Public Works (1898) Department.

RAILWAY BRANCH.

G.O., No. 1460. Ry

DATED 25th Nov. 1898.

Proof 16/12/98 100/2

[Despatch Abstract.]

Late trains.

Recording with remarks, the statement of ______ on the South Indian Railway, including the Mayavaram-Muttupet and Peralam-Karaikkal sections, for the quarter ended the 30th Septr. 1898.

Indexed

BACK PAPERS.

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

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RAILWAY.

Government {1898} of Madras.

PUBLIC WORKS.

Recd. } 1898. *Enclosures*
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G.O., No. 1460 Ry., 25th November 1898.

NOVEMBER.

Late Trains

Recording, with remarks, the statement of — on the South Indian Railway, including the Mayavaram-Mutupet and Peralam-Karaikkal sections, for the quarter ended the 30th September 1898.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers :—

From—The Agent, South Indian Railway.
To—The Consulting Engineer for Railways, Madras.
Dated—Trichinopoly, 12th September 1898.

From—The Agent, South Indian Railway.
To—The Consulting Engineer for Railways, Madras.
Dated—Trichinopoly, 7th October 1898.

From—The Agent, South Indian Railway.
To—The Consulting Engineer for Railways, Madras.
Dated—Trichinopoly, 4th November 1898.

Statement of late trains on the South Indian Railway, including Mayavaram-Mutupet and Peralam-Karaikkal Sections, for the quarter ended the 30th September 1898.

[Statement.

STATEMENT of late trains on the South Indian Railway, including Mayavaram-Mutupet and Peralam-Karaikkal Sections, for the quarter ended the 30th Sept. 1898.

No.	Description.	July 1898.									August 1898.									September 1898.									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	..	1	..	..	..	1	17	1·61	62	..	1	..	..	..	1	20	1·61	60	1	..	..	..	..	1	15	1·67	1·63
17	Beach to Madras .. (Passenger)	31	1	..	..	..	..	1	15	3·22	31	..	..	..	..	..	..	..	..	30	..	..	..	..	..	..	..	..	1 07
19 & 38	Madras and Tuticorin .. (Mail)	62	..	1	..	..	..	1	17	1·61	62	..	2	..	..	..	2	39	3·22	60	..	1	..	..	..	1	16	1·67	2·17
57 & 24	Madras to Tuticorin and Tuticorin to Madras Beach .. (Do.)	62	..	1	..	..	1	2	202	3·22	62	..	3	..	..	..	3	69	4·84	60	1	1	1	..	..	3	71	5·00	4·35
27	Beach to Madras .. (Passenger)	31	1	..	..	..	..	1	15	3·22	31	1	..	..	..	..	1	15	3·22	30	..	..	..	..	..	..	..	..	2·15
33 & 48	Beach and Madras (Do.)	62	..	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..
37 & 22	Beach and Chingleput .. (Mixed)	62	1	1	..	..	..	2	35	3·22	62	..	1	..	..	..	1	17	1·61	60	..	..	..	..	..	..	..	..	1·61
43	Beach to Pallavaram (Passenger)	5	..	..	..	..	..	..	..	..	4	..	..	..	..	..	..	..	..	4	..	..	..	..	..	..	..	..	..
51 & 8	Beach to Madura and Madura to Madras .. .. (Do.)	62	1	4	1	..	..	6	121	9·68	62	1	2	2	1	1	7	318	11·29	60	..	1	..	1	..	2	107	3·33	8·10
55 & 18	Beach and Pallavaram (Do.)	62	..	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..
59 & 20	Do. .. (Do.)	47	1	..	..	..	..	1	15	2·13	50	..	..	..	..	..	..	..	..	48	..	..	..	..	..	..	..	..	0·71
67 & 56	Madras and Pallavaram .. (Do.)	62	..	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..
69 & 50	Madras to Pallavaram and Pallavaram to Madras Beach ..(Mixed)	62	..	1	..	..	..	1	18	1·61	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	0·54
7 & 12	Trichinopoly Junction and Villupuram .. .. (Do.)	62	2	2	..	..	..	4	65	6·45	62	.	2	..	..	..	2	48	3·22	60	1	1	..	..	..	2	40	3·33	4·33
21 & 10	Madura and Tuticorin .. (Do.)	62	1	1	..	..	1	3	143	4·84	62	..	2	..	..	..	2	43	3·22	60	..	1	1	..	..	2	56	3·33	3·80
77 & 82	Renigunta and Tirupati West (Do.)	62	..	..	1	..	..	1	56	1·61	62	1	1	..	..	..	2	35	3·22	60	..	..	..	..	..	..	..	..	1·61
71 & 72	Nellore and Pondicherry .. (Do.)	62	..	1	3	23	5	32	2,488	51·61	62	1	3	17	11	..	32	1,580	51·61	60	1	5	23	1	..	30	1,129	50·00	51·07
81 & 80	Do. .. (Do.)	62	1	..	9	22	1	33	2,166	53·22	62	1	5	20	4	1	31	1,375	50·00	60	1	14	11	1	2	29	1,057	48·33	50·52
79 & 76	Renigunta and Vellore .. (Do.)	62	1	2	..	..	..	3	67	4·84	62	..	..	..	..	..	..	..	..	60	1	..	..	..	..	1	15	1·67	2·17
85 & 92	Dharmavaram and Pakala .. (Do.)	62	1	7	9	4	2	23	1,176	37·09	62	3	..	7	2	1	13	578	20·97	60	2	6	..	..	..	8	168	13·33	23·80
99 & 102	Chingleput and Arkonam .. (Do.)	62	..	..	..	..	..	..	..	..	62	1	.	..	..	..	1	15	1·61	60	..	..	..	..	..	..	..	..	0·54
101 & 98	Do. .. (Mail)	62	2	1	..	..	..	3	55	4·84	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	1·61
103 & 96	Chingleput and Conjeeveram (Mixed & Passenger)	62	..	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..
119 & 130	Mayavaram and Negapatam .. (Mixed)	62	1	..	..	..	..	1	15	1·61	62	1	1	..	..	..	2	37	3·22	60	1	..	..	..	..	1	15	1·67	2·17
123 & 128	Tiruvallur to Mutupet and Mutupet to Mayavaram .. (Do.)	62	..	1	..	..	..	1	18	1·61	62	1	..	..	..	..	1	15	1·61	60	..	..	..	..	..	..	..	..	1·07
125 & 124	Mayavaram and Mutupet .. (Do.)	62	..	1	..	..	..	1	20	1·61	62	..	..	..	..	..	..	..	..	60	..	1	..	..	..	1	20	1·67	1·09
131	Mayavaram to Negapatam .. (Do.)	31	..	..	..	..	..	..	..	..	31	..	..	..	..	..	..	..	..	30	..	1	..	..	..	1	17	3·33	1·11
133 & 132	Negapatam and Tanjore .. (Mail)	62	..	..	..	..	..	..	..	..	62	..	1	..	..	..	1	18	1·61	60	..	..	..	..	..	..	..	..	0·54
145 & 144	Do. .. (Do.)	62	1	1	..	..	..	2	32	3·22	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	1·07
139 & 136	Do. .. (Mixed)	62	1	2	1	..	..	4	110	6·45	62	..	1	..	..	..	1	20	1·61	60	..	2	..	..	..	2	34	3·33	3·80

Statement of late trains on the South Indian Ry., including Mayavaram-Mutupet and Peralam-Karaikkal Sections, for the quarter ended the 30th Sept. 1898—*cont.*

No.	Description.	July 1898.									August 1898.									September 1898.									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.			
135 & 140	Negapatam and Tanjore .. (Mixed)	62		..	..	1	..	1	69	1·61	62	1	..	..	..	..	1	15	1·61	60	..	1	1	..	..	2	57	3·33	2·18
142	Negapatam to Mayavaram. (Passenger)	31	..	..	..	..	..	..	..	..	31	..	..	..	..	..	..	..	..	30	..	..	..	..	..	..	..	..	..
155 & 164	Trichinopoly Junction and Erode (Mail)	62	..	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..
163 & 152	Do. (Do.)	62	1	..	..	..	..	1	15	1·61	62	..	..	1	..	..	1	35	1·61	60	..	..	..	1	..	1	64	1·67	1·63
173 & 174	Do. (Mixed)	62	..	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..
177 & 178	Maniyachi and Tinnevelly .. (Mail)	62	..	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..
183 & 186	Do. .. (Mixed)	62	..	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..
179 & 182	Do. .. (Do.)	62	..	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..
193 & 190	Karaikkal and Peralam .. (Do.)	62	..	1	..	..	..	1	18	1·61	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	0·54
30 & 31	Madras and Villupuram .. (Do.)	62	2	3	2	..	..	7	188	11·29	62	2	2	1	..	..	5	100	8·06	60	2	4	1	1	..	8	205	13·33	10·89
1 & 42	Trichinopoly Junction and Madura .. .. . (Do.)	62	..	3	1	..	..	4	110	6·45	62	..	4	..	..	..	4	76	6·45	60	1	..	..	..	..	1	15	1·67	4·86
63 & 44	Chingleput and Arkonam. (Passenger)	62	..	1	..	..	..	1	18	1·61	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	0·54
191 & 194	Karaikkal and Peralam .. (Mixed)	62	..	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	..	..
	Total ..	2,470	19	36	27	50	10	142	7,284	5·75	2,472	14	31	48	18	3	114	4,468	4·61	2,392	12	39	38	5	2	96	3,101	4·01	4·79

Madras,
15th November 1898.

J. C. LYLE,
for Consg. Engr. for Railways.

Order—No. 1460 Ry., dated 25th November 1898.

Recorded.

2. During the quarter under review 4·79 per cent. of all trains ran late showing a decrease over the corresponding quarter of 1897, in which the percentage was 6·36. The results would have been more satisfactory, had it not been for the time lost through caution signals being exhibited between stations.

