

Public Works (1898) Department.

RAILWAY BRANCH.

G.O., No. 1109. *Ry.*

DATED 2<sup>d</sup> Sept 1898.

*PR 100/2*

[Despatch Abstract.]

Late Train, Madras Ry.

Recording, with remark, the  
statement of — for the quarter  
ending the 30<sup>th</sup> June 1898.

## FURTHER PAPERS.

RAILWAY.

Government (1898) of Madras.  
PUBLIC WORKS.

Recd.

Regd.

*Enclosures*

*Spare copies*

1898.

G.O., No. 1109 Ry., 2nd September 1898.

SEPTEMBER.

## Late Trains, Madras Railway

Recording, with remark, the statement of — for the quarter ending the 30th June 1898.

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—22nd June 1898, No. 10383/569.

From—The Agent and Manager, Madras Railway Company.  
To—The Consulting Engineer for Railways, Madras.  
Dated—28th July 1898, No. 10383/682.

From—The Agent and Manager, Madras Railway Company.  
To—The Consulting Engineer for Railways, Madras.  
Dated—25th August 1898, No. 10383/790-A.

Statement of Late Trains on the Madras Railway for the quarter ended the 30th June 1898.

STATEMENT of Late Trains on the Madras Railway for the Quarter ended the 20th June 1898.

MADRAS,  
29th August 1898.

C. T. R. SCOVELL,  
*for Consulting Engineer for Rys.*

4

No. 1109 Ry., 2ND SEPTEMBER 1898.

ORDER—No. 1109 Ry., dated 2nd September 1898.

Recorded.

2. During the quarter under review 8.81 per cent. of all trains ran late showing a more favourable result than that of the corresponding quarter of 1897 in which the percentage was 11.75. The results would have been much better had it not been for longer detention in the last month of the quarter on account of examination of passengers under the Epidemic Diseases Act, &c.

3. The trains chiefly at fault were—

|                         |                               |
|-------------------------|-------------------------------|
| South-West Line (Mail). | Bangalore Branch (Passenger). |
| North-West Line (,, ).  | Nilgiri Branch (Mail).        |

(True Extract.)

FRANCIS J. E. SPRING,  
Joint Secretary.

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

Erd. T. K. Narayana Aiyangar.

(C. 3.)

1,000—26 10-94.

Madras Railway Company,

AGENT &amp; MANAGER'S OFFICE,

Madras,

From

THE AGENT AND MANAGER,

M. R. Co.

To

*The Consulting  
Engineer for Railways,  
Madras*

Dated *22<sup>nd</sup>* } *June* 1898.  
Received }

No. *10383**569*

The undersigned has the honor to forward  
herewith, *a Return of late  
trains for the month  
of April 1898.*



*Wm S M W S*  
Agent and Manager.

*1 Inds:*  
*H.S.*

Madras Railway.

Return of late  
trans abstract for the month of April 1898.

| Description of train.         | No. of trips. | Late Ints. |                            |                            |                            |                            | Total | Total Pass. of late trains | Remarks. | Up<br>trains. | Late Ints.  |
|-------------------------------|---------------|------------|----------------------------|----------------------------|----------------------------|----------------------------|-------|----------------------------|----------|---------------|-------------|
|                               |               | 15 Mins.   | About 15' and<br>under 30' | About 30' and<br>under 45' | About 45' and<br>under 60' | About 60' and<br>under 90' |       |                            |          |               |             |
| South West line - Mail        | 60            | -          | 3                          | 6                          | 4                          | 13                         | 575   | 21.66                      |          | 9.15          | 1/4 - 2 1/2 |
| Salim - Coimbatore - Mixed    | 60            | -          | -                          | -                          | -                          | 1                          | 220   | 1.66                       |          | 16.10         | 1/4 - 2 1/2 |
| Godavari - Calicut - Mixed    | 60            | -          | -                          | 3                          | 2                          | 6                          | 508   | 10.00                      |          | 12.30         | 1/4 - 2 1/2 |
| Virar - Calicut - Mixed       | 60            | -          | -                          | -                          | -                          | -                          | -     | -                          |          | 18.0          | 1/4 - 2 1/2 |
| Madras - Muthupalayam - Pass. | 60            | -          | -                          | 2                          | -                          | 2                          | 96    | 3.33                       |          | 21.25         | 1/4 - 2 1/2 |
| North West line - Mail        | 60            | -          | -                          | 5                          | -                          | 8                          | 444   | 13.33                      |          | 15.0          | 1/4 - 2 1/2 |
| Madras - G. S. - Pass.        | 60            | -          | -                          | -                          | -                          | 1                          | 94    | 1.66                       |          | 20.42         | 1/4 - 2 1/2 |
| Madras - Raichur - Mixed      | 60            | -          | 1                          | 3                          | 1                          | 8                          | 434   | 13.33                      |          | 1.0           | 1/4 - 2 1/2 |
| Bangalore Branch - Mail       | 60            | -          | 1                          | 1                          | -                          | 2                          | 90    | 3.33                       |          | 20.20         | 1/4 - 2 1/2 |
| do do - Pass.                 | 60            | -          | -                          | 6                          | -                          | 6                          | 247   | 10.00                      |          | 4.10          | 1/4 - 2 1/2 |
| Nilgiri Branch - Mail         | 60            | -          | -                          | 8                          | 2                          | 12                         | 704   | 20.00                      |          | 14.30         | 1/4 - 2 1/2 |
| Total - 660                   |               | -          | 5                          | 34                         | 9                          | 59                         | 4012  | 8.94                       |          |               | 1/4 - 2 1/2 |

