 |
| " 10 | . | . | . | . | . | . |
| " 82 | . | 1 | 1 | . | . | 2 |
| " 72 | . | 17 | 11 | 1 | 1 | 30 |
| " 80 | . | 19 | 6 | 1 | 4 | 30 |
| " 76 | 1 | . | . | . | . | 1 |
| " 92 | . | 2 | 6 | . | . | 8 |
| " 86 | . | 1 | 1 | 1 | . | 3 |
| " 102 | . | . | . | . | . | . |
| " 98 | . | . | . | . | . | . |
| " 96 | . | . | . | . | . | . |
| " 130 | . | . | . | . | . | . |

# ABSTRACT OF LATE TRAINS.

| 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. |
|---|---|---|---|---|---|---|---|---|---|---|
| Brought forward ... | 360 | 1 | 6 | . | . | . | 7 | 154 | 1.94 | |
| 2443 Beach to Pallavaram | Pass | 4 | . | . | . | . | . | . | . | |
| 5148 Beach to Madura & Madura to Madras | do | 60 | 1 | 1 | 1 | 1 | . | 4 | 135 | 6.67 |
| 55418 Beach and Pallavaram | do | 60 | . | . | . | . | . | . | . | |
| 57420 do and do | do | 48 | . | . | . | . | . | . | . | |
| 67456 Madras and Pallavaram | do | 60 | . | . | . | . | . | . | . | |
| 69450 Madras to Pallavaram & Pallavaram to Madras Beach | Mixed | 60 | . | . | . | . | . | . | . | |
| 7612 Villupuram and Trichy J | do | 60 | 1 | 3 | . | . | . | 4 | 80 | 6.67 |
| 21410 Madura and Tuticorin | do | 60 | 1 | . | . | 1 | . | 2 | 104 | 3.33 |
| 77882 Reniguntah and Tirupati road | do | 58 | . | 4 | 1 | . | . | 5 | 149 | 8.62 |
| 71472 Vellore and Pondicherry | do | 60 | . | 17 | 11 | 2 | 2 | 32 | 1359 | 53.33 |
| 81480 do and do | do | 60 | . | 19 | 6 | 1 | 4 | 30 | 1267 | 50.00 |
| 79476 Reniguntah and Vellore | do | 60 | 1 | . | . | . | . | 1 | 15 | 1.67 |
| 85492 Dharmavaram and Pakala | do | 60 | 2 | 6 | 6 | . | . | 14 | 417 | 23.33 |
| 91486 do and do | do | 60 | 2 | 5 | 1 | 1 | . | 9 | 236 | 15.00 |
| 99&102 Chingleput and Arkonam | Mixed | 60 | . | . | . | . | . | . | . | |
| 101&98 do and do | Mail | 60 | . | . | . | . | . | . | . | |
| 103&96 do and Conjeveram | Mixed | 60 | . | . | . | . | . | . | . | |
| 119&130 Cuddapah and Gooty | Mixed | 60 | . | . | . | . | . | . | . | |
| 123&128 Tiruvalur to Renigunta & Renigunta to Cuddapah | do | 60 | 1 | . | . | . | . | 1 | 15 | 1.67 |
| 125&124 Cuddapah and Renigunta | do | 60 | 3 | . | . | . | . | 3 | 45 | 5.00 |
| 129&122 Cuddapah and Tiruvalur | do | 60 | . | . | . | . | . | . | . | |
| 121A do to Tiruvalur | do | 30 | . | . | . | . | . | . | . | |
| 131 do to Gooty | do | 30 | . | . | . | . | . | . | . | |
| 133&132 Gooty and Tanjore | Mail | 60 | . | 1 | . | . | . | 1 | 19 | 1.67 |
| 145&144 do and do | do | 60 | . | . | . | . | . | . | . | |
| 139&136 do and do | Mixed | 60 | 1 | . | . | . | . | 1 | 15 | 1.67 |
| 145&140 do and do | do | 60 | . | . | 1 | . | . | 1 | 57 | 1.67 |
| 142 Gooty to Cuddapah | Pass | 30 | . | . | . | . | . | . | . | |
| 155&164 Trichy J and Erode | Mail | 60 | . | 1 | 1 | . | . | 2 | 66 | 3.33 |
| 163&152 do and do | do | 60 | . | . | 1 | . | . | 1 | 47 | 1.67 |
| 173&174 do and do | Mixed | 60 | . | . | . | . | . | . | . | |
| 177&178 Kulitalai and Tiruchy | Mail | 60 | . | . | . | . | . | . | . | |
| 183&186 do and do | Mixed | 60 | . | . | . | . | . | . | . | |
| 179&182 do and do | Mixed | 60 | . | . | . | . | . | . | . | |
| Total ... | | 2240 | 14 | 63 | 29 | 6 | 6 | 118 | 4280 | 5.26 |