3. The trains chiefly at fault were—

Nellore-Pondicherry (2 mixed).
Dharmavaram-Pakala (mixed).
Madras-Villupuram („).

(True Extract.)

Francis J. E. Spring,
Joint Secretary.

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

Exd. T. K. Narayana Aiyangar.

CONSULTING ENGINEER FOR RAILWAYS
RECEIVED
14 SEP. 1898
MADRAS.

THE AGENT,
South Indian Railway,
Trichinopoly.

To
THE CONSULTING ENGINEER
FOR RAILWAYS,
Madras.

Quote

Dated 12th September 1898.
Received .... 189 .

No.

ENCLOSURE. 1.

The undersigned has the honor to forward herewith an Abstract, and Return of late trains on the South Indian Railway,— including the Mayavaram— Mutupet, and Peralam— Karaikkal, Railways, for the month of July 1898.

for Offg. Agent.

A.J.

SOUTH INDIAN RAILWAY
AGENT
7-9-98
14543

SOUTH INDIAN RAILWAY.

including Mayavaram – Mutupet and Peralam Karaikkal Sections

ABSTRACT AND RETURN OF LATE TRAINS

for the month of July 1898.

SOUTH INDIAN RAILWAY,

RETURN OF LATE TRAINS.

Abstract for July 1898.

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 to Madras Beach } Expr & Mixed	62	.	1	.	.	.	1	17	1·61	
" 17 Beach to Madras —— passenger	31	1	.	.	.	.	1	15	3·22	
" 19 & 38 Madras and Tuticorin —— Mixed	62	.	1	.	.	.	1	17	1·61	
" 57 & 24 do to Tuticorin & Tuticorin to Madras Beach } — do	62	.	1	.	.	1	2	202	3·22	
" 27 Beach to Madras —— passenger	31	1	.	.	.	.	1	15	3·22	
" 33 & 48 Beach and Madras —— do	62	.	.	.	.	.	.	.	.	
" 37 & 22 Beach and Chingleput —— Mixed	62	1	1	.	.	.	2	35	3·22	
" 43 Beach to Pallavaram —— passenger	5	.	.	.	.	.	.	.	.	
Carried over..	377	3	4	.	.	1	8	301	2·12	

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	.	1	.	.	.	1
" 24	.	.	.	.	.	.
" 48	.	.	.	.	.	.
" 22	.	.	.	.	.	.
" 8	.	1	.	.	.	1
" 18	.	.	.	.	.	.
" 20	1	.	.	.	.	1
" 56	.	.	.	.	.	.
" 50	.	1	.	.	.	1
" 30	1	1	1	.	.	3
" 12	2	2	.	.	.	4
" 42	.	.	1	.	.	1
" 10	1	1	.	.	.	2
" 82	.	.	.	.	.	.
" 72	.	.	3	23	5	31
" 80	.	.	8	22	1	31
" 76	1	.	.	.	.	1
" 92	1	5	9	4	2	21
" 44	.	1	.	.	.	1
" 102	.	.	.	.	.	.
" 98	.	.	.	.	.	.

ABSTRACT OF LATE TRAINS.

Description and Number.		Late Minutes.						Total minutes late.	Percentage of late trains.	Remarks.
		15 minutes.	Above 15 and not exceeding 30 mts.	Above 30 and not exceeding 60 mts.	Above 60 and not exceeding 90 mts.	Above 90 mts.	Total.			
Brought forward ...	377	3	4	-	-	1	8	301	2·12	
Nos 51 & 8 Beach to Madura & Madura to Madras Passr	62	1	4	1	.	.	6	121	9·68	
" 55 & 18 Beach and Pallavaram — do	62	.	.	.	.	.	.	.	.	
" 57 & 20 — do — and — do — do	47	1	.	.	.	.	1	15	2·13	
" 67 & 56 Madras and Pallavaram — do	62	.	.	.	.	.	.	.	.	
" 69 & 50 Madras to Pallavaram & Pallavaram to Beach } Mixed	62	.	1	.	.	.	1	18	1·61	
" 21 & 30 Madras and Villupuram — do	62	2	3	2	.	.	7	188	11·29	
" 7 & 12 Villupuram and Trichy Jn — do	62	2	2	.	.	.	4	65	6·45	
" 1 & 42 Trichy Jn and Madura — do	62	.	3	1	.	.	4	110	6·45	
" 21 & 10 Madura and Tuticorin — do	62	1	1	.	.	1	3	143	4·84	
" 77 & 82 Renigunta and Tirupati West — do	62	.	.	1	.	.	1	56	1·61	
" 71 & 72 Nellore and Pondicherry — do	62	.	1	3	23	5	32	2488	51·61	
" 81 & 80 — do — and — do — do	62	1	.	9	22	1	33	2166	53·22	
" 79 & 76 Renigunta and Vellore — do	62	1	2	.	.	.	3	67	4·84	
" 85 & 92 Dharmavaram and Pakala — do	62	1	7	9	4	2	23	1176	37·09	
" 63 & 64 Chingleput and Arkonam — Passenger	62	.	1	.	.	.	1	18	1·61	
" 99 & 102 — do and Conjeevaram — Mixed	62	.	.	.	.	.	.	.	.	
" 101 & 98 — do and Arkonam — do	62	2	1	.	.	.	3	35	4·84	
" 103 & 96 — do and Conjeevaram — do	62	.	.	.	.	.	.	.	.	
" 119 & 130 Mayavaram and Negapatam — do	62	1	.	.	.	.	1	15	1·61	
" 123 & 128 Mayavaram and Mutupet — do	62	.	1	.	.	.	1	18	1·61	
" 125 & 124 — do — and — do — do	62	.	1	.	.	.	1	20	1·61	
" 131 Mayavaram to Negapatam — do	31	.	.	.	.	.	.	.	.	
" 133 & 132 Negapatam and Tanjore Mixed & Mail	62	.	.	.	.	.	.	.	.	
" 145 & 144 — do — and — do — Mail	62	1	1	.	.	.	2	32	3·22	
" 139 & 136 — do — and — do — Mixed	62	1	2	1	.	.	4	110	6·45	
" 135 & 140 — do — and — do — do	62	.	.	.	1	.	1	69	1·61	
" 142 Negapatam to Mayavaram Passenger	31	.	.	.	.	.	.	.	.	
" 155 & 164 Trichy Jn and Erode Mail & Mixed	62	.	.	.	.	.	.	.	.	
" 163 & 152 — do — and — do — Mail	62	1	.	.	.	.	1	15	1·61	
" 173 & 174 — do — and — do — Passenger	62	.	.	.	.	.	.	.	.	
" 177 & 178 Maniyachi & Tinnevelly — Mail	62	.	.	.	.	.	.	.	.	
" 183 & 186 — do — and — do — Mixed	62	.	.	.	.	.	.	.	.	
" 179 & 182 — do — and — do — do	62	.	.	.	.	.	.	.	.	
" 191 & 194 Karaikkal & Peralam — do	62	.	.	.	.	.	.	.	.	
193 & 190 — do — and — do — do	62	.	1	.	.	.	1	18	1·61	
Total ...	2470	19	36	27	50	10	142	7284	5·75	

Failure of Engines accounts for 94 Mts. — Waited on Loco at
stations 795 Mts. — Time lost by caution signals between
trains at junctions 94 Mts. —
Stations 432 Mts. — Time lost by drivers between
Stations 3784 Mts. — Waited on Foreign Railway

N.B. — Diversions from Cuddur to Nellore — Nos 71. 72. 80 & 81 trains
the diversion and their late running interfered with other
increase in the average per cent age of late trains to the extent
(Nellore – Pondicherry branch) had to reduce speed at
trains at crossing Stations, which caused an
of 2·51

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 96 train	.	.	.	.	.	.
" 130	1	.	.	.	.	1
" 128	.	1	.	.	.	1
" 124	.	.	.	.	.	.
" 132	.	.	.	.	.	.
" 144	.	.	.	.	.	.
" 136	.	.	1	.	.	1
" 140	.	.	.	1	.	1
" 164	.	.	.	.	.	.
" 152	1	.	.	.	.	1
" 174	.	.	.	.	.	.
" 178	.	.	.	.	.	.
" 186	.	.	.	.	.	.
" 182	.	.	.	.	.	.
" 194	.	.	.	.	.	.
" 190	.	1	.	.	.	1
Up trains.						
No 15 train	.	1	.	.	.	1
" 17	1	.	.	.	.	1
" 19	.	.	.	.	.	.
" 57	.	1	.	.	1	2
" 27	1	.	.	.	.	1
" 33	.	.	.	.	.	.
" 37	1	1	.	.	.	2
" 43	.	.	.	.	.	.
" 51	1	3	1	.	.	5
" 55	.	.	.	.	.	.
" 59	.	.	.	.	.	.
" 67	.	.	.	.	.	.
" 69	.	.	.	.	.	.
" 31	1	2	1	.	.	4
" 7	.	.	.	.	.	.
" 1	.	3	.	.	.	3
" 21	.	.	.	.	1	1
" 77	.	.	1	.	.	1
" 71	.	1	.	.	.	1
" 81	1	.	1	.	.	2
" 79	.	2	.	.	.	2
" 85	.	2	.	.	.	2
" 63	.	.	.	.	.	.
" 99	.	.	.	.	.	.
" 101	2	1	.	.	.	3
" 103	.	.	.	.	.	.
" 119	.	.	.	.	.	.
" 123	.	.	.	.	.	.
" 125	.	1	.	.	.	1
" 131	.	.	.	.	.	.
" 133	.	.	.	.	.	.
" 145	1	1	.	.	.	2
" 139	1	2	.	.	.	3
" 135	.	.	.	.	.	.
" 142	.	.	.	.	.	.
" 155	.	.	.	.	.	.
" 163	.	.	.	.	.	.
" 173	.	.	.	.	.	.
" 177	.	.	.	.	.	.
" 183	.	.	.	.	.	.
" 179	.	.	.	.	.	.
" 191	.	.	.	.	.	.
" 193	.	.	.	.	.	.

