Public Works (1898) Department.

RAILWAY BRANCH.

G.O., No. 796. Ry

DATED 11th June 1898.

Proceedings 100/2

[Despatch Abstract.]

Late trains, South Indian Railway

Statement of ——— (including Tirazavaram-Mutupet and Pesalam—Karaikkal sections) for the quarter ended the 31st March 1898, recorded with remarks.

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. 796 Ry., 11th June 1898.

JUNE.

Late Trains, South Indian Railway

Statement of — (including Mayavaram-Mutupet and Peralam-Karaikkal sections) for the quarter ended the 31st March 1898, recorded with remarks.

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—7th March 1898, No. 191.

From—The Agent, South Indian Railway.
To—The Consulting Engineer for Railways, Madras.
Dated—5th April 1898, No. 304.

From—The Agent, South Indian Railway.
To—The Consulting Engineer for Railways, Madras.
Dated—7th May 1898, No. 447.

Statement of late trains on the South Indian Railway (including Mayavaram-Mutupet and Peralam-Karaikkal Sections) for the quarter ended the 31st March 1898.

STATEMENT of late trains on the South Indian Railway, including Mayavaram-Mutupet and Peralam-Karaikkal Sections, for the quarter ended 31st March 1898.

No.	Description.	January 1898.							February 1898.							March 1898.							Average for the quarter.
		Number of trains.	Late (minutes).						Number of trains.	Late (minutes).						Number of trains.	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.	
15 & 36	Madras to Chingleput and Chingleput to Madras Beach .. (Mail and Mixed)	62	..	2	..	..	..	2	62	..	2	..	..	..	2	62	..	2	..	..	..	2	1·07
	Beach to Madras .. (Passenger)	31	..	1	..	..	..	1	31	..	1	..	..	..	1	31	..	1	..	..	..	1	1·07
17	Beach to Madras .. (Mail)	62	1	3	..	..	..	5	62	..	..	..	..	..	..	62	..	..	..	..	..	..	3·76
19 & 38	Madras and Tuticorin																						
57 & 24	Madras to Tuticorin and Tuticorin to Madras Beach .. (Do.)	62	..	2	..	1	..	3	62	..	1	..	1	..	2	62	..	1	..	1	..	2	4·42
27	Beach to Madras .. (Passenger)	31	..	..	..	..	..	..	31	..	..	..	..	..	..	31	..	..	..	..	..	..	2·15
33 & 45	Beach and Madras .. Do.	62	..	1	..	..	..	1	62	..	..	..	..	..	..	62	..	..	..	..	..	..	1·07
37 & 22	Beach and Chingleput .. (Mixed)	..	..	..	..	..	..	..	4	..	..	..	..	..	..	4	..	..	..	..	..	..	..
43	Beach to Pallávaram .. (Passenger)	5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
51 & 8	Beach to Madura and Madura to Madras .. Do.	62	..	2	..	2	..	4	62	..	1	..	..	..	1	62	..	..	..	..	..	..	·64
55 & 18	Beach and Pallávaram .. Do.	62	..	..	..	..	..	..	62	..	..	..	..	..	..	62	1	..	..	..	..	1	1·73
59 & 20	Madras and Pallávaram .. Do.	47	..	..	..	..	..	..	62	..	1	..	..	..	1	62	1	..	..	..	..	1	·54
67 & 56	Madras and Pallávaram .. Do.	62	..	..	..	..	..	..	62	..	..	..	..	..	..	62	..	..	..	..	..	..	1·19
69 & 60	Madras to Pallávaram and Pallávaram to Madras Beach .. (Mixed)	62	..	..	..	..	..	..	62	..	..	..	..	..	..	31	..	..	..	..	..	..	..
7 & 12	Trichinopoly Junction and Villupuram .. Do.	62	1	1	..	..	..	2	62	..	..	..	..	..	..	31	..	..	..	..	..	..	..
21 & 10	Madura and Tuticorin .. Do.	62	..	1	..	..	..	1	62	..	..	..	..	..	..	56	..	..	..	..	..	..	..
77 & 82	Rénigunta and Tirupati West .. Do.	62	..	1	..	1	..	2	62	..	..	..	..	..	..	56	..	..	..	..	..	..	..
71 & 72	Nellore and Pondicherry .. Do.	62	..	3	..	27	..	31	62	..	1	..	..	..	1	56	..	1	..	..	..	1	..
81 & 80	Do. .. Do.	62	..	10	..	21	..	31	62	..	2	..	..	..	2	56	..	1	..	..	..	1	..
79 & 76	Rénigunta and Vellore .. Do.	62	..	1	..	1	..	2	62	..	1	..	..	..	1	56	..	3	..	..	..	3	..
85 & 92	Dharmavaram and Pakala .. Do.	62	1	6	..	4	..	11	62	..	1	..	..	..	1	56	..	..	..	..	..	..	..
91 & 86	Do. .. Do.	62	4	6	..	1	..	12	62	..	1	..	..	..	1	56	..	..	..	..	..	..	..
99 & 102	Chingleput and Arkonam .. Do.	62	..	..	..	..	..	..	62	..	..	..	..	..	..	56	..	..	..	..	..	..	..
101 & 98	Do. .. Mail	62	..	..	..	..	..	..	62	..	..	..	..	..	..	56	..	..	..	..	..	..	..
103 & 96	Chingleput and Conjeeveram .. (Mixed & Passenger)	62	..	..	..	..	..	..	62	..	..	..	..	..	..	56	..	..	..	..	..	..	..
119 & 130	Mayavaram and Negapatam .. (Mixed)	62	..	..	..	..	..	..	62	..	1	..	..	..	1	56	..	..	..	..	..	..	..
123 & 128	Tiruvallúr to Mutupet and Mutupet to Mayavaram .. (Do.)	62	..	..	..	..	..	..	62	..	..	..	..	..	..	56	..	..	..	..	..	..	..
125 & 124	Mayavaram and Mutupet .. (Do.)	62	..	..	..	..	..	..	62	..	..	..	..	..	..	56	..	..	..	..	..	..	..
129 & 122	Mayavaram and Tiruvallúr .. (Do.)	62	..	..	..	..	..	..	62	..	..	..	..	..	..	56	..	..	..	..	..	..	..
131 A	Mayavaram to Tiruvallúr .. (Do.)	31	..	..	..	..	..	..	31	..	..	..	..	..	..	28	..	..	..	..	..	..	..
131	Mayavaram to Negapatam .. (Do.)	31	..	..	..	..	..	..	31	..	..	..	..	..	..	28	..	..	..	..	..	..	..