Failure of Engines account for 2 Pkts. — Started on Ghat stations 148 Pkts.
Time lost by various detentions 199 Pkts.
Time lost by Caution Signals between stations 1623 Pkts. — Failed on Stations 1 Pkt.
Railway Trains at junctions 6 Pkts.

Note. — Division of Line 68 miles. — No. 71 to 2 Pkts. of 81 trains.
The Mileages given are the actual distances between the stations.

| 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. 128 Train | . | . | . | . | . | . |
| " 124 | 2 | . | . | . | . | 2 |
| " 122 | . | . | . | . | . | . |
| " 132 | . | 1 | . | . | . | 1 |
| " 144 | . | . | . | . | . | . |
| " 136 | . | . | . | . | . | . |
| " 140 | . | . | 1 | . | . | 1 |
| " 164 | . | . | 1 | . | . | 1 |
| " 152 | . | . | 1 | . | . | 1 |
| " 174 | . | . | . | . | . | . |
| " 178 | . | . | . | . | . | . |
| " 186 | . | . | . | . | . | . |
| " 182 | . | . | . | . | . | . |
| **Up trains.** | | | | | | |
| No. 15 Train | . | . | . | . | . | . |
| " 17 | . | . | . | . | . | . |
| " 19 | 1 | 2 | . | . | . | 3 |
| " 57 | . | 2 | . | . | . | 2 |
| " 27 | . | 1 | . | . | . | 1 |
| " 33 | . | . | . | . | . | . |
| " 37 | . | . | . | . | . | . |
| " 43 | . | . | . | . | . | . |
| " 51 | 1 | 1 | 1 | 1 | . | 4 |
| " 55 | . | . | . | . | . | . |
| " 59 | . | . | . | . | . | . |
| " 67 | . | . | . | . | . | . |
| " 69 | . | . | . | . | . | . |
| " 7 | . | 1 | . | . | . | 1 |
| " 21 | 1 | . | . | 1 | . | 2 |
| " 77 | . | 3 | . | . | . | 3 |
| " 71 | . | . | . | 1 | 1 | 2 |
| " 81 | . | . | . | . | . | . |
| " 79 | . | . | . | . | . | . |
| " 85 | 2 | 4 | . | . | . | 6 |
| " 91 | 2 | 4 | . | . | . | 6 |
| " 99 | . | . | . | . | . | . |
| " 101 | . | . | . | . | . | . |
| " 103 | . | . | . | . | . | . |
| " 119 | . | . | . | . | . | . |
| " 123 | 1 | . | . | . | . | 1 |
| " 125 | 1 | . | . | . | . | 1 |
| " 129 | . | . | . | . | . | . |
| " 131A | . | . | . | . | . | . |
| " 131 | . | . | . | . | . | . |
| " 133 | . | . | . | . | . | . |
| " 145 | . | . | . | . | . | . |
| " 139 | 1 | . | . | . | . | 1 |
| " 135 | . | . | . | . | . | . |
| " 142 | . | . | . | . | . | . |
| " 155 | . | 1 | . | . | . | 1 |
| " 163 | . | . | . | . | . | . |
| " 173 | . | . | . | . | . | . |
| " 177 | . | . | . | . | . | . |
| " 183 | . | . | . | . | . | . |
| " 179 | . | . | . | . | . | . |

SOUTH INDIAN RAILWAY.