SOUTH INDIAN RAILWAY.

Return of late trains for the month of July *1898.*

Down trains.

Date. 1898.		No. of Trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.
July	1	72	21	15	22	43	148	Time lost by drivers & caution Signals and detained at meeting Stations ——
		80	8	40	9	30	50	Detained at meeting stations and time lost by caution Signals ——
		92	22	25	22	40	15	Detained at meeting stations and time lost by drivers. ——
	2	10	14	15	14	44	29	Detained at meeting stations. ——
		72	21	15	22	18	63	Time lost by caution Signals & drivers and detained at meeting Stations. ——
		80	8	40	9	26	46	Detained at meeting stations and time lost by caution Signals. ——
		92	22	25	23	15	50	Time lost by drivers, Shunting & Rs Goods
		50	6	55	7	13	18	Shunting and detained at meeting Stations
	3	8	9	45	10	2	17	Detained at meeting stations ——
		72	21	15	22	25	70	Detained at meeting Stations, Waited on Loco time lost by drivers & caution Signals. ——
		80	8	40	9	36	56	Time lost by caution Signals & drivers and detained at meeting Stations. ——
	4	20	10	20	10	35	15	Detained at meeting Stations ——
		72	21	15	22	23	68	—— do & time lost by caution Signals
		80	8	40	9	25	45	—— do —— do —— do ——
	5	72	21	15	22	21	66	Time lost by drivers & caution Signals and detained at meeting Stations ——
		80	8	40	9	26	46	Detained at meeting Stations and time lost by caution Signals ——
		92	22	25	23	49	84	Time lost by drivers & Shunting ——
	6	12	21	30	21	47	17	Detained at meeting Stations ——
		30	22	45	23	5	20	—— do and Shunting ——
		72	21	15	22	9	54	—— do & time lost by caution Signals
		80	8	40	9	48	68	—— do —— do & loading Rs Goods
		92	22	25	22	53	28	—— do time lost by drivers & loading Rs Goods.

Up trains.

Date. 1898.		No. of Trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.
July	1	51	17	25	17	41	16	Detained at meeting Stations ——
		57	16	5	16	28	23	Time lost by drivers. ——
		85	12	50	13	10	20	Time lost by drivers. ——
	2	51	17	25	17	40	15	Detained at meeting Stations ——
	3	101	19	35	19	50	15	—— do & waited on Loco ——
	4	15	9	0	9	17	17	—— do —— do ——
		27	8	50	9	5	15	Inwards train late in ——
		31	18	0	18	15	15	Detained at meeting Stations ——
		37	16	45	17	0	15	—— do —— do ——
		101	19	35	19	50	15	—— do —— do ——
	8	1	7	10	7	40	30	—— do & Shunting ——
		79	22	50	23	12	22	Waited at Katpadi for Madras Ry train
	9	17	7	30	7	45	15	Shunting ——
		79	22	50	23	20	30	Waited at Katpadi for Madras Ry train and time lost by drivers. ——

Return of late trains.

Down trains.

Date. 1898.		No. of Trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.
July	6	152	10	55	11	10	15	Detained at meeting Stations
	7	42	23	15	23	51	36	do do
		72	21	15	22	23	68	do & time lost by caution Signals
		80	8	40	9	40	60	Detained at meeting Stations & time lost by caution Signals
		92	22	25	22	41	16	Detained at meeting Stations & loading Rs goods
	8	72	21	15	22	30	75	do & time lost by caution Signals
		80	8	40	9	55	75	Waited at Katpadi for Madras Ry train, detained at meeting Stations & time lost by caution Signals
		92	22	25	22	56	31	Detained at meeting Stations and loading Rs goods
	9	72	21	15	22	33	78	do & time lost by caution Signals
		76	10	20	10	35	15	do do
		80	8	40	9	45	65	Waited at Katpadi for Madras Ry train. detained at meeting Stations & time lost by caution Signals
		92	22	25	23	4	39	Detained at meeting Stations, time lost by drivers, loading & unloading Rs goods
	10	72	21	15	22	28	73	Detained at meeting Stations & time lost by caution Signals
		80	8	40	10	20	100	do do
		92	22	25	22	45	20	do & time lost by drivers.
		130	7	0	7	15	15	Shunting & detained at meeting Stations
	11	72	21	15	22	15	60	Detained at meeting Stations & time lost by caution Signals.
		80	8	40	9	51	71	do do
		92	22	25	22	50	25	Detained at meeting Stations & time lost by drivers
	12	12	21	30	21	45	15	do & Shunting
		30	22	45	23	0	15	Shunting & detained at meeting Stations
		72	21	15	22	59	104	Detained at meeting Stations & time lost by caution Signals.
		80	8	40	9	55	75	do do

Up trains.

Date. 1898.		No. of Trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.
July	9	81	14	55	15	10	15	Detained at meeting Stations.
	10	31	18	0	18	26	26	do & loading Rs goods.
	11	51	17	25	18	2	37	Time lost by drivers and detaine at meeting Stations
		71	0	45	1	10	25	Detained at meeting Stations & Shun
		139	14	40	14	55	15	passengers & time lost by drivers.
		1	7	10	7	34	24	Detained at meeting Stations an Shunting
	12	51	17	25	17	45	20	do & time lost by drivers
		57	16	5	19	4	179	Waited at Iayone owing to Journa of B 569 attached to 6E train bein broken at $\frac{224}{4}$ mile between Bud and Iayone.
		139	14	40	14	58	18	Shunting.

Return of late trains.

Down trains.

Date. 1898.		No. of Trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.
July	12	92	22	25	23	15	50	Detained at meeting Stations & time lost by caution Signals & loading RS goods
		190	5	15	5	33	18	do do
	13	30	22	45	23	45	60	do do
		72	21	15	22	25	70	do & time lost by caution Signals
		80	8	40	9	51	71	do do
		136	13	45	14	42	57	do do
	14	72	21	15	22	28	73	do do
		80	8	40	9	56	76	do do
		92	22	25	22	53	88	do & time lost by drivers & Shunting
	15	72	21	15	22	19	64	Time lost by drivers & caution Signals and detained at meeting Stations
		80	8	40	9	49	69	Detained at meeting Stations & time lost by caution Signals
		92	22	25	23	7	42	Detained at meeting Stations & time lost by drivers
	16	12	21	30	21	45	15	Shunting and detained at meeting Stations
		72	21	15	23	14	119	Waited on Locos, time lost by caution Signals & drivers & detained at meeting Station
		80	8	40	10	0	80	Detained at meeting Stations & time lost by caution Signals
		92	22	25	23	47	82	Detained at meeting Stations, time lost by drivers, Shunting & Rs goods
	17	38	17	25	17	42	17	Waited on Locos.
		72	21	15	22	33	78	Time lost by caution Signals and drivers waited on Locos & detained at meeting Station
		80	8	40	9	38	58	Detained at meeting Stations and time lost by caution Signals
		92	22.	25	0	3	98	Waited on Locos & time lost by drivers
	18	44	19	45	20	3	18	Detained at meeting Stations
		72	21	15	22	30	75	do & time lost by caution Signals.

Up trains.

Date. 1898.		No. of Trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.
July	13	31	18	0	18	32	32	Detained at meeting Stations & Shuntin
	15	125	14	45	15	5	20	do do
	17	77	13	25	14	21	56	do do
	18	31	18	0	18	20	20	do do
		37	16	45	17	5	20	do do
		101	19	35	20	0	25	do do
	19	139	14	40	15	0	20	Shunting & time lost by drivers
		145	21	5	21	22	17	Detained at meeting Stations
	20	51	17	25	17	41	16	Detained at meeting Stations and time lost by drivers
	21	1	7	0	7	20	20	Shunting and detained at meeting Stations
	22	81	14	55	15	45	50	Detained at meeting Stations
	23	145	21	5	21	20	15	do do.

Return of late trains.

Down trains.

Date. 1898.		No. of Trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.
July	18	80	8	40	9	45	65	Detained at meeting Stations & time lost by caution signals
	19	72	21	15	22	30	75	do do
		80	8	40	10	0	80	do do
		140	18	55	20	4	69	do & waited on Loco.
	20	72	21	15	22	45	90	Detained at meeting Stations and time lost by caution Signals.
		80	8	40	10	5	85	do do
	21	72	21	15	22	35	80	do & time lost by drivers & caution Signals
		80	8	40	9	57	77	do do
		92	22	25	23	7	52	do waited on Loco & Shunting.
	22	72	21	15	23	16	121	do time lost by caution Signals and Engine defective.
		80	8	40	10	1	81	Detained at meeting Stations and time lost by caution Signals.
	23	10	14	15	14	30	15	Time lost by drivers
		72	21	15	22	30	75	Waited at Katpadi for Madras Railway train detained at meeting stations and time lost by caution Signals.
		80	8	40	10	6	86	Detained at meeting Stations and time lost by caution Signals.
		92	22	25	23	25	60	Detained at meeting Stations and time lost by drivers
		128	20	5	20	23	18	Detained at meeting Stations.
	24	72	21	15	23	20	125	Time lost by drivers & caution Signals and detained at meeting Stations
		80	8	40	9	42	62	Detained at meeting Stations and time lost by caution Signals

Up trains.

Date. 1898.		No. of Trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.
July	25	21	15	30	17	9	99	Detained at meeting Stations and time lost by drivers
	27	85	12	50	13	15	25	Time lost by drivers

Return of late trains.