Original

# Return of late trains for Madras

## Up trains -

| Date 1898. | Train       | Proper time of arrival | Actual time of arrival | Late Mins | Cause of detention                                                 |
|------------|-------------|------------------------|------------------------|-----------|--------------------------------------------------------------------|
| April 1    | 12 30 22 11 | 1 30                   | 1 30                   | 199       | Engine failure at 3 1/4/14 mile and at Stations.                   |
| 2          | 12 30 22 11 | 23 7                   | 23 7                   | 56        | At Stations.                                                       |
| 3          | 9 15 6 30   | 7 36                   | 7 36                   | 66        | Derailment of local train at 3 1/4/14 mile and at Stations.        |
| 6          | 12 30 22 11 | 23 13                  | 23 13                  | 62        | At meeting Stations, and time lost by Driver.                      |
|            | 15 0 5 45   | 7 25                   | 100                    |           | Line blocked owing to No. 39 Engine having failed at 22 4/10 mile. |
| 7          | 12 30 22 11 | 23 27                  | 23 27                  | 76        | At Stations, meeting Stations, and time lost by Driver.            |
|            | 9 15 6 30   | 7 38                   | 38                     |           | Examination under E. D. Act.                                       |
| 9          | 6 50 9 25   | 9 56                   | 31                     |           | Do Do                                                              |
| 10         | 9 15 6 30   | 7 2                    | 32                     |           | Do Do                                                              |
| 11         | 9 15 6 30   | 7 6                    | 36                     |           | Do Do                                                              |
| 12         | 15 0 5 45   | 6 22                   | 37                     |           | Do Do                                                              |
|            | 2 25 19 0   | 19 41                  | 41                     |           | Do Do                                                              |
| 15         | 6 10 16 45  | 20 25                  | 220                    |           | Failure of engine of No. 32 at Aradi.                              |
| 16         | 9 15 6 30   | 7 0                    | 30                     |           | Examination under E. D. Act.                                       |
|            | 15 0 5 45   | 11 11                  | 326                    |           | Engine failure at 12 0/10 mile and at Remigunta.                   |
| 17         | 9 15 6 30   | 6 58                   | 28                     |           | Examination under E. D. Act.                                       |
| 20         | 20 42 16 0  | 17 34                  | 94                     |           | Time lost by Driver.                                               |
| 23         | 9 15 6 30   | 7 9                    | 39                     |           | Examination under E. D. Act.                                       |
| 24         | 15 0 6 0    | 6 57                   | 57                     |           | Defective engine, and Examination under E. D. Act.                 |
| 26         | 24 25 19 0  | 19 55                  | 55                     |           | Examination under E. D. Act.                                       |
| 29         | 6 50 9 25   | 9 53                   | 28                     |           | Do Do                                                              |

# Railway

## the month of April. 1898.

## Down trains.

| Date 1898 | Train             | Proper time of arrival | Actual time of arrival | Late Mins | Cause of detention                                                                        |
|-----------|-------------------|------------------------|------------------------|-----------|-------------------------------------------------------------------------------------------|
| April 1   | 8 15 9 40 11 20   | 100                    |                        |           | Late arrival of No. 87 at Podanur.                                                        |
| 3         | 3 20 12 45 13 40  | 55                     |                        |           | At Stations.                                                                              |
|           | 20 45 9 30 10 3   | 33                     |                        |           | Time lost by Driver.                                                                      |
|           | 18 30 14 22 15 28 | 66                     |                        |           | At Stations, and meeting Stations.                                                        |
| 4         | 8 15 9 40 10 55   | 75                     |                        |           | Late arrival of No. 87 at Podanur.                                                        |
|           | 18 30 14 22 14 50 | 28                     |                        |           | Time lost owing to heavy load.                                                            |
| 5         | 8 15 9 40 10 58   | 58                     |                        |           | Late arrival of No. 87 at Podanur.                                                        |
|           | 18 40 5 45 9 10   | 205                    |                        |           | Engine failure at 22 4/10 mile.                                                           |
|           | 18 30 14 22 14 58 | 36                     |                        |           | Time lost owing to heavy load.                                                            |
| 6         | 18 30 14 22 15 45 | 83                     |                        |           | At Stations due to Eastern heavy load.                                                    |
|           | 8 15 9 40 10 25   | 45                     |                        |           | Late arrival of No. 87 at Podanur.                                                        |
| 7         | 8 15 9 40 10 49   | 69                     |                        |           | Do Do                                                                                     |
|           | 13 43 18 57 19 45 | 48                     |                        |           | Waited for No. 31 at Talarpet, and Examination under E. D. Act.                           |
| 8         | 8 15 9 40 10 25   | 45                     |                        |           | Late arrival of No. 87 at Podanur.                                                        |
|           | 1 15 6 35 7 5     | 30                     |                        |           | Examination under E. D. Act.                                                              |
| 11        | 13 43 18 57 19 45 | 48                     |                        |           | Do Do                                                                                     |
| 13        | 18 30 14 22 15 24 | 62                     |                        |           | Waiting on B. B. Mail which ran late due to derailment of an E. train engine at Mulamuri. |
|           | 8 15 9 40 10 20   | 40                     |                        |           | Late arrival of No. 87 at Podanur.                                                        |
| 14        | 8 15 9 40 11 30   | 110                    |                        |           | Do Do                                                                                     |
|           | 13 43 18 57 19 32 | 35                     |                        |           | Examination under E. D. Act.                                                              |
|           | 1 15 6 35 7 35    | 60                     |                        |           | Derailment of No. 20 train engine at Mulamuri.                                            |
| 16        | 20 45 9 30 11 30  | 120                    |                        |           | Line blocked due to failure of No. 14 Mail engine at 20 9/10 mile.                        |
|           | 18 30 14 22 14 53 | 31                     |                        |           | At Stations & engine lurching a little.                                                   |
|           | 8 15 9 40 10 35   | 55                     |                        |           | Late arrival of No. 87 at Podanur.                                                        |
| 17        | 8 15 9 40 10 15   | 35                     |                        |           | Do Do                                                                                     |
|           | 20 45 9 30 10 8   | 38                     |                        |           | Waited at Guntakal for S. M. R. train.                                                    |
| 18        | 13 43 18 57 19 30 | 33                     |                        |           | Examination under E. D. Act.                                                              |
|           | 18 40 5 45 6 35   | 50                     |                        |           | At Stations, and meeting Stations.                                                        |
| 21        | 18 40 5 45 6 41   | 56                     |                        |           | Time lost by Driver, at Stations and meeting Stations.                                    |
| 23        | 8 15 9 40 10 12   | 32                     |                        |           | Late arrival of No. 87 at Podanur.                                                        |
|           | 13 43 18 57 19 30 | 33                     |                        |           | Examination under E. D. Act.                                                              |
| 24        | 18 40 5 45 8 21   | 156                    |                        |           | Time lost by Driver, at Stations and meeting Stations.                                    |
| 25        | 18 40 5 45 7 55   | 130                    |                        |           | At Stations, and meeting Stations.                                                        |
| 28        | 13 43 18 57 19 47 | 50                     |                        |           | At Stations, and Examination under E. D. Act.                                             |
|           | 8 15 9 40 10 20   | 40                     |                        |           | Late arrival of No. 87 at Podanur.                                                        |
|           | 8 20 12 45 13 45  | 60                     |                        |           | At Stations, and meeting Stations.                                                        |
| 29        | 20 45 9 30 10 3   | 33                     |                        |           | Waited at Guntakal for S. M. R. train.                                                    |
| 30        | 18 40 5 45 7 3    | 78                     |                        |           | At Stations & meeting Stations.                                                           |