## Return of late trains for the month of September 1897.

### Down trains.

| Date. 1897. | No. of Trains. | Proper time of arrival. | | Actual time of arrival. | | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|---|---|
| September 1 | 72 | 20 | 30 | 21 | 1 | 31 | Detained at Meeting Stations and time lost by Caution Signals. |
| | 76 | 12 | 0 | 12 | 15 | 15 | Shunting and detained at Meeting Stations. |
| | 80 | 10 | 30 | 10 | 50 | 20 | Detained at Meeting Stations and time lost by Caution Signals. |
| | 82 | 15 | 15 | 15 | 43 | 28 | Detained at Meeting Stations. |
| | 92 | 22 | 0 | 22 | 53 | 53 | Detained at Meeting Stations and waited on Loco. |
| 2 | 72 | 20 | 30 | 20 | 54 | 24 | Shunting, detained at Meeting Stations and time lost by Caution Signals. |
| | 80 | 10 | 30 | 10 | 56 | 26 | Detained at Meeting Stations and time lost by Caution Signals. |
| 3 | 72 | 20 | 30 | 20 | 55 | 25 | Shunting, detained at Meeting Stations and time lost by Caution Signals. |
| | 80 | 10 | 30 | 10 | 58 | 28 | Detained at Meeting Stations and time lost by Caution Signals. |
| | 86 | 12 | 15 | 13 | 28 | 73 | Detained at Meeting Stations and time lost by Caution Signals & drivers. |
| | 152 | 10 | 55 | 11 | 42 | 47 | Waited at Erode for load to by train |
| 4 | 72 | 20 | 30 | 20 | 52 | 22 | Detained at Meeting Stations and time lost by Caution Signals. |
| | 80 | 10 | 30 | 11 | 17 | 47 | Detained at Meeting Stations and time lost by Caution Signals & Shunting |
| 5 | 72 | 20 | 30 | 20 | 50 | 20 | Shunting & time lost by Caution Signals. |
| | 80 | 10 | 30 | 10 | 49 | 19 | Detained at Meeting Stations and time lost by Caution Signals. |
| | 86 | 12 | 15 | 12 | 35 | 20 | Detained at Meeting Stations. |
| 6 | 72 | 20 | 30 | 21 | 35 | 65 | Running to breakes at 246/163 Miles between Pampakam and Chandrapuri |

### Up trains.

| Date. 1897. | No. of Trains. | Proper time of arrival. | | Actual time of arrival. | | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|---|---|
| September 1 | 19 | 9 | 0 | 9 | 15 | 15 | Time lost by Caution Signals and drivers. |
| | 85 | 11 | 40 | 11 | 55 | 15 | Detained at Meeting Stations and Shunting. |
| 2 | 77 | 13 | 25 | 13 | 55 | 30 | Shunting. |
| | 91 | 0 | 5 | 0 | 30 | 25 | Detained at Meeting Stations and waited on Loco. |
| 3 | 7 | 17 | 15 | 17 | 31 | 16 | Detained at Meeting Stations and time lost by Caution Signals. |
| | 19 | 9 | 0 | 9 | 29 | 29 | Detained at Meeting Stations and time lost by Caution Signals. |
| | 155 | 10 | 40 | 11 | 6 | 26 | Detained at Meeting Stations. |
| 6 | 85 | 11 | 40 | 11 | 56 | 16 | Waited on Loco and Shunting. |
| | 91 | 0 | 5 | 0 | 23 | 18 | Detained at Meeting Stations & Shunting. |
| 7 | 91 | 0 | 5 | 0 | 22 | 17 | Detained at Meeting Stations and waited on Loco. |