Statement of late trains on the South Indian Railway, including Mayavaram-Mutupet and Peralam-Karaikkal Sections, for the quarter ended 31st March 1898—*cont.*

No.	Description.	January 1898.										February 1898.										March 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	..	..	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	..	.64
145 & 144	Do. .. (Do.)	62	..	..	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	..	1·73
139 & 136	Do. .. (Mixed)	62	1	..	..	..	..	1	..	20	1·61	62	..	..	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	..	1·07
135 & 140	Do. .. (Do.)	62	..	..	..	..	..	..	..	45	3·22	31	..	..	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	..	..
142	Negapatam to Mayavaram. (Passenger)	62	..	..	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	..	1·61
156 & 164	Trichinopoly Junction and Erode (Mail)	62	2	1	..	..	..	3	..	60	4·84	62	1	2	..	..	..	3	..	60	1·78	62	..	..	..	..	..	..	..	..	..	2·74
163 & 152	Do. .. (Do.)	62	..	4	..	..	..	4	..	72	6·45	62	..	..	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	..	·54
173 & 174	Do. .. (Mixed)	62	..	..	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	..	·54
177 & 178	Maniyáchi and Tinnevelly .. (Mail)	62	..	1	..	..	..	1	..	32	3·67	62	..	..	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	..	1·67
183 & 186	Do. .. (Mixed)	62	..	..	..	..	..	..	..	..	..	62	..	1	..	..	..	1	..	60	1·78	62	..	..	..	..	..	..	..	..	..	..
179 & 182	Do. .. (Do.)	62	..	..	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	..	62	..	..	..	..	..	..	..	..	..	..
198 & 190	Karaikkal and Peralam .. (Do.)	62	..	..	..	..	..	..	..	..	..	62	..	1	..	..	..	1	..	25	1·78	36	..	..	..	..	..	..	..	..	..	..
	Total ..	2,815	10	48	55	6	6	123	4,836	6·31	2,092	7	23	54	11	5	100	4,466	4·78	2,352	7	30	63	10	7	117	5,993	4·97	5·02		

C. T. R. SCOVELL,
for Consg. Engr. for Railways.

MADRAS,
12th May 1898.

ORDER—No. 796 Ry., dated 11th June 1898.

Recorded.

2. During the quarter under review, 5·02 per cent. of all trains ran late showing a decrease over the corresponding quarter of 1897, in which the percentage was 9·09. The results would have been yet more satisfactory had it not been that certain trains had to reduce speed over the diversion between Gudur and Nellore and their late running interfered with other trains at crossing stations.

3. The trains chiefly at fault were :—

Nellore-Pondicherry (2 mixed),
Dharmavaram-Pakala (2 mixed).

(True Extract.)

FRANCIS J. E. SPRING,
Joint Secretary.

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

Exd. A. Rungasawmy Aiyangar.

RAILWAY.

Government {1897} of Madras.

PUBLIC WORKS.

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G.O., No. 347 R., 14th May 1897.

MAY.

Late Trains

The statement of — on the South Indian Railway, including the Máyavaram-Mutupet section for the quarter ended the 31st March 1897, recorded with remarks.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper :—

Statement of late trains on the South Indian Railway, including Máyavaram-Mutupet section, for the quarter ended the 31st March 1897.

[STATEMENT

STATEMENT of late trains on the South Indian Railway, including Máyavaram-Mutupet section, for the quarter ended 31st March 1897.