Traffic Manager's Office  
Madras 21<sup>st</sup> June 1898.

Wm. S. M. V.  
Agent & Manager  
for

Shri. Ishwar  
for Traffic Manager.

(C. 3.)

1,000-26 15-94.

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



From

THE AGENT AND MANAGER,

M. R. Co.

To

*The Consulting Engineer  
for Railways,  
Madras.*

Dated

28<sup>th</sup>

Received

} *July* 1898.

No. 10383

682

The undersigned has the honor to forward  
herewith *the Return of  
Late Trains for the  
month of May 1898.*

*Encl.*

*W. S. M. V.*  
Agent and Manager.

Madras Railway.

Return of Late Trains Abolished for the month of May 1898 -

| Description of trains of | No. of<br>trains | Late Mts.                               |                                    |                                    |            |       |                              | Total | Total Mts | Percentage<br>of late trains | Remarks | Up<br>trains |
|--------------------------|------------------|-----------------------------------------|------------------------------------|------------------------------------|------------|-------|------------------------------|-------|-----------|------------------------------|---------|--------------|
|                          |                  | 15 minutes<br>and not<br>exceeding 30 " | Above 30 and<br>not exceeding 60 " | Above 60 and<br>not exceeding 90 " | Above 90 " | Total | Percentage<br>of late trains |       |           |                              |         |              |
| South West line -        | 62               | -                                       | 3                                  | 2                                  | 1          | -     | 6                            | 228   | 967       |                              |         |              |
| Talim - Coimbatore -     | 62               | -                                       | -                                  | -                                  | -          | -     | -                            | -     | -         |                              |         |              |
| Podanur - Palani -       | 62               | -                                       | -                                  | 1                                  | 1          | -     | 2                            | 114   | 3.22      |                              |         |              |
| Triv - Palani -          | 62               | -                                       | -                                  | -                                  | -          | -     | -                            | -     | -         |                              |         |              |
| Madras - Mettupalayam -  | 62               | -                                       | -                                  | 2                                  | -          | 1     | 3                            | 195   | 4.84      |                              |         |              |
| North West line -        | 62               | -                                       | 4                                  | 9                                  | 1          | 2     | 16                           | 967   | 2580      |                              |         |              |
| Madras - Godry -         | 62               | -                                       | -                                  | 1                                  | -          | -     | 1                            | 55    | 1.61      |                              |         |              |
| Madras - Raichur -       | 62               | -                                       | 2                                  | -                                  | 1          | -     | 3                            | 126   | 4.84      |                              |         |              |
| Bangalore Branch -       | 62               | -                                       | -                                  | 1                                  | -          | -     | 1                            | 57    | 1.61      |                              |         |              |
| do - do -                | 62               | -                                       | -                                  | 1                                  | -          | -     | 1                            | 48    | 1.61      |                              |         |              |
| Kilgiri - do -           | 62               | -                                       | 5                                  | 8                                  | 2          | -     | 15                           | 645   | 2449      |                              |         |              |
| Total                    | 682              | -                                       | 14                                 | 25                                 | 6          | 3     | 48                           | 2435  | 703       |                              |         |              |

Original

# Madras Railway

## Return of late trains for the month of May 1898.

## Up trains

| Date<br>1898 | Train                | Proper<br>time of<br>arrival | Actual<br>time of<br>arrival | Late<br>Mts | Cause of detention                              |
|--------------|----------------------|------------------------------|------------------------------|-------------|-------------------------------------------------|
| May 1        | 9 15 6 30 6 54 24    |                              |                              |             | Examination under E. D. Act.                    |
| 3            | 15 0 6 0 6 27 27     |                              |                              |             | do do                                           |
| 5            | 12 30 22 11 22 59 48 |                              |                              |             | At Stations and Water at 329 <sup>2</sup> mile. |
| 6            | 6 50 9 25 9 53 28    |                              |                              |             | Examination under E. D. Act.                    |
| 10           | 21 25 19 0 20 40 100 |                              |                              |             | Engine failure at Thiruvallam.                  |
| 11           | 9 15 6 30 6 57 27    |                              |                              |             | Examination under E. D. Act.                    |
|              | 15 0 6 0 6 35 35     |                              |                              |             | do do                                           |
| 14           | 20 42 16 0 16 55 55  |                              |                              |             | At Stations, and meeting stations.              |
| 18           | 21 25 19 0 19 55 55  |                              |                              |             | Examination under E. D. Act.                    |
| 22           | 21 25 19 0 19 40 40  |                              |                              |             | do do                                           |
| 24           | 6 50 9 25 9 55 30    |                              |                              |             | do do                                           |
| 31           | 9 15 6 30 7 34 64    |                              |                              |             | do do                                           |