Down trains.

Date. 1898.		No. of Trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.
July	24	92	22	25	1	13	168	Detained at meeting Stations and Shunting
	25	72	21	15	22	25	70	Time lost by drivers and caution Signals and detained at meeting Stations
		80	8	40	9	41	61	Waited at Renigunta for Madras Ry train time lost by caution Signals
		92	22	25	23	15	50	Detained at meeting Stations and time lost by drivers.
	26	72	21	15	22	30	75	Detained at meeting Stations and time lost by caution Signals.
		80	8	40	9	47	67	do do
		92	22	25	23	35	70	Time lost by drivers
	27	72	21	15	22	28	73	Detained at meeting Stations & time lost by caution Signals
		80	8	40	9	51	71	Detained at meeting Stations & time lost by caution Signals
		92	22	25	22	48	23	do and Shunting
	28	72	21	15	22	10	55	do & time lost by Shunting and caution Signals.
		80	8	40	9	46	66	do do

Up trains.

Date. 1898.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.

Return of late trains.

Down trains.

Date. 1898.		No. of Trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.
July	29	12	21	30	21	48	18	Loading and unloading Rs goods
		72	21	15	22	40	85	Detained at meeting Stations and time lost by caution Signals
		80	8	40	9	41	61	do do
		92	22	25	23	5	40	do & Shunting
	30	72	21	15	22	23	68	do & time lost by caution Signals
		80	8	40	9	52	72	do do
	31	72	21	15	22	20	65	do do.
		80	8	40	9	36	56	do do.

Up trains.

Date. 1898.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.

The Madras Railway train arrived at Katpadi late on 11 days, 7 days under the 15 Mts, the restricted time for reports to Government.

The Madras Railway train arrived at Renigunta late on 7 days, 4 days under the 15 Mts, the restricted time for reports to Government.

TRAFFIC MANAGER'S OFFICE,
Trichinopoly, 6th September 1898.

T J McClendon
Offg Traffic Manager.

FROM

THE AGENT,
South Indian Railway,
Trichinopoly.

CONSULTING ENGINEER FOR RAILWAYS
RECEIVED
10 OCT 1898
MADRAS.

4693
10.10.98

TO

THE CONSULTING ENGINEER
FOR RAILWAYS,
Madras.

Quite

Dated 7th Octr 1898.
Received ....189 .

~~No.~~

ENCLOSURE. —1

The undersigned has the honor to forward herewith an Abstract, and Return of late trains on the South Indian Railway, including the Mayavaram Mutupet and Peralam Karaikkal, Railways for the Month of August 1898.

for Agent.

Noted

SOUTH INDIAN RAILWAY
AGENT
6-10-98
16118

SOUTH INDIAN RAILWAY.

including Mayavaram – Mutupet and Peralam – Karaikkal sections.

ABSTRACT AND RETURN OF LATE TRAINS

for the month of August 1898.

SOUTH INDIAN RAILWAY.

RETURN OF LATE TRAINS.

Abstract for August 1898.

Description and Number.		Late Minutes.						Total minutes late.	Percentage of late trains.	Remarks.
		15 minutes.	Above 15 and not exceeding 30 mts.	Above 30 and not exceeding 60 mts.	Above 60 and not exceeding 90 mts.	Above 90 mts.	Total.			
No. 15 & 36 Madras to Chingleput & Chingleput to Beach — Papr & Mixd	62	.	1	.	.	.	1	20	1.61	
" 17 Beach to Madras — Papr	31	.	.	.	.	.	.	.	.	
" 19 & 38 Madras and Tuticorin — Mail	62	.	2	.	.	.	2	39	3.22	
" 57 & 24 Madras to Tuticorin & Tuticorin to Madras Beach — do	62	.	3	.	.	.	3	69	4.84	
" 27 Beach to Madras — Papr	31	1	.	.	.	.	1	15	3.22	
" 33 & 48 Beach and Madras — do	62	.	.	.	.	.	.	.	.	
" 37 & 22 Beach and Chingleput — Mixd	62	.	1	.	.	.	1	17	1.61	
" 43 Beach to Pallavaram — Papr	4	.	.	.	.	.	.	.	.	
Carried over..	376	1	7	.	.	.	8	160	2.13	

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	.	1	.	.	.	1
" 24	.	1	.	.	.	1
" 48	.	.	.	.	.	.
" 22	.	.	.	.	.	.
" 8	.	1	.	.	.	1
" 18	.	.	.	.	.	.
" 20	.	.	.	.	.	.
" 56	.	.	.	.	.	.
" 50	.	.	.	.	.	.
" 30	.	1	.	.	.	1
" 12	.	1	.	.	.	1
" 42	.	1	.	.	.	1
" 10	.	2	.	.	.	2
" 82	1	.	.	.	.	1
" 72	.	3	17	11	.	31
" 80	1	5	20	4	1	31
" 76	.	.	.	.	.	.
" 92	3	.	6	2	1	12
" 44	.	.	.	.	.	.
" 102	1	.	.	.	.	1
" 98	.	.	.	.	.	.
" 96	.	.	.	.	.	.

ABSTRACT OF LATE TRAINS.

Description and Number.			Late Minutis.						Total minutes late.	Percentage of late trains.	Remarks.
			15 minutes.	Above 15 and not exceeding 30 mts.	Above 30 and not exceeding 60 mts.	Above 60 and not exceeding 90 mts.	Above 90 mts.	Total.			
Brought forward ...		376	1	7	.	.	.	8	160	2·13	drivers between Stations 337 lts.— Time lost by Cautions 93 lts.— had to reduce speed at the Diversions and their late running the average percentage of late trains to the extent of 2·51.
No. 51+8 Beach to Madura & Madura to Madras	Passr	62	1	2	2	1	1	7	318	11·29	
" 55+18 Beach and Pallavaram	do	62	.	.	.	.	.	.	.	.	
" 59+20 do and do	do	50	.	.	.	.	.	.	.	.	
" 67+56 Madras and Pallavaram	do	62	.	.	.	.	.	.	.	.	
" 69+50 Madras to Pallavaram & Pallavaram to Beach	Expr	62	.	.	.	.	.	.	.	.	
" 31+30 Madras and Villupuram	do	62	2	2	1	.	.	5	100	8·06	
" 7+12 Villupuram and Trichy J.	do	62	.	2	.	.	.	2	48	3·22	
" 1+42 Trichy J. and Madura	do	62	.	4	.	.	.	4	76	6·45	
" 21+10 Madura and Tuticorin	do	62	.	2	.	.	.	2	43	3·22	
" 77+82 Renigunta and Tirupati West	do	62	1	1	.	.	.	2	35	3·22	
" 71+72 Vellore and Pondicherry	do	62	1	3	17	11	.	32	1580	51·61	
" 81+80 do and do	do	62	1	5	20	4	1	31	1375	50·00	
" 79+76 Renigunta and Vellore	do	62	.	.	.	.	.	.	.	.	
" 85+92 Dharmavaram and Pakala	do	62	3	.	7	2	1	13	578	20·97	
" 63+44 Chingleput and Arkonam	Passr	62	.	.	.	.	.	.	.	.	
" 99+102 do and Conjeeveram	Mixed	62	1	.	.	.	.	1	15	1·61	Failure of Engines accounts for 14 lts.— Waited on Loco at Stations 80 lts.— Time lost by Signals between Stations 27 62 lts.— Waited on Foreign Railway trains at Junctions
" 101+98 do and Arkonam	do	62	.	.	.	.	.	.	.	.	
" 103+96 do and Conjeeveram	do	62	.	.	.	.	.	.	.	.	
" 119+130 Mayavaram and Negapatam	do	62	1	1	.	.	.	2	37	3·22	
" 123+128 do and Muttupet	do	62	1	.	.	.	.	1	15	1·61	
" 125+124 do and do	do	62	.	.	.	.	.	.	.	.	
" 131 Mayavaram to Negapatam	do	31	.	.	.	.	.	.	.	.	
" 133+132 Negapatam and Tanjore	Mixd & Mail	62	.	1	.	.	.	1	18	1·61	
" 145+144 do and do	Mail	62	.	.	.	.	.	.	.	.	
" 139+136 do and do	Mixed	62	.	1	.	.	.	1	20	1·61	
" 135+140 do and do	do	62	1	.	.	.	.	1	15	1·61	
" 142 Negapatam to Mayavaram	Passr	31	.	.	.	.	.	.	.	.	
" 155+164 Trichy J. and Erode	Mail & Mixd	62	.	.	.	.	.	.	.	.	
" 163+152 do and do	Mail	62	.	.	1	.	.	1	35	1·61	
" 173+174 do and do	Passr	62	.	.	.	.	.	.	.	.	
" 177+178 Maniyachi and Tinnevelly	Mail	62	.	.	.	.	.	.	.	.	
" 183+186 do and do	Mixed	62	.	.	.	.	.	.	.	.	
" 179+182 do and do	do	62	.	.	.	.	.	.	.	.	
" 191+194 Karaikkal and Peralam	do	62	.	.	.	.	.	.	.	.	
" 193+190 do and do	do	62	.	.	.	.	.	.	.	.	
Total ...		2472	14	31	48	18	3	114	4468	4·61	

N.B.— Diversions from [illegible] to Nellore.— Nos. 71, 72, 82, & 81 trains (Nellore–Pondicherry branch) interfered with Mail trains at Crossing Stations, which accounts for an increase in which otherwise would be 2·10 per cent instead of 4·61.