No.	Description.	January 1897.												February 1897.												March 1897.												Average for the quarter.
		Number of trains.	Late (minutes).									Percentage of late trains.		Number of trains.	Late (minutes).									Percentage of late trains.		Number of trains.	Late (minutes).									Percentage of late trains.	
			15 minutes.	Above 15 minutes.	Above 30 minutes.	Above 60 minutes.	Above 90 minutes.	Total.	Total minutes late.						15 minutes.	Above 15 minutes.	Above 30 minutes.	Above 60 minutes.	Above 90 minutes.	Total.	Total minutes late.						15 minutes.	Above 15 minutes.	Above 30 minutes.	Above 60 minutes.	Above 90 minutes.	Total.	Total minutes late.				
15 & 36	Madras to Chingleput and Chingleput to Madras Beach .. (Mail and Mixed)	62	..	..	..	..	..	..	..	..	..	..	..	56	1	..	..	..	..	1	15	..	..	..	..	56	2	..	..	..	..	2	30	..	..	..	1·67
	Beach .. (Passenger)	31	1	..	..	..	..	1	3	..	..	..	..	28	2	1	..	..	..	3	50	1·78	3·22	..	..	28	2	2	..	..	..	2	87	3·22	6·45	..	2·79
17	Beach to Madras .. (Mail)	62	3	9	2	..	..	14	290	10·71	15	..	..	56	..	..	..	..	..	..	1,889	46·43	290	22·58	..	56	..	..	..	..	..	..	365	26·80	290	22·58	..	31·60
19 & 38	Madras and Tuticorin ..																																			
57 & 94	Madras to Tuticorin and Tuticorin to Madras Beach .. (Do.)	62	..	11	1	..	..	12	290	19·35	15	2·38	..	56	..	10	1	..	..	11	2,336	64·29	290	19·35	..	56	..	11	1	..	..	12	421	35·48	290	19·35	..	39·71
27	Beach to Madras .. (Passenger)	31	..	1	..	..	..	1	20	3·22	3	..	..	28	..	1	..	..	..	1	1,390	46·42	20	3·22	..	28	..	1	..	..	..	1	17	3·22	20	3·22	..	17·62
33 & 48	Beach and Madras .. (Do.)	62	..	..	..	..	..	..	..	..	..	..	..	56	..	..	..	..	..	..	194	16·07	..	..	..	56	..	..	..	..	..	..	18	1·61	..	..	..	6·89
37 & 22	Beach and Chingleput .. (Mixed)	62	..	..	..	..	..	..	..	..	..	..	..	56	2	..	..	..	..	2	72	7·14	..	..	..	56	..	..	..	..	..	..	..	..	..	..	..	2·38
43	Beach to Pallávaram .. (Passenger)	5	..	..	..	..	..	..	..	..	..	..	..	4	..	..	..	..	..	..	..	..	..	..	..	4	..	..	..	..	..	..	..	..	..	..	..	..
51 & 8	Beach to Madura and Madura to Madras .. (Do.)	62	2	4	1	..	..	7	137	11·29	7	1·78	..	62	5	1	..	..	..	6	2,840	57·14	137	11·29	..	62	1	1	..	..	..	2	227	11·29	7	1·78	..	26·57
55 & 18	Beach and Pallávaram .. (Do.)	62	..	..	..	..	..	..	..	..	..	..	..	56	..	..	..	..	..	..	61	6·35	..	..	..	56	..	..	..	..	..	..	..	..	..	..	..	1·78
59 & 20	Do. .. (Do.)	47	..	..	..	..	..	..	..	..	..	..	..	44	..	..	..	..	..	..	21	2·27	..	..	..	44	..	..	..	..	..	..	..	..	..	..	..	·76
67 & 56	Madras and Pallávaram .. (Do.)	62	..	2	..	..	..	2	47	3·22	2	·54	..	56	1	..	..	..	..	1	121	8·93	47	3·22	..	56	..	..	..	..	..	..	..	..	..	..	..	4·05
69 & 50	Madras to Pallávaram and Pallávaram to Madras Beach .. (Mixed)	62	..	3	..	..	..	3	56	4·84	6	1·61	..	56	2	1	..	..	..	3	438	23·21	56	4·84	..	56	..	1	..	..	..	1	6	·54	6	·54	..	4·85
7 & 12	Trichinopoly Junction and Villupuram .. (Do.)	62	3	3	..	..	..	6	103	9·68	1	1·61	..	56	1	1	..	..	..	2	297	16·07	103	9·68	..	56	1	1	..	..	..	2	132	9·68	1	1·61	..	20·26
21 & 10	Madura and Tuticorin .. (Do.)	62	..	..	2	..	..	2	240	20·14	2	1·61	..	56	..	..	..	..	..	..	2,667	41·07	240	20·14	..	56	..	..	..	..	..	..	149	11·29	2	1·61	..	25·30
77 & 82	Rónigunta and Tirupati West .. (Do.)	62	1	1	1	..	..	3	77	4·84	1	·76	..	56	..	..	..	..	..	..	660	16·07	77	4·84	..	56	..	..	..	..	..	..	..	..	..	..	..	7·74
71 & 72	Nellore and Pondicherry .. (Do.)	62	..	1	..	..	..	1	217	3·22	1	4·05	..	56	..	1	..	..	..	1	438	23·21	217	3·22	..	56	..	1	..	..	..	1	88	7·14	1	4·05	..	2·38
81 & 80	Do. .. (Do.)	62	..	1	1	..	..	2	177	6·45	1	4·05	..	56	..	..	..	..	..	..	297	16·07	177	6·45	..	56	..	..	..	..	..	..	75	6·45	1	4·05	..	2·69
79 & 76	Rónigunta and Pákala .. (Do.)	62	..	..	..	..	..	..	..	..	..	..	..	56	..	..	..	..	..	..	20	1·78	..	..	..	56	..	..	..	..	..	..	27	1·61	..	..	..	1·61
85 & 92	Dharmsvaram and Pákala .. (Do.)	62	..	1	..	..	..	1	15	1·61	1	1·61	..	56	..	1	..	..	..	1	72	8·57	15	1·61	..	56	..	1	..	..	..	1	151	11·29	1	1·61	..	4·36
91 & 86	Do. .. (Do.)	62	..	..	..	..	..	..	..	..	..	..	..	56	..	..	..	..	..	..	15	1·78	..	..	..	56	..	..	..	..	..	..	77	4·84	..	..	..	3·34
99 & 102	Chingleput and Arkonam .. (Mail)	62	..	..	..	..	..	..	..	..	..	..	..	56	..	..	..	..	..	..	..	..	..	..	..	56	..	..	..	..	..	..	..	..	..	..	..	0·59
101 & 98	Do. .. (Mixed)	62	..	..	..	..	..	..	..	..	..	..	..	56	..	..	..	..	..	..	..	..	..	..	..	56	..	..	..	..	..	..	..	..	..	..	..	..
103 & 96	Chingleput and Conjeeveram and Passenger	62	1	..	..	..	..	1	16	1·61	1	1·61	..	56	2	..	..	..	..	2	138	8·93	16	1·61	..	56	1	..	..	..	..	1	6	·54	1	·54	..	·54
119 & 130	Máyavaram and Negapatam .. (Mixed)	62	1	..	..	..	..	1	15	1·61	1	1·61	..	56	1	10	8	4	2	25	1,083	44·64	153	6·45	..	56	1	2	..	..	..	3	6	1·61	1	1·61	..	4·05
123 & 128	Tiruvádi to Mutupet and Mutupet to Máyavaram .. (Do.)	62	..	3	..	..	1	4	153	6·45	4	1·61	..	56	1	15	8	3	1	29	1,082	51·71	167	11·90	..	56	1	2	..	..	..	3	7	1·61	1	1·61	..	6·56
125 & 124	Máyavaram and Mutupet .. (Do.)	62	2	6	..	..	..	8	167	11·90	8	1·61	..	56	1	8	3	2	1	13	647	23·21	..	..	..	56	1	6	3	2	1	13	29	1·61	1	1·61	..	7·74
129 & 122	Do. and Tiruvádi .. (Do.)	62	..	..	..	..	..	..	..	..	..	..	..	56	1	1	..	..	..	2	88	7·14	..	..	..	56	1	1	..	..	..	1	2	1·61	1	1·61	..	2·38
131 A	Máyavaram to Tiruvádi .. (Do.)	31	..	..	..	..	..	..	..	..	..	..	..	28	..	..	..	..	..	..	31	8·57	..	..	..	28	..	..	..	..	..	..	..	..	..	..	..	·45
131	Máyavaram to Negapatam .. (Do.)	31	1	..	..	..	..	1	2	6·45	1	4·05	..	28	1	..	..	..	..	1	15	8·57	2	6·45	..	28	1	..	..	..	..	1	2	6·45	1	4·05	..	5·46