## Down trains.

| Date<br>1898 | Train                | Proper<br>time of<br>arrival | Actual<br>time of<br>arrival | Late<br>Mts | Cause of detention                                             |
|--------------|----------------------|------------------------------|------------------------------|-------------|----------------------------------------------------------------|
| May 1        | 8 15 9 40 10 25 45   |                              |                              |             | Late arrival of N <sup>o</sup> 87 at Podanur.                  |
| 2            | 20 45 9 30 10 19 49  |                              |                              |             | Waiting for S. M. R. train at Guntakal.                        |
| 3            | 20 45 9 30 9 57 27   |                              |                              |             | do do                                                          |
| 4            | 20 45 9 30 11 44 134 |                              |                              |             | Engine failure at Guntakal.                                    |
| 5            | 20 45 9 30 10 24 54  |                              |                              |             | Waiting for S. M. R. train & time lost by Driver.              |
|              | 8 15 9 40 10 5 25    |                              |                              |             | Late arrival of N <sup>o</sup> 87 at Podanur.                  |
| 6            | 20 45 9 30 10 2 32   |                              |                              |             | Engine failure at 132 <sup>1</sup> / <sub>2</sub> mile.        |
| 7            | 8 15 9 40 10 10 30   |                              |                              |             | Late arrival of N <sup>o</sup> 87 at Podanur.                  |
| 8            | 8 15 9 40 10 34 54   |                              |                              |             | do do                                                          |
|              | 20 45 9 30 10 2 32   |                              |                              |             | Time lost by Driver.                                           |
| 10           | 20 45 9 30 10 25 55  |                              |                              |             | do do                                                          |
| 11           | 20 45 9 30 10 49 79  |                              |                              |             | do do                                                          |
| 12           | 18 30 14 22 15 6 44  |                              |                              |             | At Stations.                                                   |
|              | 20 45 9 30 10 5 35   |                              |                              |             | At Stations due to heavy traffic.                              |
|              | 8 15 9 40 10 13 33   |                              |                              |             | Late arrival of N <sup>o</sup> 87 at Podanur.                  |
| 13           | 8 15 9 40 11 8 88    |                              |                              |             | do do                                                          |
|              | 18 30 14 22 15 2 40  |                              |                              |             | At Stations.                                                   |
|              | 20 45 9 30 9 59 29   |                              |                              |             | Time lost by Driver, and Stations.                             |
|              | 1 15 16 35 7 32 57   |                              |                              |             | Examination under E. D. Act, and time lost at meeting station. |
| 14           | 20 45 9 30 10 9 39   |                              |                              |             | Time lost by Driver.                                           |
|              | 18 30 14 22 14 51 29 |                              |                              |             | At Stations.                                                   |
|              | 8 15 9 40 10 15 35   |                              |                              |             | Late arrival of N <sup>o</sup> 87 at Podanur.                  |
| 15           | 8 15 9 40 10 57 77   |                              |                              |             | do do                                                          |
| 16           | 13 43 18 57 19 45 48 |                              |                              |             | Examination under E. D. Act.                                   |
| 17           | 8 15 9 40 10 13 33   |                              |                              |             | Late arrival of N <sup>o</sup> 87 at Podanur.                  |
|              | 20 45 9 30 9 59 29   |                              |                              |             | At Stations, and time lost by Driver.                          |
| 19           | 20 45 9 30 10 15 35  |                              |                              |             | Waiting for S. M. R. train at Guntakal.                        |
|              | 8 15 9 40 10 37 57   |                              |                              |             | Late arrival of N <sup>o</sup> 87 at Podanur.                  |
| 20           | 8 15 9 40 10 15 35   |                              |                              |             | do do                                                          |
|              | 3 20 12 45 13 51 66  |                              |                              |             | At Stations, and meeting Stations.                             |
| 22           | 8 15 9 40 10 30 50   |                              |                              |             | Late arrival of N <sup>o</sup> 87 at Podanur, and at Stations. |
|              | 20 45 9 30 14 6 276  |                              |                              |             | Engine failure at Vengaloor.                                   |
| 24           | 8 15 9 40 10 8 28    |                              |                              |             | Late arrival of N <sup>o</sup> 87 at Podanur.                  |
| 29           | 18 40 5 45 6 53 68   |                              |                              |             | Time lost by Driver, and meeting Stations.                     |
|              | 8 15 9 40 10 10 30   |                              |                              |             | Late arrival of N <sup>o</sup> 87 at Podanur.                  |
| 31           | 8 15 9 40 10 5 25    |                              |                              |             | do do                                                          |

The S. M. R. train arrived late at Guntakal on 16 days, on 5 days under 15 Mts, restricted time for reports to Government.

Traffic Manager's Office  
Madras 27<sup>th</sup> July 1898

Wm S W V  
Agent & Manager.

Dec

J. M. S.  
Traffic Manager.

1 To & Rs. No. 3542/98  
682 d. 28.7.98  
Am

(C. S.)

1,000-26 17-94.

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

3975  
26.8.98

From

THE AGENT AND MANAGER,  
M. R. Co.

To

*The Consig. Engineer  
for Railways,  
Madras.*

Dated 25<sup>th</sup> } August 1898.  
Received

No. 10383  
71 790



The undersigned has the honor to forward  
herewith *the Return of  
Late Trains for the  
month of June 1898.*

*Dec.*  
Encl.

*Amis S. M. V.*  
Agent and Manager.