## Return of late trains.

### Down trains.

| Date. 1897. | No. of Trains. | Proper time of arrival. | | Actual time of arrival. | | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|---|---|
| September 6 | 80 | 10 | 30 | 11 | 5 | 35 | Time lost by Caution Signals. |
| | 92 | 22 | 0 | 22 | 38 | 38 | Detained at Meeting Stations and waited on Loco. |
| | 140 | 19 | 30 | 20 | 27 | 57 | Owing to derailment of 3rd Cap K103 of P3 Van 023 at facing points to 2nd Incline and Class 1 test by Caution Signals. |
| 7 | 72 | 20 | 30 | 21 | 0 | 30 | Detained at Meeting Stations & Shunting |
| | 80 | 10 | 30 | 10 | 49 | 19 | Time lost by Caution Signals and detained at Meeting Stations. |
| | 92 | 22 | 0 | 22 | 37 | 37 | Detained at Meeting Stations, Shunting and waited on Loco. |
| 8 | 72 | 20 | 30 | 21 | 2 | 32 | Detained at Meeting Stations and time lost by Caution Signals. |
| | 80 | 10 | 30 | 10 | 57 | 27 | Time lost by Caution Signals and detained at Meeting Stations. |
| | 92 | 22 | 0 | 22 | 35 | 35 | Detained at Meeting Stations, Shunting and waited on Loco. |
| | 124 | 14 | 20 | 14 | 35 | 15 | Detained at Meeting Stations. |
| | 132 | 7 | 40 | 7 | 59 | 19 | Loading Drug Co goods. |
| 9 | 72 | 20 | 30 | 20 | 52 | 22 | Detained at Meeting Stations and time lost by Caution Signals. |
| | 80 | 10 | 30 | 10 | 53 | 23 | Detained at Meeting Stations and time lost by Caution Signals. |
| 10 | 72 | 20 | 30 | 20 | 56 | 26 | Detained at Meeting Stations and time lost by Caution Signals. |
| | 80 | 10 | 30 | 10 | 47 | 17 | Detained at Meeting Stations and time lost by Caution Signals. |
| 11 | 72 | 20 | 30 | 21 | 30 | 60 | Detained at Meeting Stations and time lost by Caution Signals. |
| | 80 | 10 | 30 | 10 | 52 | 22 | Detained at Meeting Stations and time lost by Caution Signals. |
| | 92 | 22 | 0 | 22 | 17 | 17 | Shunting and waited on Loco. |

### Up trains.

| Date. 1897. | No. of Trains. | Proper time of arrival. | | Actual time of arrival. | | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|---|---|
| September 8 | 85 | 11 | 40 | 12 | 0 | 20 | Time lost by drivers. |
| | 91 | 0 | 5 | 0 | 20 | 15 | Waited on Loco and detained at Meeting Stations. |
| | 123 | 9 | 20 | 9 | 35 | 15 | Heavy Passengers and loading luggage. |
| 10 | 85 | 11 | 40 | 12 | 8 | 28 | Waited on Loco. |
| 12 | 51 | 17 | 25 | 17 | 49 | 24 | Time lost by drivers and Engine defective. |
| 13 | 19 | 9 | 0 | 9 | 19 | 19 | Time lost by Caution Signals and drivers. |
| | 57 | 16 | 5 | 16 | 26 | 21 | Detained at Meeting Stations and time lost by Caution Signals. |
| 15 | 125 | 14 | 55 | 15 | 10 | 15 | Detained at Meeting Stations and Shunting. |
| 16 | 85 | 11 | 40 | 11 | 55 | 15 | Waited on Loco and detained at Meeting Stations. |

## *Return of late trains.*

### Down trains.

| Date. 1897. | No. of Trains. | Proper time of arrival. | Actual time of arrival. | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|
| September 12 | 72 | 20 30 | 20 54 | 24 | Detained at meeting Stations and time lost by Caution Signals. |
| | 80 | 10 30 | 10 46 | 16 | Time lost by Caution Signals. |
| 13 | 72 | 20 30 | 20 46 | 16 | Detained at meeting Stations and time lost by Caution Signals. |
| | 80 | 10 30 | 10 55 | 25 | Time lost by Caution Signals & drivers. |
| 14 | 72 | 20 30 | 20 59 | 29 | Detained at meeting Stations and time lost by Caution Signals. |
| | 80 | 10 30 | 11 0 | 30 | Detained at meeting Stations and time lost by Caution Signals. |
| 15 | 72 | 20 30 | 21 0 | 30 | Detained at meeting Stations and time lost by Caution Signals. |
| | 80 | 10 30 | 10 49 | 19 | Detained at meeting Stations and time lost by Caution Signals. |
| | 92 | 22 0 | 22 20 | 20 | Detained at meeting Stations and loaded on Loco. |
| 16 | 72 | 20 30 | 20 46 | 16 | Time lost by Caution Signals. |
| | 80 | 10 30 | 10 57 | 27 | Detained at meeting Stations and time lost by Caution Signals. |
| 17 | 72 | 20 30 | 21 0 | 30 | Detained at meeting Stations and time lost by Caution Signals. |
| | 80 | 10 30 | 11 0 | 30 | Detained at meeting Stations and time lost by Caution Signals. |
| 18 | 72 | 20 30 | 21 0 | 30 | Detained at meeting Stations and time lost by Caution Signals. |
| | 80 | 10 30 | 10 47 | 17 | Time lost by Caution Signals. |
| 19 | 24 | 8 15 | 8 40 | 25 | Detained at meeting Stations. |
| | 72 | 20 30 | 20 57 | 27 | Detained at meeting Stations and time lost by Caution Signals. |
| | 80 | 10 30 | 10 52 | 22 | Detained at meeting Stations and time lost by Caution Signals. |