Statement of late trains on the South Indian Railway, including Máyavaram-Mutupet section for the quarter ended 31st March 1897—*cont.*

No.	Description.	February 1897.										March 1897.										Average for the quarter.
		Number of trains.	Late (minutes).						Total minutes late.	Percentage of late trains.	Number of trains.	Late (minutes).							Total minutes late.	Percentage of late trains.	
			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)	56	..	3	1	..	..	4	97	7·14	62	..	1	..	..	..	1	25	1·61	2·92
145 & 144	Do. .. (Do.)	56	..	2	..	..	..	2	40	3·57	62	..	..	..	..	..	..	..	..	1·19
139 & 136	Do. .. (Mixed)	56	..	17	7	..	..	26	619	46·43	62	..	..	..	..	..	..	15	1·61	19·78
135 & 140	Do. .. (Do.)	56	..	8	9	2	..	20	764	35·71	62	1	2	..	..	..	3	57	4·84	16·74
142	Negapatam to Máyavaram. (Passenger)	28	..	2	2	..	..	4	19	1·78	31	..	..	..	..	..	..	..	..	15·36
155 & 164	Trichinopoly Junction and Erode (Mail)	56	..	1	2	1	..	12	1,516	42·86	62	..	..	..	..	..	..	..	..	·59
163 & 152	Do. .. (Do.)	56	1	4	1	..	..	1	19	1·78	62	..	1	..	..	..	1	73	3·22	5·18
173 & 174	Do. .. (Mixed)	56	..	1	..	..	..	1	128	10·71	62	..	..	1	..	..	1	33	1·61	1·13
177 & 178	Maniyáchi and Tinnevelly .. (Mail)	56	..	1	..	..	..	1	22	1·78	62	..	..	..	..	..	..	..	..	·59
183 & 186	Do. .. (Mixed)	56	..	..	..	..	..	..	20	1·78	62	..	..	..	..	..	..	148	1·61	·54
179 & 182	Do. .. (Do.)	56	2	14	3	1	..	20	579	35·71	62	..	..	..	..	1	1	..	..	15·13
	Total ..	2,073	34	151	91	36	60	362	20,241	17·46	2,317	30	82	12	3	1	128	3,010	5·52	9·09
		January 1897.																				
		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.														
133 & 132	Negapatam and Tanjore .. (Mail)	62	..	..	..	..	..	..	..	..												
145 & 144	Do. .. (Do.)	62	..	..	..	..	..	..	..	..												
139 & 136	Do. .. (Mixed)	62	..	7	..	..	..	7	129	11·29												
135 & 140	Do. .. (Do.)	62	2	4	..	..	..	6	98	9·68												
142	Negapatam to Máyavaram. (Passenger)	31	..	1	..	..	..	1	20	3·22												
155 & 164	Trichinopoly Junction and Erode (Mail)	62	..	..	..	..	..	..	..	..												
163 & 152	Do. .. (Do.)	62	..	1	..	..	..	1	24	1·61												
173 & 174	Do. .. (Mixed)	62	..	..	..	..	..	..	..	..												
177 & 178	Maniyáchi and Tinnevelly .. (Mail)	62	..	..	..	..	..	..	..	..												
183 & 186	Do. .. (Mixed)	62	..	..	..	..	..	..	..	..												
179 & 182	Do. .. (Do.)	62	1	6	..	..	..	6	121	9·68												
	Total ..	2,315	18	66	12	1	2	99	2,464	4·28												

(Signed) C. T. R. SCOVELL,
for Offg. Consulting Engineer for Railways.

Madras,
10th May 1897.

Order—No. 347 R., dated 14th May 1897.

Recorded.

2. During the quarter under review 9·09 per cent. of all trains ran late, showing an increase over the corresponding quarter of 1896, in which the percentage was 8·43. The percentage during the 2nd month of the quarter, viz., February 1897, was 17·46, of which 13·17 is due to the large number of special trains run for the Mahamagum feast at Kumbakónam between 12th and 25th of that month.

3. The trains chiefly at fault were—

Madras and Tuticorin (two mails).
Beach and Madras (passenger).
Beach and Madura (do.).
Trichinopoly Junction and Villupuram (mixed).
Nellore and Pondicherry (do.).
Tiruválúr and Mutupet (do.).
Máyavaram and Mutupet (do.).
Negapatam and Tanjore (2 do.).
Negapatam and Máyavaram (do.).
Maniyáchi and Tinnevelly (do.).

(True Extract.)

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

To the Agent, South Indian Railway.

Exd. W. D'Moss.

From

The Agent,

South Indian Railway,

Trichinopoly.

To

The Consulting Engineer

for Railways,

Madras.

CONSULTING ENGINEER FOR RAILWAYS
8 MAR 1898
MADRAS.

Dated 7th March 1898.

Received ____ 189 .

C. No. 1145
Read 8-3-98

No. 191

Enclosure. 1

The undersigned has the honor to forward herewith an Abstract and Returns of late trains on the South Indian Railway including the Mayavaram - Mutupet Section for the month of January 1898.

W. de Mesquita

for Agent.

M. & D

SUPERINTENDENT
TRAFFIC AGENT
3620
RAILWAY

SOUTH INDIAN RAILWAY.

Including Mayavaram - Mutupet Section.

ABSTRACT AND RETURN OF LATE TRAINS

for the month of January *1898.*

SOUTH INDIAN RAILWAY.

RETURN OF LATE TRAINS.