# Madras Railway

Return of Late Trains Abstract for the month of June 1898

| Description of Trains    | Numbers of Trains | Late mks     |              |              |              |              |              | Total | Total mks | Percentage | Remarks                                                                                                                                                                             | Dep   | Train | 15 mks | Above 15 mks | Above 30 mks | Above 45 mks | Above 60 mks | Above 75 mks | Above 90 mks | Total |   |   |
|--------------------------|-------------------|--------------|--------------|--------------|--------------|--------------|--------------|-------|-----------|------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|-------|--------|--------------|--------------|--------------|--------------|--------------|--------------|-------|---|---|
|                          |                   | Above 15 mks | Above 30 mks | Above 45 mks | Above 60 mks | Above 75 mks | Above 90 mks |       |           |            |                                                                                                                                                                                     |       |       |        |              |              |              |              |              |              |       |   |   |
| South West line—mail     | 60                | 2            | 5            | -            | -            | -            | -            | 7     | 2844      | 11.66      | Examination under E & S Act also for 1534 mks.<br>Break at 2000 mile NRE 763.<br>Defective Engines & Locomotives 1458.<br>Defective Drivers 381.<br>Working for foreign trains 381. | 9/15  | Train | 2      | -            | -            | -            | -            | -            | -            | -     | - | - |
| Madras—Bambaloor—mixed   | 60                | -            | -            | -            | -            | -            | -            | -     | -         | -          |                                                                                                                                                                                     | 6/10  | Train | -      | -            | -            | -            | -            | -            | -            | -     | - |   |
| Padamner—Calicut—do      | 60                | -            | -            | -            | -            | -            | -            | -     | -         | -          |                                                                                                                                                                                     | 12/30 | Train | -      | -            | -            | -            | -            | -            | -            | -     | - |   |
| Simur—Calicut—do         | 60                | -            | -            | -            | -            | -            | -            | -     | -         | -          |                                                                                                                                                                                     | 21/25 | Train | -      | -            | -            | -            | -            | -            | -            | -     | - |   |
| Madras—Mettupalayam—Pass | 60                | -            | -            | -            | -            | -            | -            | -     | -         | -          |                                                                                                                                                                                     | 15/10 | Train | -      | -            | -            | -            | -            | -            | -            | -     | - |   |
| South West Line—mail     | 60                | -            | -            | -            | -            | -            | -            | -     | -         | -          |                                                                                                                                                                                     | 20/42 | Train | -      | -            | -            | -            | -            | -            | -            | -     | - |   |
| Madras—Gooty—Pass        | 60                | -            | -            | -            | -            | -            | -            | -     | -         | -          |                                                                                                                                                                                     | 20/20 | Train | -      | -            | -            | -            | -            | -            | -            | -     | - |   |
| Madras—Raichur—mixed     | 60                | -            | -            | -            | -            | -            | -            | -     | -         | -          |                                                                                                                                                                                     | 21/10 | Train | -      | -            | -            | -            | -            | -            | -            | -     | - |   |
| Bangalore—Branch—mail    | 60                | -            | -            | -            | -            | -            | -            | -     | -         | -          |                                                                                                                                                                                     | 14/30 | Train | -      | -            | -            | -            | -            | -            | -            | -     | - |   |
| do do—Pass               | 60                | -            | -            | -            | -            | -            | -            | -     | -         | -          |                                                                                                                                                                                     | Opus  | Train | -      | -            | -            | -            | -            | -            | -            | -     | - |   |
| Kilgiri Branch—mail      | 60                | -            | -            | -            | -            | -            | -            | -     | -         | -          |                                                                                                                                                                                     | Opus  | Train | -      | -            | -            | -            | -            | -            | -            | -     | - |   |
| Total                    | 660               | 1335         | 11           | 10           | 69           | 4926         | 10.45        | 7     | 289       | 11.66      |                                                                                                                                                                                     | 18/30 | Train | -      | -            | -            | -            | -            | -            | -            | -     | - |   |
|                          |                   |              |              |              |              |              |              |       |           |            |                                                                                                                                                                                     | 4/45  | Train | -      | -            | -            | -            | -            | -            | -            | -     | - |   |
|                          |                   |              |              |              |              |              |              |       |           |            |                                                                                                                                                                                     | 5/40  | Train | -      | -            | -            | -            | -            | -            | -            | -     | - |   |
|                          |                   |              |              |              |              |              |              |       |           |            |                                                                                                                                                                                     | 7/15  | Train | -      | -            | -            | -            | -            | -            | -            | -     | - |   |
|                          |                   |              |              |              |              |              |              |       |           |            |                                                                                                                                                                                     | 6/45  | Train | -      | -            | -            | -            | -            | -            | -            | -     | - |   |
|                          |                   |              |              |              |              |              |              |       |           |            |                                                                                                                                                                                     | 20/45 | Train | -      | -            | -            | -            | -            | -            | -            | -     | - |   |
|                          |                   |              |              |              |              |              |              |       |           |            |                                                                                                                                                                                     | 18/40 | Train | -      | -            | -            | -            | -            | -            | -            | -     | - |   |
|                          |                   |              |              |              |              |              |              |       |           |            |                                                                                                                                                                                     | 13/45 | Train | -      | -            | -            | -            | -            | -            | -            | -     | - |   |
|                          |                   |              |              |              |              |              |              |       |           |            |                                                                                                                                                                                     | 8/15  | Train | -      | -            | -            | -            | -            | -            | -            | -     | - |   |

# Madras Railway Return of Late trains for the month of June 1898

## Up Trains

| Date | Trains | Proper time | Actual time | Late  | Cause of detention                                                  |
|------|--------|-------------|-------------|-------|---------------------------------------------------------------------|
| 1898 |        |             |             |       |                                                                     |
| June | 2      | 9 15        | 6 30        | 7 0   | 30 Examination under E. D. Ach                                      |
|      | 6      | 15 0        | 6 0         | 7 28  | 88 Do                                                               |
|      | 10     | 9 15        | 6 30        | 7 25  | 55 Do                                                               |
|      | 12     | 30 22       | 11 22       | 55    | 44 At Stations & time lost by Driver                                |
|      | 11     | 15 0        | 6 0         | 7 7   | 67 Waited for light & Examination under E. D. Ach                   |
|      | 12     | 9 15        | 6 30        | 7 15  | 45 Examination under E. D. Ach                                      |
|      | 14     | 15 0        | 6 0         | 7 38  | 118 Time lost by Dr & engine failure at Tiruttani                   |
|      | 15     | 15 0        | 6 0         | 6 25  | 25 Examination under E. D. Ach                                      |
|      |        | 9 15        | 6 30        | 7 10  | 40 Do                                                               |
|      | 21     | 25 19       | 0 19        | 40    | 40 Examination under E. D. Ach & waited for light                   |
|      | 17     | 15 0        | 6 0         | 6 57  | 57 Examination under E. D. Ach                                      |
|      | 19     | 9 15        | 6 30        | 7 5   | 35 Do & waited for light                                            |
|      |        | 15 0        | 6 0         | 6 40  | 40 Examination under E. D. Ach                                      |
|      | 20     | 0 45        | 9 25        | 9 58  | 33 Do                                                               |
|      | 21     | 21 25       | 19 0        | 19 36 | 36 Do                                                               |
|      | 23     | 15 0        | 6 0         | 6 56  | 56 Do                                                               |
|      | 24     | 21 25       | 19 0        | 19 45 | 45 Do                                                               |
|      |        | 9 15        | 6 30        | 6 57  | 27 Do                                                               |
|      | 27     | 20 42       | 16 0        | 17 53 | 93 Owing to a carriage spring plate being broken & defective engine |
|      | 29     | 15 0        | 6 0         | 7 10  | 70 Examination under E. D. Ach                                      |
|      |        | 21 25       | 19 0        | 19 32 | 32 Do                                                               |
|      | 30     | 9 15        | 6 30        | 7 22  | 52 Do                                                               |