### Up trains.

| Date. 1897. | No. of Trains. | Proper time of arrival. | Actual time of arrival. | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|
| September 20 | 27 | 8 50 | 9 15 | 25 | Inwards train late in. |
| 22 | 85 | 11 40 | 12 2 | 22 | Waited on Loco. |
| 23 | 57 | 16 5 | 16 25 | 20 | Detained at meeting Stations and time lost by Caution Signals. |
| 25 | 91 | 0 5 | 0 25 | 20 | Detained at meeting Stations. |
| 26 | 77 | 13 25 | 13 45 | 20 | Shunting. |
| 27 | 51 | 17 25 | 17 40 | 15 | Time lost by drivers. |
| | 71 | 0 45 | 2 3 | 78 | Owing to breaches at B $\frac{324}{12}$ Mile between Sudan and Kronobolo and trains shifting Passengers &c. |
| 28 | 21 | 15 30 | 15 45 | 15 | Shunting and detained at meeting Stations. |
| | 77 | 13 25 | 13 42 | 17 | Detained at meeting Stations. |
| 29 | 51 | 17 25 | 17 59 | 34 | Detained at meeting Stations. |

## *Return of late trains.*

### Down trains.

| Date. 1897. | No. of Trains. | Proper time of arrival. | Actual time of arrival. | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|
| September 19 | 164 | 19 40 | 20 20 | 40 | Detained at meeting Stations. |
| 20 | 72 | 20 30 | 20 57 | 27 | Detained at meeting Stations and time lost by Cautions Signals. |
| | 80 | 10 40 | 11 20 | 50 | Detained at meeting Stations and time lost by Cautions Signals. |
| 21 | 72 | 20 30 | 21 12 | 42 | Detained at meeting Stations and time lost by Cautions Signals. |
| | 80 | 10 30 | 10 55 | 25 | Detained at meeting Stations and time lost by Cautions Signals. |
| 22 | 72 | 20 30 | 21 7 | 37 | Shunting detained at meeting Stations and time lost by Cautions Signals. |
| | 80 | 10 30 | 11 0 | 30 | Detained at meeting Stations and time lost by Cautions Signals. |
| 23 | 12 | 21 30 | 21 53 | 23 | Shunting. |
| | 72 | 20 30 | 21 7 | 37 | Detained at meeting Stations and time lost by Cautions Signals. |
| | 80 | 10 30 | 11 3 | 33 | Shunting and time lost by Cautions Signals. |
| 24 | 72 | 20 30 | 21 2 | 32 | Detained at meeting Stations and time lost by Cautions Signals. |
| | 80 | 10 30 | 11 2 | 32 | Detained at meeting Stations and time lost by Cautions Signals. |
| | 124 | 14 20 | 14 35 | 15 | Detained at meeting Stations and Shunting. |
| 25 | 12 | 21 30 | 21 45 | 15 | Engine defective. |
| | 72 | 20 30 | 21 12 | 42 | Detained at meeting Stations and time lost by Cautions Signals. |
| | 80 | 10 30 | 11 11 | 41 | Detained at meeting Stations and time lost by Cautions Signals. |
| | 92 | 22 0 | 22 43 | 43 | Shunting and waited on Loco. |
| 26 | 72 | 20 30 | 21 13 | 43 | Detained at meeting Stations and time lost by Cautions Signals. |

### Up trains.

| Date. 1897. | No. of Trains. | Proper time of arrival. | Actual time of arrival. | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|
| September 29 | 71 | 0 45 | 4 40 | 235 | Owing to breaches at B 324/12 mile between Indus & Naonobolu and transhipping Passengers &c, Engine defective and waited on Loco. |
| | 139 | 14 40 | 14 55 | 15 | Detained at meeting Stations and waited on Loco. |
| 30 | 21 | 15 30 | 16 59 | 89 | Detained at meeting Stations and time lost by Cautions Signals. |
| | 51 | 17 25 | 18 27 | 62 | Detained at meeting Stations. |
| | 91 | 0 5 | 0 20 | 15 | Detained at meeting Stations. |