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	.	.	.	2
" 128	.	.	.	.	.	.
" 124	.	.	.	.	.	.
" 132	.	.	.	.	.	.
" 144	.	.	.	.	.	.
" 136	.	1	.	.	.	1
" 140	1	.	.	.	.	1
" 164	.	.	.	.	.	.
" 152	.	.	.	.	.	.
" 174	.	.	.	.	.	.
" 178	.	.	.	.	.	.
" 186	.	.	.	.	.	.
" 182	.	.	.	.	.	.
" 194	.	.	.	.	.	.
" 190	.	.	.	.	.	.
Up trains.						
No. 15 train	.	1	.	.	.	1
" 17	.	.	.	.	.	.
" 19	.	1	.	.	.	1
" 57	.	2	.	.	.	2
" 27	1	.	.	.	.	1
" 33	.	.	.	.	.	.
" 37	.	1	.	.	.	1
" 43	.	.	.	.	.	.
" 51	1	1	2	1	1	6
" 55	.	.	.	.	.	.
" 59	.	.	.	.	.	.
" 67	.	.	.	.	.	.
" 69	.	.	.	.	.	.
" 31	2	1	1	.	.	4
" 7	.	1	.	.	.	1
" 1	.	3	.	.	.	3
" 21	.	.	.	.	.	.
" 77	.	1	.	.	.	1
" 71	1	.	.	.	.	1
" 81	.	.	.	.	.	.
" 79	.	.	.	.	.	.
" 85	.	.	1	.	.	1
" 63	.	.	.	.	.	.
" 99	.	.	.	.	.	.
" 101	.	.	.	.	.	.
" 103	.	.	.	.	.	.
" 119	.	.	.	.	.	.
" 123	1	.	.	.	.	1
" 125	.	.	.	.	.	.
" 131	.	.	.	.	.	.
" 133	.	1	.	.	.	1
" 145	.	.	.	.	.	.
" 139	.	.	.	.	.	.
" 135	.	.	.	.	.	.
" 142	.	.	.	.	.	.
" 155	.	.	.	.	.	.
" 163	.	.	1	.	.	1
" 173	.	.	.	.	.	.
" 177	.	.	.	.	.	.
" 183	.	.	.	.	.	.
" 179	.	.	.	.	.	.
" 191	.	.	.	.	.	.
" 193	.	.	.	.	.	.

SOUTH INDIAN RAILWAY.

Return of late trains for the month of August 1898.

Down trains.

Date. 1898.		No. of Trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.
August	1	72	21	15	22	30	75	Detained at meeting stations and time lost by caution signals.
		80	8	40	9	28	48	do do
		92	22	25	22	40	15	Detained at meeting stations & Shunting.
	2	72	21	15	22	20	65	do and time lost by caution signals.
		80	8	40	9	35	55	do do
	3	72	21	15	22	20	65	do do
		80	8	40	9	19	39	do do
		92	22	25	23	34	69	Detained at meeting stations, Shunting waited on Loco & time lost by drivers.
	4	72	21	15	22	15	60	Detained at meeting stations and time lost by caution signals.
		80	8	40	9	46	66	do do
	5	38	17	25	17	42	17	Waited on Loco & time lost by drivers.
		72	21	15	22	20	65	Detained at meeting stations and time lost by Caution signals.
		80	8	40	9	49	69	do do
		92	22	25	22	57	32	Detained at meeting stations and time lost by drivers.
	6	30	22	25	23	3	18	Shunting and detained at meeting stations.
		72	21	15	22	35	80	Detained at meeting stations and time lost by caution signals.

Up trains.

Date. 1898.		No. of Trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.
August	3	51	17	25	17	59	34	Detained at meeting stations.
		57	16	5	16	31	26	do do
	4	1	7	10	7	26	16	Shunting, loading & unloading Co. goods.
	6	31	18	0	18	32	32	Detained at meeting stations, waited on Loco and Shunting.
		37	16	45	17	2	17	Detained at meeting stations.
		51	17	25	18	58	93	do and time lost by drivers.
		57	16	5	16	23	18	Time lost by drivers.
	7	31	18	0	18	15	15	Detained at meeting stations & Shunting.
	9	85	12	50	13	25	35	Shunting and time lost by drivers.
	10	1	7	10	7	26	16	do do
		51	17	25	17	40	15	Detained at meeting stations and time lost by caution signals.
	13	51	17	25	18	8	43	Detained at meeting stations.
	14	19	9	0	9	22	22	Detained at meeting stations and waited on Loco.

Return of late trains.

Down trains.

Date. 1898.		No. of Trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.
August	6	80	8	40	9	54	74	Waited at Katpadi for Madras Ry train, detained at meeting Stations and time lost by Caution Signals.
		92	22	25	23	15	50	Detained at meeting Stations, Shunting loading and unloading Ry goods.
		130	7	0	7	15	15	Shunting and loading Ry goods.
	7	10	14	15	14	42	27	Time lost by drivers and detained at meeting Stations.
		72	21	15	22	28	73	Detained at meeting Stations and time lost by Caution Signals.
		80	8	40	9	35	55	do do
		92	22	25	23	35	70	Detained at meeting Stations, Shunting and time lost by drivers.
	8	72	21	15	22	25	70	Detained at meeting Stations and time lost by Caution Signals.
		80	8	40	9	23	43	do do
		92	22	25	23	19	54	Detained at meeting Stations, time lost by drivers and Shunting.
	9	72	21	15	22	20	65	Detained at meeting Stations and time lost by Caution Signals.
		80	8	40	9	35	55	Waited at Renigunta for Madras Ry train, and time lost by Caution Signals.
		92	22	25	22	56	31	Detained at meeting Stations & Shunting.

Up trains.

Date. 1898.		No. of Trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.
August	16	51	17	25	18	48	83	Waited at Budalur on line clear owing to derailment of a truck attached to 50 goods and detained at meeting Stations.
	17	7	17	10	17	39	29	Detained at meeting Stations.
		15	9	0	9	20	20	do do
		27	8	50	9	5	15	do do
		31	18	0	18	15	15	do do & Shunting.
		123	9	20	9	35	15	do do
		163	18	15	18	50	35	do do
	19	133	4	15	4	33	18	Shunting and time lost by drivers.
	21	1	7	10	7	28	18	Shunting, loading & unloading Ry goods.
	22	77	13	25	13	45	20	Waited at Renigunta for Madras Ry train.
	23	71	0	45	1	0	15	Shunting and time lost by Caution Signals.

Return of late trains.

Down trains.

Date. 1898.		No. of Trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.
August	9	102	15	8	15	23	15	Detained at meeting Stations.
		140	18	55	19	10	15	Time lost by drivers.
	10	72	21	15	22	15	60	Detained at meeting Stations and time lost by Caution Signals.
		80	8	40	9	47	67	do do
		92	22	25	0	21	116	Detained at meeting Stations, time lost by drivers and Shunting.
	11	72	21	15	22	17	62	Detained at meeting Stations and time lost by Caution Signals.
		80	8	40	9	28	48	Heavy Passengers and time lost by Caution Signals.
		92	22	25	22	40	15	Time lost by drivers.
	12	72	21	15	22	20	65	Detained at meeting Stations and time lost by Caution Signals.
		80	8	40	9	31	51	do do
		92	22	25	23	0	35	Detained at meeting Stations, Shunting and loading Ry goods.
	13	72	21	15	22	5	50	Detained at meeting Stations and time lost by Caution Signals.
		80	8	40	9	25	45	do do
	14	42	23	15	23	41	26	Detained at meeting Stations & Shunting.

Up trains.

Date. 1898.		No. of Trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.
August	26	31	18	0	18	20	20	Shunting and time lost by drivers.
	31	51	17	25	17	54	29	Detained at meeting Stations.

Return of late trains.

Down trains.

Date. 1898.		No. of Trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.
August	14	72	21	15	22	25	70	Detained at Meeting Stations and time lost by Caution Signals.
		80	8	40	9	33	53	do do
	15	72	21	15	21	56	41	do do
		80	8	40	9	20	40	do do
	16	8	9	45	10	6	21	Detained at Meeting Stations.
		24	8	15	8	40	25	Detained at Tuticorin for Steam launch, waited on Loco and time lost by drivers.
		72	21	15	22	2	47	Detained at Meeting Stations and time lost by Caution Signals.
		80	8	40	9	20	40	do do
	17	10	14	15	14	31	16	Detained at Meeting Stations.
		72	21	15	21	55	40	do & time lost by Caution Signals.
		80	8	40	9	12	32	do do
		130	7	0	7	22	22	do
		136	13	45	14	5	20	do
	18	72	21	15	21	52	37	do & time lost by Caution Signals.
		80	8	40	9	11	31	Waited at Katpadi for Madras Ry train & time lost by Caution Signals.
	19	72	21	15	22	10	55	Detained at Meeting Stations & time lost by Caution Signals.

Up trains.

Date. 1898.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.

Return of late trains.

Down trains.

Date. 1898.		No. of Trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.
August	19	80	8	40	10	33	113	Detained at meeting Stations and time lost by Caution Signals.
	20	72	21	15	22	1	46	Waited at Renigunta for Madras Ry train, detained at meeting Stations and time lost by Caution Signals.
		80	8	40	9	28	48	Detained at meeting Stations and time lost by Caution Signals.
		82	14	25	14	40	15	Waited on Loco.
		92	22	25	22	40	15	Shunting, loading & unloading Ry goods.
	21	72	21	15	21	40	25	Detained at meeting Stations and time lost by Caution Signals.
		80	8	40	9	11	31	do do
	22	72	21	15	22	0	45	do do
		80	8	40	9	0	20	do do
	23	72	21	15	21	53	38	do do
		80	8	40	8	55	15	do do
	24	72	21	15	21	52	37	Waited on Loco, time lost by Caution Signals and drivers.
		80	8	40	9	16	36	Detained at meeting Stations and time lost by Caution Signals.
		92	22	25	23	6	41	Detained at meeting Stations, Shunting and unloading Ry goods.
	25	72	21	15	21	52	37	Detained at meeting Stations and time lost by Caution Signals.
		80	8	40	9	18	38	Waited at Renigunta for Madras Ry train, Shunting and time lost by Caution Signals.
	26	12	21	30	21	49	19	Time lost by Caution Signals and detained at meeting Stations.
		72	21	15	21	48	33	do do
		80	8	40	9	12	32	do do
	27	72	21	15	21	50	35	do do

Up trains.