## Down Trains

| Date | Trains | Proper time | Actual time | Late  | Cause of detention                                                |
|------|--------|-------------|-------------|-------|-------------------------------------------------------------------|
| 1898 |        |             |             |       |                                                                   |
| June | 1      | 13 43       | 18 57       | 19 35 | 38 Examination under E. D. Ach                                    |
|      | 2      | 1 15        | 6 55        | 7 38  | 63 Waited for No. 87 mail at Polampet & Exam under E. D. Ach      |
|      |        | 8 15        | 9 40        | 10 31 | 51 Late arrival of No. 87 mail at Podanur                         |
|      | 4      | 13 43       | 18 57       | 19 45 | 48 Time lost by Dr & Exam under E. D. Ach                         |
|      | 5      | 20 45       | 9 30        | 10 16 | 46 At Stations                                                    |
|      |        | 18 40       | 5 45        | 7 25  | 100 Engine temporarily failed at Sunitakal                        |
|      |        | 9 0         | 4 26        | 15 55 | 689 Breach at 240 1/2 mile                                        |
|      | 6      | 20 45       | 9 30        | 10 44 | 74 At Stations & Breach at Permaern                               |
|      |        | 13 43       | 18 57       | 19 50 | 53 Late arrival of No. 31 at Polampet & Exam under E. D. Ach      |
|      | 7      | 20 45       | 9 30        | 9 53  | 23 Waited for S. I. R. train at Renigunta                         |
|      |        | 8 15        | 9 40        | 10 44 | 24 Late arrival of No. 87 at Podanur                              |
|      | 8      | 20 45       | 9 30        | 10 20 | 50 Waited for S. I. R. train at Renigunta & lost time at Stns     |
|      |        | 13 43       | 18 57       | 19 30 | 33 Examination under E. D. Ach                                    |
|      | 9      | 20 45       | 9 30        | 11 26 | 116 Waited for S. I. R. train at Sunitakal                        |
|      |        | 13 43       | 18 57       | 19 48 | 51 Late arrival of No. 31 at Polampet & Exam under E. D. Ach      |
|      | 10     | 20 45       | 9 30        | 10 28 | 58 Waited for S. I. R. train at Sunitakal                         |
|      |        | 13 43       | 18 57       | 20 0  | 63 Late arrival of No. 31 at Polampet & Exam under E. D. Ach      |
|      | 11     | 20 45       | 9 30        | 10 28 | 58 Waited for S. I. R. train at Renigunta & at meeting stns       |
|      |        | 13 43       | 18 57       | 19 50 | 53 Late arrival of No. 31 at Polampet & Exam under E. D. Ach      |
|      |        | 1 15        | 6 35        | 7 50  | 75 Examination under E. D. Ach                                    |
|      |        | 8 15        | 9 40        | 10 40 | 60 Late arrival of No. 87 at Podanur & at stations                |
|      | 12     | 20 45       | 9 30        | 9 54  | 24 Waited for S. I. R. train at Sunitakal                         |
|      | 13     | 20 45       | 9 30        | 11 6  | 96 Nothing at Stns & time lost by Driver                          |
|      |        | 13 43       | 18 57       | 20 5  | 68 Examination under E. D. Ach                                    |
|      | 14     | 20 45       | 9 30        | 11 0  | 90 Time lost by Driver                                            |
|      |        | 13 43       | 18 57       | 19 50 | 53 Examination under E. D. Ach                                    |
|      |        | 1 15        | 6 35        | 7 40  | 65 Late arrival of No. 87 at Podanur & Exam under E. D. Ach       |
|      |        | 8 15        | 9 40        | 10 24 | 44 Late arrival of No. 87 at Podanur                              |
|      | 15     | 20 45       | 9 30        | 10 25 | 55 Waited for S. I. R. train at Sunitakal                         |
|      |        | 13 43       | 18 57       | 19 55 | 58 Time lost by Dr & Exam under E. D. Ach                         |
|      |        | 8 15        | 9 40        | 10 5  | 25 Late arrival of No. 87 at Podanur                              |
|      | 16     | 20 45       | 9 30        | 10 0  | 30 Time lost by Driver & at stations                              |
|      |        | 13 43       | 18 57       | 20 10 | 73 Time lost by Dr & Exam under E. D. Ach                         |
|      |        | 8 15        | 9 40        | 10 40 | 60 Late arrival of No. 87 at Podanur & at Stns                    |
|      | 17     | 8 15        | 9 40        | 10 5  | 25 Do                                                             |
|      |        | 13 43       | 18 57       | 19 35 | 38 Examination under E. D. Ach                                    |
|      | 18     | 13 43       | 18 57       | 19 25 | 28 Do                                                             |
|      | 20     | 20 45       | 9 30        | 11 5  | 95 Time lost by Driver                                            |
|      |        | 13 43       | 18 57       | 19 50 | 53 Time lost by Dr & Exam under E. D. Ach                         |
|      | 22     | 13 43       | 18 57       | 19 20 | 23 Examination under E. D. Ach                                    |
|      | 23     | 20 45       | 9 30        | 11 23 | 113 Time lost by Dr & at meeting stations                         |
|      | 24     | 13 43       | 18 57       | 19 35 | 38 Examination under E. D. Ach                                    |
|      | 25     | 13 43       | 18 57       | 19 50 | 53 Do                                                             |
|      | 26     | 20 45       | 9 30        | 10 0  | 30 Engine failure at Sunitakal                                    |
|      | 27     | 9 0         | 4 26        | 10 46 | 380 Engine failure at Thangapattanam                              |
|      | 29     | 20 45       | 9 30        | 15 1  | 331 Engine failure at 72 1/2 mile                                 |
|      | 30     | 20 45       | 9 30        | 10 0  | 30 Waited for S. I. R. train at Renigunta & lost time at stations |