Abstract for January *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 Tchingleput & Chingleput to Beach — Mail & Mixed	62	.	2	.	.	.	2	32	3·22	
" 17 Madras Beach to Madras Egmore Express	31	.	1	.	.	.	1	16	3·22	
" 19 & 38 Madras and Tuticorin — Mail	62	1	3	.	.	1	5	305	8·06	
" 57 & 24 Madras to Tuticorin & Tuticorin to Madras Beach — do	62	.	2	.	1	.	3	100	4·84	
" 27 Beach to Madras — Express	31	.	.	.	.	1	1	115	3·22	
" 33 & 48 Beach and Madras — do	62	.	1	.	.	.	1	24	1·61	
" 37 & 22 Beach and Chingleput — Mixed	62	.	.	.	.	.	.	.	.	
Carried over ...	372	1	9	.	1	2	13	592	3·49	

Down trains.	15 mts. late.	30 mts. late.	60 mts. late.	90 mts. late.	In excess of 90 mts. late.	Total in month late.
No 36 train	.	.	.	.	.	.
" 38	.	.	.	.	.	.
" 24	.	1	.	1	.	2
" 48	.	.	.	.	.	.
" 22	.	.	.	.	.	.
" 8	.	1	.	1	.	2
" 18	.	.	.	.	.	.
" 20	.	.	.	.	.	.
" 56	.	.	.	.	.	.
" 50	.	.	.	.	.	.
" 96	.	.	.	.	.	.
" 12	1	1	.	.	.	2
" 10	.	1	.	.	.	1
" 82	.	1	1	.	.	2
" 72	.	3	27	.	1	31
" 80	.	10	21	.	.	31
" 76	.	.	.	.	.	.
" 92	1	1	2	.	.	4
" 86	1	2	1	.	.	4
" 102	.	.	.	.	.	.
" 98	.	.	.	.	.	.

ABSTRACT OF LATE TRAINS.

Description and Number.		Late Minutes. 15 minutes.	Above 15 and not exceeding 30 mts.	Above 30 and not exceeding 60 mts.	Above 60 and not exceeding 90 mts.	Above 90 mts.	Total.	Total minutes late.	Percentage of late trains.	Remarks.
Brought forward ...	372	1	9	.	1	2	13	592	3·49	
№ 43 Beach to Pallavaram — Passenger	5	.	.	.	.	.	.	.	.	
" 51 & 48 Madras Beach to Madura & Madura to Madras — do	62	.	2	.	2	.	4	173	6·45	
" 55 & 18 Beach and Pallavaram — do	62	.	.	.	.	.	.	.	.	
" 57 & 20 — do and — do — do	47	.	.	.	.	.	.	.	.	
" 67 & 56 Madras and Pallavaram — do	62	.	.	.	.	.	.	.	.	
" 69 & 50 Madras to Pallavaram & Pallavaram to Beach — Mixed	62	.	.	.	.	.	.	.	.	
" 7 & 12 Villupuram and Trichy Jn — do	62	1	1	.	.	.	2	35	3·22	
" 21 & 10 Madura and Tuticorin — do	62	.	1	.	.	1	2	197	3·22	
" 77 & 82 Renguntа & Tirupati Mail — do	62	.	1	1	.	.	2	51	3·22	
" 71 & 72 Nellore and Pondicherry — do	62	.	3	27	.	1	31	1387	50·00	
" 81 & 80 — do — and — do — do	62	.	10	21	.	.	31	1115	50·00	
" 79 & 76 Renguntа and Nellore — do	62	.	1	1	.	.	2	78	3·22	
" 85 & 92 Dharmavaram and Pakala — do	62	1	6	4	.	.	11	307	17·74	
" 91 & 86 — do — and — do — do	62	4	6	1	1	.	12	324	19·35	
" 99 & 102 Chingleput and Arkonam — do	62	.	.	.	.	.	.	.	.	
" 101 & 98 — do — and — do — Mail	62	.	.	.	.	.	.	.	.	
" 103 & 96 Chingleput & Conjeevaram Mail & Pass	62	.	.	.	.	.	.	.	.	
" 119 & 130 Mayavaram and Negapatam Mixed	62	.	.	.	1	.	1	80	1·61	
" 123 & 128 Tiruvalur to Mutupet & Mutupet to Mayavaram — do	62	.	.	.	.	.	.	.	.	
" 125 & 124 Mayavaram & Mutupet — do	62	.	.	.	.	.	.	.	.	
" 129 & 122 — do — and Tiruvalur — do	62	.	.	.	.	.	.	.	.	
" 131 A — do — to Tiruvalur — do	31	.	.	.	.	.	.	.	.	
" 131 — do — to Negapatam — do	31	.	.	.	.	.	.	.	.	
" 133 & 132 Negapatam and Tanjore Mail	62	.	.	.	.	.	.	.	.	
" 145 & 144 — do — and — do — do	62	.	.	.	.	.	.	.	.	
" 139 & 136 — do — and — do — Mixed	62	1	.	.	.	.	1	15	1·61	
" 135 & 140 — do — and — do — do	62	.	.	.	.	.	.	.	.	
" 142 Negapatam to Mayavaram Passenger	31	.	.	.	.	.	.	.	.	
" 155 & 164 Trichy Jn and Erode — Mail	62	2	1	.	.	.	3	60	4·84	
" 163 & 152 — do — and — do — do	62	.	4	.	.	.	4	72	6·45	
" 173 & 174 — do — and — do — Mixed	62	.	.	.	.	1	1	302	1·61	
" 177 & 178 Mangalore & Tuticorin Mail	62	.	1	.	.	.	1	16	1·61	
" 183 & 186 — do — and — do — Mixed	62	.	.	.	.	.	.	.	.	
" 179 & 182 — do — and — do — do	62	.	2	.	.	.	2	32	3·22	
Total ...	2315	10	48	55	5	5	123	4836	5·31	

Down trains.