## *Return of late trains.*

| Down trains. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Date. 1897. | | No. of Trains. | Proper time of arrival. | | Actual time of arrival. | | Late minutes. | Cause of detention. |
| September | 26 | 80 | 10 | 30 | 12 | 33 | 123 | Owing to breaches at $\frac{324}{12}$ Bmile between Indus & Ironcolon & transhipping Passengers &c. |
| | | 86 | 12 | 15 | 12 | 48 | 33 | Detained at Reading Stations & Shunting. |
| | 27 | 72 | 20 | 30 | 22 | 21 | 111 | Owing to breaches at $\frac{324}{12}$ Bmile and transhipping Passengers &c. |
| | | 80 | 10 | 30 | 11 | 52 | 82 | Owing to breaches at B $\frac{324}{12}$ mile and transhipping Passengers &c. |
| | | 82 | 15 | 15 | 16 | 9 | 54 | Detained at Reading Stations. |
| | 28 | 72 | 20 | 30 | 21 | 6 | 36 | Owing to breaches at B $\frac{324}{12}$ mile and transhipping Passengers &c. |
| | | 80 | 10 | 30 | 13 | 9 | 159 | Owing to breaches at B $\frac{324}{12}$ mile and transhipping Passengers &c. |
| | 29 | 72 | 20 | 30 | 20 | 55 | 25 | Owing to breaches at B $\frac{324}{12}$ mile and transhipping Passengers &c. |
| | | 80 | 10 | 30 | 12 | 53 | 143 | Owing to breaches at B $\frac{324}{12}$ mile and transhipping Passengers &c. |
| | | 92 | 22 | 0 | 22 | 58 | 58 | Detained at Reading Stations and Awaited on Loco. |
| | 30 | 12 | 21 | 30 | 21 | 56 | 26 | Shunting and time lost by drivers. |
| | | 72 | 20 | 30 | 21 | 75 | 55 | Owing to breaches at B $\frac{324}{12}$ mile between Indus & Ironcolon and transhipping Passengers &c. |

| Up trains. | | | | | |
|---|---|---|---|---|---|
| Date. 1897. | No. of Trains. | Proper time of arrival. | Actual time of arrival. | Late minutes. | Cause of detention. |

# Return of late trains.

## Down trains.

| Date. 1897. | No. of Trains. | Proper time of arrival. | Actual time of arrival. | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|
| September 30 | 80 | 10 30 | 13 30 | 180 | Owing to breaches at B 324 7/12 mile Sudur & Manabolu and transhipping Passengers &c. |
| 6th Sept | | | | | Running Repairs. |
| do | | | | | do Complete work. |
| do | | | | | do Ballasting. |
| do | | | | | do Fencing. |

The Indian Railway Traffic Act 1890 is in force on this line.

TRAFFIC MANAGER'S OFFICE,
Trichinopoly, 1st November 1897.

## Up trains.

| Date. 1897. | No. of Trains. | Proper time of arrival. | Actual time of arrival. | Late minutes. | Cause of detention. |
|---|---|---|---|---|---|

H. Davies
Traffic Manager.

Sept ember

STATEMENT of late trains on the South Indian Railway, including Máyavaram-Mutupet section, for the quarter ended 30th ~~June~~ September 1897.