Date. 1898.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.

Return of late trains.

Down trains.

Date. 1898.		No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
August	27	80	8 40	9 19	39	Waited at Renigunta for Madras Ry train and time lost by Caution Signals.
	28	72	21 15	21 38	23	Detained at meeting Stations and time lost by Caution Signals.
		80	8 40	9 10	30	do do
	29	72	21 15	21 40	25	Time lost by Caution Signals.
		80	8 40	9 8	28	Detained at meeting Stations and time lost by Caution Signals.
	30	72	21 15	21 46	31	do do
		80	8 40	8 58	18	do do
	31	72	21 15	22 0	45	do do
		80	8 40	8 56	16	do do

The Madras Railway train arrived at Katpadi late on 14 days, 12 days under the 15 late,
The Madras Railway train arrived at Renigunta late on 15 days, 7 days under the 15 late,

TRAFFIC MANAGER'S OFFICE,
Trichinopoly, 5th October 1898.

Up trains.

Date. 1898.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.

the restricted time for reports to Government
the restricted time for reports to Government.

T. J. McConchie
Offg Traffic Manager.

FROM
THE AGENT,
South Indian Railway,
Trichinopoly.

TO
THE CONSULTING ENGINEER
FOR RAILWAYS,
Madras.

5391.
15-11-98

Quote

Dated 4th November 1898
Received 18

No.

ENCLOSURE.—1

The undersigned has the honor to forward herewith an Abstract, and Return of late trains on the South Indian Railway, including the Mayavaram-Mutupet and Peralam-Karaikkal Railways for the month of September 1898.

W de Mesquie
for Agent,

SOUTH INDIAN RAILWAY.

RETURN OF LATE TRAINS.

Abstract for September 1898.

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 Beach Psr	60	1	.	.	.	.	1	15	1.67	
" 17 Beach to Madras Psr	30	.	.	.	.	.	.	.	.	
" 19+38 Madras and Tuticorin Mail	60	.	1	.	.	.	1	16	1.67	
" 57+24 Madras to Tuticorin & Tuticorin to Madras & Beach do	60	1	1	1	.	.	3	71	5.00	
" 27 Beach to Madras Psr	30	.	.	.	.	.	.	.	.	
" 33+48 Beach and Madras do	60	.	.	.	.	.	.	.	.	
" 37+22 Beach and Chingleput Mixd	60	.	.	.	.	.	.	.	.	
" 43 Beach to Pallavaram Psr	4	.	.	.	.	.	.	.	.	
Carried over ..	364	2	2	1	.	.	5	102	1.37	

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	.	.	.	.	.	.
" 30	.	.	.	1	.	1
" 12	.	1	.	.	.	1
" 42	1	.	.	.	.	1
" 10	.	1	.	.	.	1
" 82	.	.	.	.	.	.
" 72	1	5	23	1	.	30
" 80	1	14	11	1	2	29
" 76	.	.	.	.	.	.
" 92	2	5	.	.	.	7
" 44	.	.	.	.	.	.
" 102	.	.	.	.	.	.
" 98	.	.	.	.	.	.
" 96	.	.	.	.	.	.

ABSTRACT OF LATE TRAINS.

Description and Number.			Late Minutes.						Total minutes late.	Percentage of late trains.	Remarks.
			15 minutes.	Above 15 and not exceeding 30 mts.	Above 30 and not exceeding 60 mts.	Above 60 and not exceeding 90 mts.	Above 90 mts.	Total.			
Brought forward ...		364	2	2	1	.	.	5	102	1.37	Time lost by drivers between Stations 36 Mts. — Time lost by trains at Junction 110 Mts. — Branch [illegible] had to reduce speed at the Diversions and thus late in the average percentage of late trains to the extent of 2.46
No. 51 & 8 Beach to Madura & Madura to Madras	Psgr	60	.	1	.	1	.	2	107	3.33	
" 55 & 18 Beach and Pallavaram	do	60	.	.	.	.	.	.	.	.	
" 59 & 20 do and do	do	48	.	.	.	.	.	.	.	.	
" 67 & 56 Madras and Pallavaram	do	60	.	.	.	.	.	.	.	.	
" 69 & 50 Madras to Pallavaram & Pallavaram to Beach	Mixd	60	.	.	.	.	.	.	.	.	
" 31 & 30 Madras and Villupuram	do	60	2	4	1	1	.	8	205	13.33	
" 7 & 12 Villupuram and Trichy J.	do	60	1	1	-	.	.	2	40	3.33	
" 1 & 42 Trichy J and Madura	do	60	1	.	.	.	.	1	15	1.67	
" 4 & 10 Madura and Tuticorin	do	60	.	1	1	.	.	2	56	3.33	
" 77 & 82 Renigunta and Tirupati West	do	60	.	.	.	.	.	.	.	.	
" 71 & 72 Vellore and Pondicherry	do	60	1	5	23	1	.	30	1129	50.00	
" 81 & 80 do and do	do	60	1	14	11	1	2	29	1057	48.33	
" 79 & 76 Renigunta and Vellore	do	60	1	.	.	.	.	1	15	1.67	
" 85 & 92 Dharmavaram and Pakala	do	60	2	6	.	.	.	8	168	13.33	
" 63 & 44 Chingleput and Arkonam	Psgr	60	.	.	.	.	.	.	.	.	Failure of Engines accounts for 167 Mts. — Waited on Loco at Stations 38 Mts. — Caution Signals between Stations 1035 Mts. — Waited on Foreign Railway. N.B. — Diversions from Pakala to Vellore. — No. 71, 72, 80 & 81 trains (Vellore – Pondicherry) running interfered with other trains at Crossing Stations which caused an increase which otherwise would be 1.55 per cent instead of 4.01.
" 99 & 102 do and Conjeeveram	Mixd	60	.	.	.	.	.	.	.	.	
" 101 & 98 do and Arkonam	do	60	.	.	.	.	.	.	.	.	
" 103 & 96 do and Conjeeveram	do	60	.	.	.	.	.	.	.	.	
" 119 & 130 Mayavaram and Negapatam	do	60	1	.	.	.	.	1	15	1.67	
" 123 & 128 do and Muttupet	do	60	.	.	.	.	.	.	.	.	
" 125 & 124 do and do	do	60	.	1	.	.	.	1	20	1.67	
" 131 Mayavaram to Negapatam	do	30	.	1	.	.	.	1	17	3.33	
" 133 & 132 Negapatam and Tanjore	[illegible]	60	.	.	.	.	.	.	.	.	
" 145 & 144 do and do	Mail	60	.	.	.	.	.	.	.	.	
" 137 & 136 do and do	Mixd	60	.	2	.	.	.	2	34	3.33	
" 135 & 140 do and do	do	60	.	1	1	.	.	2	57	3.33	
" 142 Negapatam to Mayavaram	Psgr	30	.	.	.	.	.	.	.	.	
" 195 & 164 Trichy J and Erode	Mail & Mixd	60	.	.	.	.	.	.	.	.	
" 163 & 152 do and do	Mail	60	.	-	.	1	.	1	64	1.67	
" 173 & 174 do and do	Psgr	60	.	.	.	.	.	.	.	.	
" 177 & 178 Maniyachi and Tinnevelly	Mail	60	.	.	.	.	.	.	.	.	
" 183 & 186 do and do	Mixd	60	.	.	.	.	.	.	.	.	
" 179 & 182 do and do	do	60	.	.	.	.	.	.	.	✓	
" 191 & 194 Karaikkal and Peralam	do	60	.	.	.	.	.	.	.	.	
" 193 & 190 do and do	do	60	.	.	.	.	.	.	.	.	
Total ...		2392	12	39	38	5	2	96	3101	4.01	

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	.	.	.	.	.	.
" 124	.	.	.	.	.	.
" 132	.	.	.	.	.	.
" 144	.	.	.	.	.	.
" 136	.	.	.	.	.	.
" 140	.	.	1	.	.	1
" 164	.	.	.	.	.	.
" 152	.	.	.	1	.	1
" 174	.	.	.	.	.	.
" 178	.	.	.	.	.	.
" 186	.	.	.	.	.	.
" 182	.	.	.	.	.	.
" 194	.	.	.	.	.	.
" 190	.	.	.	.	.	.

Up trains.	15 mts. late.	30 mts. late.	60 mts. late.	90 mts. late.	In excess of 90 mts. late.	Total in month late.
No. 15 train	1	.	.	.	.	1
" 17	.	.	.	.	.	.
" 19	.	1	.	.	.	1
" 57	.	1	1	.	.	2
" 27	.	.	.	.	.	.
" 33	.	.	.	.	.	.
" 37	.	.	.	.	.	.
" 43	.	.	.	.	.	.
" 51	.	1	.	1	.	2
" 55	.	.	.	.	.	.
" 59	.	.	.	.	.	.
" 67	.	.	.	.	.	.
" 69	.	.	.	.	.	.
" 31	2	4	1	.	.	7
" 7	1	.	.	.	.	1
" 1	.	.	.	.	.	.
" 21	.	.	1	.	.	1
" 77	.	.	.	.	.	.
" 71	.	.	.	.	.	.
" 81	.	.	.	.	.	.
" 79	1	.	.	.	.	1
" 85	.	1	.	.	.	1
" 63	.	.	.	.	.	.
" 99	.	.	.	.	.	.
" 101	.	.	.	.	.	.
" 103	.	.	.	.	.	.
" 119	.	.	.	.	.	.
" 123	.	.	.	.	.	.
" 125	.	1	.	.	.	1
" 131	.	1	.	.	.	1
" 133	.	.	.	.	.	.
" 145	.	.	.	.	.	.
" 139	.	2	.	.	.	2
" 135	.	1	.	.	.	1
" 142	.	.	.	.	.	.
" 155	.	.	.	.	.	.
" 163	.	.	.	.	.	.
" 173	.	.	.	.	.	.
" 177	.	.	.	.	.	.
" 183	.	.	.	.	.	.
" 179	.	.	.	.	.	.
" 191	.	.	.	.	.	.
" 193	.	.	.	.	.	.