Down trains.	15 mts. late.	30 mts. late.	60 mts. late.	90 mts. late.	In excess of 90 mts. late.	Total in month late.
№ 130 train	.	.	.	.	.	.
" 128	.	.	.	.	.	.
" 124	.	.	.	.	.	.
" 122	.	.	.	.	.	.
" 132	.	.	.	.	.	.
" 144	.	.	.	.	.	.
" 136	1	.	.	.	.	1
" 140	.	.	.	.	.	.
" 164	.	1	.	.	.	1
" 152	.	4	.	.	.	4
" 174	.	.	.	.	1	1
" 178	.	.	.	.	.	.
" 186	.	.	.	.	.	.
" 182	.	1	.	.	.	1

Up trains.

Up trains.						
№ 15 train	.	2	.	.	.	2
" 17	.	1	.	.	.	1
" 19	1	3	.	.	1	5
" 57	.	1	.	.	.	1
" 27	.	.	.	.	1	1
" 33	.	1	.	.	.	1
" 37	.	.	.	.	.	.
" 43	.	.	.	.	.	.
" 51	.	1	.	1	.	2
" 55	.	.	.	.	.	.
" 59	.	.	.	.	.	.
" 67	.	.	.	.	.	.
" 69	.	.	.	.	.	.
" 7	.	.	.	.	.	.
" 21	.	.	.	.	1	1
" 77	.	.	.	.	.	.
" 71	.	.	.	.	.	.
" 81	.	.	.	.	.	.
" 79	.	1	1	.	.	2
" 85	.	5	2	.	.	7
" 91	3	4	.	1	.	8
" 99	.	.	.	.	.	.
" 101	.	.	.	.	.	.
" 103	.	.	.	.	.	.
" 119	.	.	.	1	.	1
" 123	.	.	.	.	.	.
" 125	.	.	.	.	.	.
" 129	.	.	.	.	.	.
" 131A	.	.	.	.	.	.
" 131	.	.	.	.	.	.
" 133	.	.	.	.	.	.
" 145	.	.	.	.	.	.
" 139	.	.	.	.	.	.
" 135	.	.	.	.	.	.
" 142	.	.	.	.	.	.
" 155	2	.	.	.	.	2
" 163	.	.	.	.	.	.
" 173	.	.	.	.	.	.
" 177	.	1	.	.	.	1
" 183	.	.	.	.	.	.
" 179	.	1	.	.	.	1

Time lost by Down trains between stations
Caution signals between stations 2012 hrs: — Nil
Failure of Engine accounts for 484 hrs: — Nil
487 hrs Detention at Intermediate stations 50 hrs: — Time lost by
on Tanjore Railway trains at Junctions 106 hrs: —

SOUTH INDIAN RAILWAY.

Return of late trains for the month of January 1898.

Down trains.

Date. 1898.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
January 1	72	20 30	21 16	46	Detained at meting stations and time lost by caution Signals
	80	10 30	11 13	43	Time lost by drivers & caution Signals
2	72	20 30	21 10	40	Detained at meting stations and time lost by caution Signals
	80	10 30	11 7	37	Detained at meting stations and time lost by caution signals
	86	12 15	12 49	34	Detained at meting stations
	164	19 40	20 10	30	Passengers. Waited on Loco and time lost by caution Signals.
3	72	20 30	21 7	37	Detained at meting stations and time lost by caution Signals.
	80	10 30	11 17	47	Engine defective.
	92	22 0	22 32	32	Detained at meting stations.
4	72	20 30	21 5	35	Detained at meting stations and time lost by caution Signals.
	80	10 30	11 22	52	Detained at meting stations and time lost by caution Signals.
	152	10 55	11 15	20	Waited at Erode for Madras Ry train and examining Plague Passengers at Trichinopoly Fort Station
5	72	20 30	21 18	48	Detained at meting stations and time lost by caution Signals
	80	10 30	11 7	37	Detained at meting stations and time lost by caution Signals.
	86	12 15	12 45	30	Detained at meting stations.
	92	22 0	22 25	25	Detained at meting stations.
	182	10 30	10 46	16	Inwards train late in
6	10	14 15	14 35	20	Detained at meting stations.

Up trains.

Date. 1898.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
January 2	85	11 40	12 15	35	Detained at meting Stations.
	91	0 5	0 20	15	Detained at meting Stations.
	155	10 40	10 55	15	Detained at meting Stations and Examining Plague Passengers at Trichinopoly fort Station.
3	91	0 5	1 24	79	Time lost by drivers.
4	19	9 0	9 25	25	Time lost by caution Signals and drivers.
	91	0 5	0 20	15	Detained at meting Stations and Shunting.
5	19	9 0	12 38	218	Engine defective and detained at meting stations.
	51	17 25	17 44	19	Detained at meting Stations.
	57	16 5	16 22	17	Detained at meting Stations.
	85	11 40	12 2	22	Detained at meting Stations.
	91	0 5	0 22	17	Detained at meting Stations.
	177	9 15	9 31	16	Detained at meting Stations.
	179	11 55	12 11	16	Detained at meting Stations.
7	91	0 5	0 20	15	Detained at meting 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.
January 6	72	20 30	21 11	41	Detained at meting stations and time lost by caution Signals.
	80	10 30	11 14	44	Detained at meting stations and time lost by caution Signals.
7	72	20 30	21 21	51	Detained at meting stations and time lost by caution Signals.
	80	10 30	11 20	50	Detained at meting stations and time lost by caution Signals.
8	72	20 30	21 0	30	Time lost by Drivers and caution Signals
	80	10 30	11 18	48	Detained at meting stations and time lost by caution Signals.
	152	10 55	11 12	17	Detained at meting stations & Examining Plague Passengers at Inchemoply Toll Stn
9	72	20 30	21 30	60	Time lost by drivers & caution Signals.
	80	10 30	11 19	49	Detained at meting Stations and time lost by caution Signals.
	82	15 15	15 35	20	Detained at meting stations.
	136	13 45	14 0	15	Loading and unloading Rl goods and Shunting.
10	72	20 30	21 0	30	Detained at meting Stations and time lost by caution Signals.
	80	10 30	11 11	41	Time lost by drivers & caution Signals
	86	12 15	12 30	15	Detained at meting Stations and Shunting.
11	8	9 45	10 53	68	Detained at meting Stations.
	24	8 15	9 20	65	Waited at Intisomi for the arrival of Launch from Colombo, waited on Locos and time lost by drivers.
	72	20 30	21 14	44	Time lost by caution Signals and drivers.