| No. | Description. | July ~~April~~ 1897. | | | | | | | | | August ~~May~~ 1897. | | | | | | | | | | September ~~June~~ 1897. | | | | | | | | | | 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 & 36 | Madras to Chingleput and Chingleput to Madras Beach .. (Mail and Mixed) | 62 | | 3 | | | | 3 | 60 | 4·84 | 62 | | | | | | | | | | 40 | | | | | | | | | | 1·61 |
| | | | | | | | | | | | | | | | | | | | | | 30 | | | | | | | | | | 1·07 |
| 17 | Beach to Madras .. (Passenger) | 31 | | | | | 1 | 1 | 211 | 3·22 | 31 | | | | | | | | | | 60 | 1 | 2 | | | | 3 | 63 | 5·00 | | 2·04 |
| 19 & 38 | Madras and Tuticorin .. (Mail) | 62 | | 2 | 3 | | 1 | 6 | 266 | 9·68 | 62 | 1 | 3 | | | | 4 | 82 | 6·45 | | 60 | | 3 | | | | 3 | 66 | 5·00 | | 10·27 |
| 57 & 24 | Madras to Tuticorin and Tuticorin to Madras Beach .. ( Do. ) | 62 | 1 | 6 | 1 | | | 8 | 203 | 12·90 | 62 | 2 | 5 | | | 1 | 8 | 232 | 12·90 | | 60 | | | | | | | | | | 7·56 |
| 27 | Beach to Madras .. (Passenger) | 31 | | 4 | 1 | | | 5 | 127 | 16·13 | 31 | 1 | | | | | 1 | 21 | 3·22 | | 30 | | 1 | | | | 1 | 25 | 3·33 | | |
| 33 & 48 | Beach and Madras ( Do. ) | 62 | | | | | | | | | 62 | | | | | | | | | | 60 | | | | | | | | | | 1·07 |
| 37 & 22 | Beach and Chingleput .. (Mixed) | 62 | 1 | 1 | | | | 2 | 32 | 3·22 | 62 | | | | | | | | | | 60 | | | | | | | | | | |
| 43 | Beach to Pallávaram (Passenger) | 5 | | | | | | | | | 4 | | | | | | | | | | 4 | | | | | | | | | | |
| 51 & 8 | Beach to Madura and Madura to Madras .. .. ( Do. ) | 62 | | 3 | 1 | 1 | | 5 | 175 | 8·06 | 62 | | 5 | | | | 5 | 103 | 8·06 | | 60 | 1 | 1 | 1 | | | 4 | 135 | 6·67 | | 4·60 |
| 55 & 18 | Beach and Pallávaram ( Do. ) | 62 | | | | | | | | | 62 | | 1 | | | | 1 | 17 | 2·08 | | 60 | | | | | | | | | | 1·69 |
| 59 & 20 | Do. .. ( Do. ) | 49 | | | | | | | | | 48 | | | | | | | | | | 48 | | | | | | | | | | |
| 67 & 56 | Madras and Pallávaram .. ( Do. ) | 62 | 1 | | | | | 1 | 15 | 1·61 | 62 | | 3 | | | | 3 | 61 | 4·84 | | 60 | | | | | | | | | | 2·15 |
| 69 & 50 | Madras to Pallávaram and Pallávaram to Madras Beach .. (Mixed) | 61 | | | | | 1 | 1 | 145 | 1·64 | 62 | | 2 | | | 1 | 3 | 178 | 4·84 | | 60 | | | | | | | | | | 2·16 |
| 7 & 12 | Trichinopoly Junction and Villupuram .. .. ( Do. ) | 62 | 3 | 2 | 1 | 1 | 1 | 8 | 431 | 12·90 | 62 | 2 | 4 | | | | 6 | 106 | 9·68 | | 60 | 1 | 3 | | | | 4 | 80 | 6·67 | | 9·75 |
| 21 & 10 | Madura and Tuticorin .. ( Do. ) | 62 | | 1 | | | | 1 | 27 | 1·61 | 62 | | 1 | | | | 1 | 20 | 1·61 | | 60 | 1 | | | 1 | | 2 | 104 | 3·33 | | 2·18 |
| 77 & 82 | Rénigunta and Tirupati West ( Do. ) | 62 | 4 | 1 | 1 | | | 6 | 53 | 3·22 | 62 | 3 | 5 | | | | 8 | 152 | 12·90 | | 58 | | 4 | 1 | | | 5 | 149 | 8·62 | | 8·25 |
| 71 & 72 | Nellore and Pondicherry .. ( Do. ) | 62 | 1 | 10 | 22 | | | 33 | 1219 | 53·22 | 62 | 3 | 18 | 9 | | 1 | 31 | 1025 | 50·00 | | 60 | | 17 | 11 | 2 | 2 | 32 | 1356 | 53·33 | 36 | 2·18 |
| 81 & 80 | Do. .. ( Do. ) | 62 | 1 | 5 | 26 | 1 | | 31 | 1206 | 50·00 | 62 | 2 | 17 | 10 | 1 | | 30 | 774 | 48·39 | | 60 | | 14 | 6 | 1 | 4 | 38 | 1364 | 50·00 | 49 | 2·76 |
| 79 & 76 | Rénigunta and Vellore .. ( Do. ) | 62 | | | | | | 1 | 198 | 1·61 | 62 | 1 | 1 | | | | 2 | 45 | 3·22 | | 60 | 1 | | | | | 1 | 15 | 1·67 | | 2·07 |
| 85 & 92 | Dharmavaram and Pákala .. ( Do. ) | 62 | 6 | 8 | 12 | 4 | 2 | 32 | 1305 | 51·61 | 62 | | 7 | 7 | 1 | | 15 | 528 | 24·19 | | 60 | 2 | 6 | 6 | 1 | | 14 | 417 | 23·33 | 33 | 0·04 |
| 91 & 86 | Do. .. ( Do. ) | 62 | 1 | 13 | 8 | 1 | | 23 | 678 | 37·09 | 62 | 4 | 6 | 4 | 1 | | 15 | 424 | 24·19 | | 60 | 2 | 5 | 1 | 1 | | 9 | 236 | 15·00 | 25 | 0·45 |
| 99 & 102 | Chingleput and Arkonam .. ( Do. ) | 62 | | 1 | | | | 1 | 20 | 1·61 | 62 | | | | | | | | | | 60 | | | | | | | | | | 0·34 |
| 101 & 98 | Do. .. ( Mail ) | 62 | | | | | | | | | 62 | | | | | | | | | | 66 | | | | | | | | | | |
| 103 & 96 | Chingleput and Conjeeveram (Mixed & Passenger) | 62 | | | | | | | | | 62 | | | | | | | | | | 60 | | | | | | | | | | |
| 119 & 130 | Máyavaram and Negapatam .. (Mixed) | 62 | | | 2 | | | 2 | 86 | 3·22 | 62 | | | | | | | | | | 60 | | | | | | | | | | 1·07 |
| 123 & 128 | Tiruvallúr to Mutupet and Mutupet to Máyavaram .. ( Do. ) | 62 | 1 | 2 | 1 | | | 4 | 87 | 6·45 | 62 | | | | | | | | | | 60 | 1 | | | | | 1 | 15 | 1·67 | | 2·71 |
| 125 & 124 | Máyavaram and Mutupet .. ( Do. ) | 62 | 1 | 4 | | | | 5 | 99 | 8·06 | 62 | | | | | | | | | | 60 | 3 | | | | | 3 | 45 | 5·00 | | 4·35 |
| 129 & 122 | Do. and Tiruvallúr .. ( Do. ) | 62 | | 1 | | | | 1 | 22 | 1·61 | 62 | | | | | | | | | | 60 | | | | | | | | | | ·54 |
| 131 A | Máyavaram to Tiruvallúr .. ( Do. ) | 31 | | | | | | | | | 31 | | 1 | | | | 1 | 20 | 3·22 | | 30 | | | | | | | | | | 1·87 |
| 131 | Máyavaram to Negapatam .. ( Do. ) | 31 | 2 | 1 | | | | 3 | 50 | 9·68 | 31 | | | | | | | | | | 36 | | | | | | | | | | 3·23 |