SOUTH INDIAN RAILWAY.

Return of late trains for the month of September 1898.

Down trains.

Date. 1898.		No. of Trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.
September	1	42	23	15	23	30	15	Detained at meeting Stations.
		72	21	15	21	45	30	do & time lost by Caution Signals.
		80	8	40	9	5	25	do do
	2	72	21	15	21	30	15	Time lost by Caution Signals.
		80	8	40	9	0	20	Detained at meeting Stations and time lost by Caution Signals.
	3	72	21	15	21	50	35	do do
	4	72	21	15	21	42	27	do do
		80	8	40	8	58	18	do do
		140	18	55	19	28	33	Detained at meeting Stations.
		152	10	55	11	59	64	Waited at Erode for Madras Ry train, and detained at meeting Stations.
	5	72	21	15	21	48	33	Detained at meeting Stations and time lost by Caution Signals.
		80	8	40	9	0	20	do do
	6	72	21	15	21	55	40	do do
		80	8	40	10	12	92	do do
	7	12	21	30	21	55	25	Shunting and loading Rs goods.
		24	8	15	8	30	15	Detained at Tindivanam for examining Plague Passengers & waited on Loco.

Up trains.

Date. 1898.		No. of Trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.
September	1	31	18	0	18	32	32	Time lost by drivers and unloading Rs goods.
	3	31	18	0	18	20	20	Time lost by drivers, waited on Loco and Shunting.
		79	22	50	23	5	15	Waited at Katpadi for Madras Ry train.
		135	8	55	9	19	24	Detained at meeting Stations.
		139	14	40	14	56	16	do and Shunting.
	4	7	17	10	17	25	15	Detained at meeting Stations.
		31	18	0	18	15	15	Shunting.
		131	20	50	21	7	17	Shunting and Rs goods.
	6	31	18	0	18	15	15	Detained at meeting Stations, Shunting and unloading Rs goods.
	8	15	9	0	9	15	15	Detained at meeting Stations.
	9	31	18	0	18	16	16	Shunting.
		139	14	40	14	58	18	Shunting, loading & unloading Rs goods.
	11	57	16	5	16	23	18	Detained at meeting Stations and time lost by drivers.

Return of late trains.

Down trains.

Date. 1898.		No. of Trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.
September	7	72	21	15	21	50	35	Detained at meeting stations.
		80	8	40	9	18	38	do & time lost by caution signals.
	8	72	21	15	22	18	63	do do
		80	8	40	9	14	34	do do
	9	72	21	15	22	0	45	do do
		80	8	40	9	8	28	do do
		130	7	0	7	15	15	do
	10	72	21	15	21	54	39	do & time lost by caution signals.
		80	8	40	9	9	29	do do
	11	72	21	15	22	0	45	do do
		80	8	40	9	0	20	do do
		92	22	25	22	40	15	Shunting & time lost by drivers.
	12	10	14	15	14	35	20	Detained at meeting stations.
		72	21	15	21	55	40	do & time lost by caution signals.
		80	8	40	9	9	29	Time lost by caution signals.
		92	22	25	22	55	30	Detained at meeting stations & Shunting.

Up trains.

Date. 1898.		No. of Trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.
September	14	51	17	25	17	50	25	Detained at meeting stations.
	15	125	14	45	15	5	20	do & loading Ry goods.
	21	19	9	0	9	16	16	do
	23	57	16	5	16	43	38	do
	24	21	15	30	16	6	36	do
		31	18	0	18	18	18	do and Shunting.
	25	85	12	50	13	18	28	Waited at Dharmavaram for S. M. Ry train and Shunting.
	27	31	18	0	18	20	20	Detained at meeting Station.
	29	51	17	25	18	47	82	Engine defective and detained at meeting stations.

Return of late trains.

Down trains.

Date. 1898.		No. of Trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.
September	13	72	21	15	21	50	35	Detained at Meeting Stations and time lost by Caution Signals.
		80	8	40	9	19	39	do do
	14	72	21	15	21	44	29	do do
		80	8	40	9	14	34	do do
	15	72	21	15	22	15	60	do & time lost by drivers and Caution Signals.
		80	8	40	9	9	29	Detained at Meeting Stations and time lost by Caution Signals.
		92	22	25	22	42	17	Detained at Meeting Stations & Shunting.
	16	30	22	45	23	54	69	Engine defective.
		72	21	15	22	1	46	Detained at Meeting Stations and time lost by Caution Signals.
		80	8	40	9	11	31	do do
		92	22	25	22	46	21	do & Shunting.
	17	72	21	15	21	50	35	do & time lost by Caution Signals.
		80	8	40	9	13	33	do do

Up trains.

Date. 1898.		No. of Trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.

Return of late trains.

Down trains.

Date. 1898.		No. of Trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.
September	18	72	21	15	21	49	34	Detained at meeting stations and time lost by caution signals.
		80	8	40	9	58	78	do do
		92	22	25	22	47	22	Shunting & loading luggages.
	19	72	21	15	21	50	35	Detained at meeting stations and time lost by caution signals.
		80	8	40	9	28	48	do do
	20	72	21	15	21	52	37	do do
		80	8	40	9	5	25	do do
		92	22	25	22	45	20	Shunting.
	21	72	21	15	21	35	20	Detained at meeting stations & time lost by caution signals.
		80	8	40	9	0	20	do do
	22	72	21	15	21	45	30	do do
		80	8	40	9	8	28	do do
	23	72	21	15	21	52	37	do do
		80	8	40	9	8	28	do do

Up trains.

Date. 1898.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.

Return of late trains.

Down trains.

Date. 1898.		No. of Trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.
September	24	72	21	15	21	49	34	Detained at meeting stations, time lost by caution and waited on Loco.
		80	8	40	9	14	34	do do
		92	22	25	22	40	15	Waited on Loco.
	25	72	21	15	21	58	43	Detained at meeting stations and time lost by caution signals.
		80	8	40	9	20	40	do do
	26	72	21	15	22	0	45	do do
		80	8	40	9	20	40	do do
	27	72	21	15	21	58	43	do do
		80	8	40	9	10	30	do do
	28	72	21	15	21	52	37	Shunting & loading Rs goods and time lost by caution signals.
		80	8	40	9	14	34	Waited at Renigunta for Madras Ry train and time lost by caution signals.
	29	72	21	15	22	0	45	Detained at meeting stations and time lost by caution signals.

Up trains.

Date. 1898	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.

Return of late trains.

Down trains.

Date. 1898.		No. of Trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.
September	29	80	8	40	10	38	118	Engine defective, detained at meeting Stations and time lost by Caution Sigls.
	30	72	21	15	21	52	37	Detained at meeting Stations and time lost by Caution Signals.
		80	8	40	8	55	15	do do

Up trains.

Date. 1898.		No. of Trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.

TRAFFIC MANAGER'S OFFICE,
Trichinopoly, 5th November 1898.

H Davies
Traffic Manager.

Statement of late trains on the South Indian Railway, including Mayavaram-Mutupet and Peralam-Karaikkal Sections, for the quarter ended 30th ~~June~~ September 1898—*cont.*

No.	Description.	July ~~April~~ 1898.									August ~~May~~ 1898.									September ~~June~~ 1898.									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.			
133 & 132	Negapatam and Tanjore .. (Mail)	62	-	-	-	-	-	-	-	-	62	-	1	-	-	-	1	18	1.61	60	-	-	-	-	-	-	-	-	0.54
145 & 144	Do. .. (Do.)	62	1	1	-	-	-	2	32	3.22	62	-	-	-	-	-	-	-	-	60	-	-	-	-	-	-	-	-	1.07
139 & 136	Do. .. (Mixed)	62	1	2	1	-	-	4	110	6.45	62	-	1	-	-	-	1	20	1.61	60	-	2	-	-	-	2	34	3.33	3.86
135 & 140	Do. .. (Do.)	62	-	-	-	1	-	1	69	1.61	62	1	-	-	-	-	1	15	1.61	60	-	1	1	-	-	2	57	3.33	2.18
142	Negapatam to Mayavaram. (Passenger)	31	-	-	-	-	-	-	-	-	31	-	-	-	-	-	-	-	-	30	-	-	-	-	-	-	-	-	-
155 & 164	Trichinopoly Junction and Erode (Mail)	62	-	-	-	-	-	-	-	-	62	-	-	-	-	-	-	-	-	60	-	-	-	-	-	-	-	-	-
163 & 152	Do. .. (Do.)	62	1	-	-	-	-	1	15	1.61	62	-	-	1	-	-	1	35	1.61	60	-	-	-	1	-	1	64	1.67	1.63
173 & 174	Do. .. (Mixed)	62	-	-	-	-	-	-	-	-	62	-	-	-	-	-	-	-	-	60	-	-	-	-	-	-	-	-	-
177 & 178	Maniyachi and Tinnevelly .. (Mail)	62	-	-	-	-	-	-	-	-	62	-	-	-	-	-	-	-	-	60	-	-	-	-	-	-	-	-	-
183 & 186	Do. .. (Mixed)	62	-	-	-	-	-	-	-	-	62	-	-	-	-	-	-	-	-	60	-	-	-	-	-	-	-	-	-
179 & 182	Do. .. (Do.)	62	-	-	-	-	-	-	-	-	62	-	-	-	-	-	-	-	-	60	-	-	-	-	-	-	-	-	-
193 & 190	Karaikkal and Peralam .. (Do.)	62	-	1	-	-	-	1	18	1.61	62	-	-	-	-	-	-	-	-	60	-	-	-	-	-	-	-	-	0.54
30 & 31	Madras and Villupuram .. (Do.)	62	2	3	2	-	-	7	188	11.29	62	2	2	1	-	-	5	100	8.06	60	2	4	1	1	-	8	205	13.33	10.89
1 & 42	Trichinopoly Junction and Madura .. .. (Do.)	62	-	3	1	-	-	4	110	6.45	62	-	4	-	-	-	4	76	6.45	60	1	-	-	-	-	1	15	1.67	4.86
63 & 44	Chingleput and Arkonam. (Passenger)	62	-	1	-	-	-	1	18	1.61	62	-	-	-	-	-	-	-	-	60	-	-	-	-	-	-	-	-	0.54
191 & 194	Karaikkal and Peralam .. (Mixed)	62	-	-	-	-	-	-	-	-	62	-	-	-	-	-	-	-	-	60	-	-	-	-	-	-	-	-	-
	Total ..	2170	19	36	27	50	10	142	7284	5.75	2472	14	31	48	18	3	114	4468	4.61	2392	12	39	38	5	2	96	3101	4.01	4.79