Up trains.

Date. 1898.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
January 8	155	10 40	10 55	15	Waited on Loco.
9	17	7 5	7 21	16	Detained at meting Stations.
	51	17 25	18 33	68	Detained at meting Stations.
	85	11 40	12 5	25	Time lost by drivers and Shunting
11	15	9 0	9 16	16	Detained at meting Stations.
	91	0 5	0 30	25	Detained at meting Stations.
12	19	9 0	9 15	15	Waited on Loco.
	27	8 50	10 45	115	Inwards train late in.
	33	10 45	11 9	24	Detained at meting Stations.
	85	11 40	12 13	33	Detained at meting Stations.
13	85	11 40	11 58	18	Detained at meting Stations.
14	79	22 50	23 11	21	Waited at Katpady for Madras Railway train.
16	15	9 0	9 16	16	Detained at meting Stations.
19	21	15 30	18 27	177	Detained at meting Stations.
20	19	9 0	9 22	22	Detained at meting Stations.
	79	22 50	23 47	57	Waited at Katpady for Madras by train
	91	0 5	0 29	24	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.
January 11	80	10	30	11	6	36	Time lost by caution Signals & drivers.
12	72	20	30	21	16	46	Detained at meeting stations and time lost by caution signals.
	80	10	30	11	0	30	Detained at meeting stations and time lost by caution signals.
13	72	20	30	21	12	42	Detained at meeting stations and time lost by caution signals.
	80	10	30	10	54	24	Detained at meeting stations and time lost by caution signals.
14	72	20	30	21	27	57	Detained at meeting stations and time lost by caution signals.
	80	10	30	11	3	33	Detained at meeting stations and time lost by caution Signals.
15	8	9	45	10	3	18	Detained at meeting stations.
	24	8	15	8	33	18	Detained at meeting Stations.
	72	20	30	23	13	163	Detained at meeting stations and time lost by caution signals.
	80	10	30	10	56	26	Detained at meeting stations and time lost by caution signals.
16	72	20	30	21	0	30	Detained at meeting stations and time lost by caution Signals.
	80	10	30	10	54	24	Detained at meeting stations and time lost by caution Signals.
17	72	20	30	21	4	34	Detained at meeting stations and time lost by caution Signals.
	80	10	30	11	1	31	Detained at meeting stations and time lost by caution signals.
	86	12	15	12	43	28	Detained at meeting stations and time lost by caution signals.
18	72	20	30	21	16	46	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.
January 25	19	9	0	9	25	25	Time lost by drivers & Shunting
	119	6	5	7	25	80	Waited on Locs and detained at meeting stations.
26	91	0	5	0	32	27	Waited on Locs and time lost by drivers.
29	85	11	40	11	57	17	Detained at meeting Stations.
31	85	11	40	12	5	25	Detained at meeting stations and 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.
January 18	80	10	30	11	0	30	Detained at meeting stations and time lost by caution signals
19	72	20	30	21	10	40	Detained at meeting stations and time lost by caution signals
	80	10	30	11	9	39	Detained at meeting stations and time lost by caution signals
20	72	20	30	21	10	40	Detained at meeting stations and time lost by caution signals
	80	10	30	11	2	32	Detained at meeting stations and time lost by caution signals
21	72	20	30	21	6	36	Detained at meeting stations and time lost by caution signals
	80	10	30	10	55	25	Detained at meeting stations and time lost by caution signals
	152	10	55	11	13	18	Waited at Irode for Madras Railway train
22	72	20	30	21	10	40	Time lost by caution signals and driver
	80	10	30	11	0	30	Detained at meeting stations and time lost by caution signals
	174	5	30	10	32	302	Engine defective
23	72	20	30	21	5	35	Detained at meeting stations and time lost by caution signals
	80	10	30	11	0	30	Detained at meeting stations and time lost by caution signals
	152	10	55	11	12	17	Detained at meeting stations
24	12	21	30	21	45	15	Waited on Loco
	72	20	30	21	10	40	Detained at meeting stations and time lost by caution signals
	80	10	30	10	55	25	Detained at meeting stations and time lost by caution signals

Up trains.

Date. 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.
January 25	72	20 30	21 5	35	Time lost by drivers and caution signals.
	80	10 30	11 2	32	Time lost by drivers and caution signals.
	82	15 15	15 46	31	Detained at meeting stations.
26	72	20 30	21 19	39	Time lost by drivers and Engine defective
	80	10 30	11 3	33	Detained at meeting stations and time lost by caution signals.
	92	22 0	23 0	60	Detained at meeting stations and waited on Locos.
27	72	20 30	21 12	42	Detained at meeting stations and time lost by caution signals.
	80	10 30	11 12	42	Detained at meeting stations and time lost by caution signals.
28	12	21 30	21 50	20	Shunting
	72	20 30	21 5	35	Detained at meeting stations and time lost by caution signals.
	80	10 30	11 6	36	Detained at meeting stations and time lost by caution signals.
29	72	20 30	21 18	48	Detained at meeting stations and time lost by caution Signals.
	80	10 30	11 14	44	Detained at meeting stations and time lost by caution signals.
30	72	20 30	21 7	37	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.
January 30	80	10 30	11 0	30	Detained at meeting stations and time lost by caution Signals
	92	22 0	22 15	15	Detained at meeting stations
31	72	20 30	21 10	40	Detained at meeting stations and time lost by caution signals
	80	10 30	11 5	35	Detained at meeting stations and time lost by caution signals

Note:— Diversions from Gudur to Nellore — Nos 71. 72. 80 & 81 trains (Nellore — Kondicherry branch) had to reduce speed at the Diversions and their late running interfered with other trains at crossing Stations, which caused an increase in the average percentage of late trains to the extent of 3 20.

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 3 days, one day under the 15 mts. the restricted time for reports to Government.

The Madras Railway train arrived at Erode late on 2 days, one day under the 15 mts. the restricted time for reports to Government.

TRAFFIC MANAGER'S OFFICE,
Trichinopoly, 2nd March 1898.

H Davies
Traffic Manager.