Traffic Manager's Office  
Madras 24th August 1898

W. S. M. V.  
Agent & Manager.  
25.8.98

W. S. M. V.  
Dus Traffic Manager

3975 8  
790 25 98

30<sup>th</sup> June  
STATEMENT of Late Trains on the Madras Ry. for the Quarter ended the 31st March 1898.

| No. 707 Pt., 13th June 1898.        |                 |                   |                   |                   |                   |        |                 |                   |                   |                   |                   |        |                 |                   |                   |                   |                   |        |                          |
|-------------------------------------|-----------------|-------------------|-------------------|-------------------|-------------------|--------|-----------------|-------------------|-------------------|-------------------|-------------------|--------|-----------------|-------------------|-------------------|-------------------|-------------------|--------|--------------------------|
| Description.                        | April 1898.     |                   |                   |                   |                   |        | May 1898.       |                   |                   |                   |                   |        | June 1898.      |                   |                   |                   |                   |        | Average for the quarter. |
|                                     | Late (minutes). |                   |                   |                   |                   |        | Late (minutes). |                   |                   |                   |                   |        | Late (minutes). |                   |                   |                   |                   |        |                          |
|                                     | 15 minutes.     | Above 15 minutes. | Above 30 minutes. | Above 60 minutes. | Above 90 minutes. | Total. | 15 minutes.     | Above 15 minutes. | Above 30 minutes. | Above 60 minutes. | Above 90 minutes. | Total. | 15 minutes.     | Above 15 minutes. | Above 30 minutes. | Above 60 minutes. | Above 90 minutes. | Total. |                          |
| South-West Line (Mail)              | 60              | 2                 | 6                 | 4                 | 13                | 519    | 62              | 3                 | 2                 | 1                 | 1                 | 6      | 60              | 2                 | 2                 | 5                 | 7                 | 7      | 11-33                    |
| Salem and Coimbatore (Mixed)        | 60              | 1                 | 1                 | 1                 | 3                 | 225    | 22              | 1                 | 1                 | 1                 | 1                 | 5      | 60              | 1                 | 1                 | 1                 | 1                 | 7      | 11-66                    |
| Pondicherry and Calicut (Do.)       | 60              | 1                 | 1                 | 1                 | 3                 | 508    | 22              | 1                 | 1                 | 1                 | 1                 | 5      | 60              | 1                 | 1                 | 1                 | 1                 | 7      | 11-66                    |
| Tirur and Calicut (Do.)             | 60              | 1                 | 1                 | 1                 | 3                 | 96     | 62              | 1                 | 1                 | 1                 | 1                 | 5      | 60              | 1                 | 1                 | 1                 | 1                 | 7      | 11-66                    |
| Madras and Muttupalayam (Passenger) | 60              | 1                 | 1                 | 1                 | 3                 | 134    | 62              | 1                 | 1                 | 1                 | 1                 | 5      | 60              | 1                 | 1                 | 1                 | 1                 | 7      | 11-66                    |
| North-West Line (Mail)              | 60              | 1                 | 1                 | 1                 | 3                 | 134    | 62              | 1                 | 1                 | 1                 | 1                 | 5      | 60              | 1                 | 1                 | 1                 | 1                 | 7      | 11-66                    |
| Do. (Mixed)                         | 60              | 1                 | 1                 | 1                 | 3                 | 134    | 62              | 1                 | 1                 | 1                 | 1                 | 5      | 60              | 1                 | 1                 | 1                 | 1                 | 7      | 11-66                    |
| Madras and Raichur (Passenger)      | 60              | 1                 | 1                 | 1                 | 3                 | 134    | 62              | 1                 | 1                 | 1                 | 1                 | 5      | 60              | 1                 | 1                 | 1                 | 1                 | 7      | 11-66                    |
| Bangalore Branch (Mail)             | 60              | 1                 | 1                 | 1                 | 3                 | 134    | 62              | 1                 | 1                 | 1                 | 1                 | 5      | 60              | 1                 | 1                 | 1                 | 1                 | 7      | 11-66                    |
| Do. (Mixed)                         | 60              | 1                 | 1                 | 1                 | 3                 | 134    | 62              | 1                 | 1                 | 1                 | 1                 | 5      | 60              | 1                 | 1                 | 1                 | 1                 | 7      | 11-66                    |
| Do. (Passenger)                     | 60              | 1                 | 1                 | 1                 | 3                 | 134    | 62              | 1                 | 1                 | 1                 | 1                 | 5      | 60              | 1                 | 1                 | 1                 | 1                 | 7      | 11-66                    |
| Nilgiri Branch (Mail)               | 60              | 1                 | 1                 | 1                 | 3                 | 134    | 62              | 1                 | 1                 | 1                 | 1                 | 5      | 60              | 1                 | 1                 | 1                 | 1                 | 7      | 11-66                    |
| Total                               | 660             | 5                 | 34                | 9                 | 50                | 4012   | 682             | 14                | 25                | 6                 | 3                 | 48     | 660             | 13                | 35                | 11                | 10                | 69     | 11-66                    |

G. T. R. SCOVELL,  
for Consulting Engineer for Rys.

MADRAS,  
23rd May 1898.

29<sup>th</sup> August 1898.

for Cars & Expresses & Railway

No. 797 Ry., 13th June 1898.

Order No. 797 Ry., dated 13th June 1898.

Recorded.

2. During the quarter under review 6.50 per cent. of all trains on the Madras Railway ran late, showing a less favourable result than that of the corresponding quarter of 1897, in which the percentage was 4.11. This increase was mainly on account of the examination of passengers under the Epidemic Diseases Act.

3. The trains chiefly at fault were—

South-West Line (Mail).

North-West Line (do.).

Nilgiri Branch (do.).

(True Extract.)

FRANCIS J. E. SPRING,  
Joint Secretary.

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

Exd. W. D'Moss.

RAILWAY.

Government { 1897 } of Madras.

PUBLIC WORKS.

1109 R.

Recd.

Regd.

1897.