Statement of late trains for the quarter ended 30th Sept. 1897.

No. 579 R. 20th August 1897.

3

4

No. 579 R., 20TH AUGUST 1897.

September 30th June 1897—cont.

| Date. | Late (minutes). Above 15 minutes. | Above 30 minutes. | Above 60 minutes. | Above 90 minutes. | Total. | Total late minutes | Percentage of late trains. | Average for the quarter. |
|---|---|---|---|---|---|---|---|---|
| | | | | | | | | 1.02 |
| | | | | | | | | 2.17 |
| | | | | | | | | 1.04 |
| | | | | | | | | 1.14 |
| | | | | | | | | .54 |
| | | | | | | | | .. |
| | | | | | | | | 1.54 |
| | | | | | | | | 6.36 |
| | | | | | 1 | 19 | 1.67 | |
| | | | | | 1 | 15 | 1.67 | |
| | | | | | 1 | 57 | 1.67 | |
| | | | | | 2 | 76 | 3.33 | |
| | | | | | 1 | 47 | 1.67 | |
| | | | | | .. | .. | .. | |
| | | | | | .. | .. | .. | |
| | | | | | 6 | 214 | 9.16 | |

F. D. FOWLER,
Consulting Engineer for Railways.

CTR Secy

(R.) Form No. 3.

No. 972. R dated 13/11/97

R2 DEPARTMENT.

By Branch

# PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following

Statement of Late traces on the South Indian Railway for first quarter ended