MADRAS,
~~11th August 1898.~~

15th November 1898.

~~J. C. LYLE,~~
~~for Consg. Engr. for Railways.~~

for Consg Engr: for Ry
25.11.98.

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Print

STATEMENT of late trains on the South Indian Railway, including Mayavaram-Mutupet and Peralam-Karaikkal Sections, for the quarter ended 30th ~~June~~ September 1898.

No.	Description.	July ~~April~~ 1898.									August ~~May~~ 1898.									September ~~June~~ 1898.									Average for the quarter.
		Number of trains.	Late (minutes). 15 minutes.	Above 15 minutes.	Above 30 minutes.	Above 60 minutes.	Above 90 minutes.	Total.	Total minutes late.	Percentage of late trains.	Number of trains.	Late (minutes). 15 minutes.	Above 15 minutes.	Above 30 minutes.	Above 60 minutes.	Above 90 minutes.	Total.	Total minutes late.	Percentage of late trains.	Number of trains.	Late (minutes). 15 minutes.	Above 15 minutes.	Above 30 minutes.	Above 60 minutes.	Above 90 minutes.	Total.	Total minutes late.	Percentage of late trains.	
15 & 36	Madras to Chingleput and Chingleput to Madras Beach .. (Mail and Mixed)	62	-	1	-	-	-	1	17	1.61	62	-	1	-	-	-	1	20	1.61	60	1	-	-	-	-	1	15	1.67	1.63
17	Beach to Madras .. (Passenger)	31	1	-	-	-	-	1	15	3.22	31	-	-	-	-	-	-	-	-	30	-	-	-	-	-	-	-	-	1.07
19 & 38	Madras and Tuticorin .. (Mail)	62	-	1	-	-	-	1	17	1.61	62	-	2	-	-	-	2	39	3.22	60	-	1	-	-	-	1	16	1.67	2.17
57 & 24	Madras to Tuticorin and Tuticorin to Madras Beach .. (Do.)	62	-	1	-	-	1	2	202	3.22	62	-	3	-	-	-	3	69	4.84	60	1	1	1	-	-	3	71	5.00	4.35
27	Beach to Madras .. (Passenger)	31	1	-	-	-	-	1	15	3.22	31	1	-	-	-	-	1	15	3.22	30	-	-	-	-	-	-	-	-	2.15
83 & 48	Beach and Madras (Do.)	62	-	-	-	-	-	-	-	-	62	-	-	-	-	-	-	-	-	60	-	-	-	-	-	-	-	-	-
37 & 22	Beach and Chingleput .. (Mixed)	62	1	1	-	-	-	2	35	3.22	62	-	1	-	-	-	1	17	1.61	60	-	-	-	-	-	-	-	-	1.61
43	Beach to Pallavaram (Passenger)	5	-	-	-	-	-	-	-	-	4	-	-	-	-	-	-	-	-	4	-	-	-	-	-	-	-	-	-
51 & 8	Beach to Madura and Madura to Madras .. .. (Do.)	62	1	4	1	-	-	6	121	9.68	62	1	2	2	1	1	7	318	11.29	60	-	1	-	1	-	2	107	3.33	8.10
55 & 18	Beach and Pallavaram (Do.)	62	-	-	-	-	-	-	-	-	62	-	-	-	-	-	-	-	-	60	-	-	-	-	-	-	-	-	-
59 & 20	Do. .. (Do.)	47	1	-	-	-	-	1	15	2.13	50	-	-	-	-	-	-	-	-	48	-	-	-	-	-	-	-	-	0.71
67 & 56	Madras and Pallavaram .. (Do.)	62	-	-	-	-	-	-	-	-	62	-	-	-	-	-	-	-	-	60	-	-	-	-	-	-	-	-	-
69 & 50	Madras to Pallavaram and Pallavaram to Madras Beach .. (Mixed)	62	-	1	-	-	-	1	18	1.61	62	-	-	-	-	-	-	-	-	60	-	-	-	-	-	-	-	-	0.54
7 & 12	Trichinopoly Junction and Villupuram .. .. (Do.)	62	2	2	-	-	-	4	65	6.45	62	-	2	-	-	-	2	48	3.22	60	1	1	-	-	-	2	40	3.33	4.33
21 & 10	Madura and Tuticorin .. (Do.)	62	1	1	-	-	1	3	143	4.84	62	-	2	-	-	-	2	43	3.22	60	-	1	1	-	-	2	56	3.33	3.80
77 & 82	Renigunta and Tirupati West (Do.)	62	-	-	1	-	-	1	56	1.61	62	1	1	-	-	-	2	35	3.22	60	-	-	-	-	-	-	-	-	1.61
71 & 72	Nellore and Pondicherry .. (Do.)	62	-	1	3	23	5	32	2148	51.61	62	1	3	17	11	-	32	1580	51.61	60	1	5	23	1	-	30	1129	50.00	51.07
81 & 80	Do. .. (Do.)	62	1	-	9	22	1	33	2166	53.22	62	1	5	20	4	1	31	1375	50.00	60	1	14	11	1	2	29	1057	48.33	50.52
79 & 76	Renigunta and Vellore .. (Do.)	62	1	2	-	-	-	3	67	4.84	62	-	-	-	-	-	-	-	-	60	1	-	-	-	-	1	15	1.67	2.17
85 & 92	Dharmavaram and Pakala .. (Do.)	62	1	7	9	4	2	23	1176	37.09	62	3	-	7	2	1	13	578	20.97	60	2	6	-	-	-	8	168	13.33	23.80
~~91 & 86~~	~~Do.~~ .. (~~Do.~~)																												
99 & 102	Chingleput and Arkonam .. (Do.)	62	-	-	-	-	-	-	-	-	62	1	-	-	-	-	1	15	1.61	60	-	-	-	-	-	-	-	-	0.54
101 & 98	Do. .. (Mail)	62	2	1	-	-	-	3	55	4.84	62	-	-	-	-	-	-	-	-	60	-	-	-	-	-	-	-	-	1.61
103 & 96	Chingleput and Conjeeveram (Mixed & Passenger)	62	-	-	-	-	-	-	-	-	62	-	-	-	-	-	-	-	-	60	-	-	-	-	-	-	-	-	-
119 & 130	Mayavaram and Negapatam .. (Mixed)	62	1	-	-	-	-	1	15	1.61	62	1	1	-	-	-	2	37	3.22	60	1	-	-	-	-	1	15	1.67	2.17
123 & 128	Tiruvallur to Mutupet and Mutupet to Mayavaram .. (Do.)	62	-	1	-	-	-	1	18	1.61	62	1	-	-	-	-	1	15	1.61	60	-	-	-	-	-	-	-	-	1.07
125 & 124	Mayavaram and Mutupet .. (Do.)	62	-	1	-	-	-	1	20	1.61	62	-	-	-	-	-	-	-	-	60	-	1	-	-	-	1	20	1.67	1.09
~~129 & 122~~	~~Mayavaram and Tiruvallur~~ .. (~~Do.~~)																												
~~121-A~~	~~Mayavaram to Tiruvallur~~ .. (~~Do.~~)																												
131	Mayavaram to Negapatam .. (Do.)	31	-	-	-	-	-	-	-	-	31	-	-	-	-	-	-	-	-	30	-	1	-	-	-	1	17	3.33	1.11

Form No. 1.

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

Papers to be read in Proceedings:—

Again G.O., dated 189 , No.

Again G.O., dated 189 , No.

Ek. Current No. 4293 of 1898, dated 14-9-98, from A

" " " 4693 " 1898, " 10-10-98, " A

" " " 5301 " 1898, " 15-11-98, " A

} Quote 19

Statement of Late trains on the S. I. R. including M M and P. K. Sections for the quarter ended the 30th Sept 1898

ORDER.

Recorded.

2. During the quarter ~~and~~ ~~the~~ under review 4.79 percen of all trains ran late showi ~~an~~ a decrease over the corresp ing quarter of 1897, in which the percentage was 6.36. Th results would have been satisfactory had it not be for the time lost ~~by~~ through caution being exhibited signals between stations.

3. The trains chiefly at fault were:—

Nellore Pondicherry - (2 mixed)

Dharmavaram Pakala (Mixe

Madras Villupuram (- do

Print

Despatched on 3/12/98

To The Agent S. I. R. ✓

" Cons. Engr. for Rys. ✓

DR

15.11.