Enclosures

Spare copies

G.O., No. 610 R., 1st September 1897.

SEPTEMBER.

Late Trains

Statement of — on the Madras Railway for the quarter ended the 30th June 1897, recorded with remarks.

GOVERNMENT OF MADRAS.  
PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

Statement of late trains on the Madras Railway, for the quarter ended the 30th June 1897.

[STATEMENT

STATEMENT of late trains on the Madras Railway for the quarter ended the 30th June 1897.

| Description.                        | April 1897.     |                   |                   |                   |                   |        |                            | May 1897.       |                   |                   |                   |                   |        |                            | June 1897.      |                   |                   |                   |                   |        |                            |
|-------------------------------------|-----------------|-------------------|-------------------|-------------------|-------------------|--------|----------------------------|-----------------|-------------------|-------------------|-------------------|-------------------|--------|----------------------------|-----------------|-------------------|-------------------|-------------------|-------------------|--------|----------------------------|
|                                     | Late (minutes). |                   |                   |                   |                   |        |                            | Late (minutes). |                   |                   |                   |                   |        |                            | Late (minutes). |                   |                   |                   |                   |        |                            |
|                                     | 15 minutes.     | Above 15 minutes. | Above 30 minutes. | Above 60 minutes. | Above 90 minutes. | Total. | Percentage of late trains. | 15 minutes.     | Above 15 minutes. | Above 30 minutes. | Above 60 minutes. | Above 90 minutes. | Total. | Percentage of late trains. | 15 minutes.     | Above 15 minutes. | Above 30 minutes. | Above 60 minutes. | Above 90 minutes. | Total. | Percentage of late trains. |
| South-West Line (Mail)              | 60              | ..                | 15                | 9                 | ..                | 24     | 720                        | 62              | ..                | 9                 | 12                | 1                 | ..     | 22                         | 60              | ..                | 8                 | 9                 | 2                 | 22     | 36.66                      |
| Madras and Coimbatore (Mixed)       | 60              | ..                | 1                 | ..                | ..                | 3      | 40.00                      | 62              | ..                | ..                | ..                | ..                | ..     | 1                          | 60              | ..                | ..                | ..                | ..                | 1      | 0.64                       |
| Tirur and Calicut (Do.)             | 60              | ..                | ..                | ..                | ..                | ..     | ..                         | 62              | ..                | ..                | ..                | ..                | ..     | ..                         | 60              | ..                | ..                | ..                | ..                | ..     | 7.63                       |
| Madras and Mettupalayam (Passenger) | 60              | ..                | ..                | ..                | ..                | ..     | ..                         | 62              | ..                | ..                | ..                | ..                | ..     | ..                         | 60              | ..                | ..                | ..                | ..                | ..     | ..                         |
| Madras and Ratchur (Passenger)      | 60              | ..                | ..                | ..                | ..                | ..     | ..                         | 62              | ..                | ..                | ..                | ..                | ..     | ..                         | 60              | ..                | ..                | ..                | ..                | ..     | ..                         |
| Do. do. (Mixed)                     | 60              | ..                | ..                | ..                | ..                | ..     | ..                         | 62              | ..                | ..                | ..                | ..                | ..     | ..                         | 60              | ..                | ..                | ..                | ..                | ..     | ..                         |
| Bangalore Branch (Mail)             | 60              | ..                | ..                | ..                | ..                | ..     | ..                         | 62              | ..                | ..                | ..                | ..                | ..     | ..                         | 60              | ..                | ..                | ..                | ..                | ..     | ..                         |
| Do. do. (Passenger)                 | 60              | ..                | ..                | ..                | ..                | ..     | ..                         | 62              | ..                | ..                | ..                | ..                | ..     | ..                         | 60              | ..                | ..                | ..                | ..                | ..     | ..                         |
| Nilgiri do. (Mail)                  | 60              | ..                | ..                | ..                | ..                | ..     | ..                         | 62              | ..                | ..                | ..                | ..                | ..     | ..                         | 60              | ..                | ..                | ..                | ..                | ..     | ..                         |
| Total                               | 560             | ..                | 27                | 29                | 7                 | 65     | 2,717                      | 682             | ..                | 17                | 36                | 6                 | 12     | 71                         | 660             | ..                | 16                | 38                | 29                | 99     | 11.75                      |

(Signed) F. D. FOWLER,  
for Offg. Consulting Engineer for Railways.

MADRAS,  
27th August 1897.

Papers to be read in Proceedings:—

189 , No.

189 , No.

Again G.O., dated

Again G.O., dated

Current No. 2956 of 1898, dated 23-6-98, from AM  
do " " 3542 " 1898, " 29-7-98, " do  
do " " 3975 " 1898, " 26-8-98, " do

Statement of Late Trains on the M.R. for the quarter ending  
the 30<sup>th</sup> June 1898.

ORDER.

Recorded.

2. During the quarter under  
review 8.81 percent of all trains  
ran late showing a <sup>more</sup> favourable  
result than that of the corre-  
sponding quarter of 1897 in which  
the percentage was 11.75. The re-  
sults would have been <sup>much</sup> ~~more~~  
<sup>better</sup> satisfactory had it not been for  
longer detention in the last run  
of the quarter on account of Exa-  
mination of ~~passing~~ passenger  
under Epidemic Diseases Act &  
~~defective engines~~

3. The trains chiefly at fault

were:—

S. & L. (Mail)

N. & L. (—d.—)

Bangalore (Passenger)

Nilgiri (Mail)

The Agent & Manager M.R.  
" Consulting Engineer for R.R.

Despatched on 16/9/98

4

No. 610 R., 1st SEPTEMBER 1897.

ORDER—No. 610 R., dated 1st September 1897.

Recorded.

2. During the quarter under review 11.75 per cent. of all trains ran late showing  
a less favourable result than that of the corresponding quarter of 1896 in which the  
percentage was 7.85. The increase is mainly due to defective engines and to the  
examination of passengers under the Epidemic Diseases Act.

3. The trains chiefly at fault were—

South-West Line (Mail).

Madras to Méttupálaiyam (Passenger.)

North-West Line (Mail.)

(True Extract.)

(Signed)

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

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

Exd. T. K. Narayana Aiyangar.