Encl. to Let. No. 1 to E. R's. C. No. 1145 of 1898.
Letter No. 191 dated 7-3-98
From A

From

The Agent,

South Indian Railway,

Trichinopoly.

CONSULTING ENGINEER FOR RAILWAYS
6 APR 1898
MADRAS.
1674
6-4-98

To

The Consulting Engineer

for Railways,

Madras.

Dated 5th April 1898.

Received ..... 189 .

No. 304

Enclosure. ——— 1

The undersigned has the honor to forward herewith an Abstract and Return of Rate trains on the South Indian Railway, including the Manpavaram - Mutupet Section, for the month of February 1898.

M de Mosunes

by Rly Last for Agent.

SOUTH INDIAN RAILWAY
4.4.98
AGENT
5565

SOUTH INDIAN RAILWAY.

including Mayavaram - Mutupet Section.

ABSTRACT AND RETURN OF LATE TRAINS

for the month of February *1898.*

SOUTH INDIAN RAILWAY.

RETURN OF LATE TRAINS.

Abstract for February *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 Chengalpat & Chengalpat to Beach	56	.	.	.	.	.	.	.	.	
" 17 Madras Beach to Madras Cg	Pass 28	.	.	.	.	.	.	.	.	
" 19 & 38 Madras and Tuticorin	mail 56	.	.	.	.	.	.	.	.	
" 57 & 24 Madras to Tuticorin & Tuticorin to Madras Beach	do 56	.	1	1	.	.	2	63	3·57	
" 27 Beach to Madras	Pass 28	.	.	.	.	.	.	.	.	
" 33 & 48 Beach and Madras	do 56	.	.	.	.	.	.	.	.	
" 37 & 22 Beach and Chengalpat	bye 56	.	.	.	.	.	.	.	.	
Carried over ...	336	.	1	1	.	.	2	63	·59	

Down trains.	15 mts. late.	30 mts. late.	60 mts. late.	90 mts. late.	In excess of 90 mts. late.	Total in month late.
No. 36 train	.	.	.	.	.	.
" 38	.	.	.	.	.	.
" 24	.	.	.	.	.	.
" 48	.	.	.	.	.	.
" 22	.	.	.	.	.	.
" 8	.	.	.	.	.	.
" 18	.	.	.	.	.	.
" 20	.	.	.	.	.	.
" 56	.	.	.	.	.	.
" 50	.	.	.	.	.	.
" 96	.	.	.	.	.	.
" 12	1	2	.	.	.	3
" 10	.	.	.	.	.	.
" 82	1	3	.	.	.	4
" 72	.	1	20	6	1	28
" 80	.	.	22	3	3	28
" 76	1	2	.	.	.	3
" 92	.	2	3	.	1	6
" 86	1	1	3	.	.	5
" 102	.	.	.	.	.	.
" 98	.	.	.	.	.	.
" 130	.	.	.	.	.	.

ABSTRACT OF LATE TRAINS.

Description and Number.		Late Minutes. 15 minutes.	Above 15 and not exceeding 30 mts.	Above 30 and not exceeding 60 mts.	Above 60 and not exceeding 90 mts.	Above 90 mts.	Total.	Total minutes late.	Percentage of late trains.	Remarks.
Brought forward ...	336	.	1	1	.	.	2	63	·57	
№ 43 Beach to Pallavaram — Pass	4	.	.	.	.	.	.	.	.	
" 5 & 8 Beach to Madura & Madura to Madras — do	56	1	.	.	.	.	1	15	1·78	
" 55 & 18 Beach and Pallavaram — do	56	.	.	.	.	.	.	.	.	
" 59 & 20 — do — and — do — do	44	.	.	.	.	.	.	.	.	
" 67 & 56 Madras and Pallavaram — do	56	.	.	.	.	.	.	.	.	
" 67 & 50 Madras to Pallavaram & Pallavaram to Beach — Pass	56	.	.	.	.	.	.	.	.	
" 7 & 12 Villupuram and Trichy J — do	56	1	2	.	.	.	3	55	5·35	
" 21 & 10 Madura and Tuticorin — do	56	.	.	.	.	.	.	.	.	
" 77 & 82 Renguntah and Tirupatah Creek — do	56	1	3	.	.	.	4	76	7·14	
" 71 & 72 Vellore and Pondicherry — do	56	.	1	21	7	1	30	1640	53·57	
" 81 & 80 — do — and — do — do	56	.	.	22	3	3	28	1629	50·00	
" 79 & 76 Renguntah and Vellore — do	56	1	2	.	.	.	3	54	5·35	
" 85 & 92 Dharmavaram and Pakala — do	56	.	3	4	1	1	9	412	16·07	
" 91 & 86 — do — and — do — do	56	3	5	4	.	.	12	300	21·43	
" 99 & 102 Chingleput and Arkonam — do	56	.	.	.	.	.	.	.	.	
" 101 & 98 — do — and — do — Mail	56	.	.	.	.	.	.	.	.	
" 103 & 96 Chingleput and Jonjeveram — Pass	56	.	.	.	.	.	.	.	.	
" 119 & 130 Arayavaram and Negapatam — Pass	56	.	.	.	.	.	.	.	.	
" 123 & 128 Perivalur to Kuntipet & Kuntipet to Arayavaram — do	56	.	1	1	.	.	2	60	3·57	
" 125 & 124 Arayavaram and Kuntipet — do	56	.	.	.	.	.	.	.	.	
" 129 & 122 — do — and Perivalur — do	56	.	2	.	.	.	2	45	3·57	
" 131 A Arayavaram to Perivalur — do	28	.	.	.	.	.	.	.	.	
" 131 — do — to Negapatam — do	28	.	.	.	.	.	.	.	.	
" 133 & 132 Negapatam and Tanjore — Mail	56	.	.	.	.	.	.	.	.	
" 145 & 144 — do — and — do — do	56	.	.	.	.	.	.	.	.	
" 139 & 136 — do — and — do — Pass	56	.	2	.	.	.	2	32	3·57	
" 135 & 140 — do — and — do — do	56	.	.	.	.	.	.	.	.	
" 142 Negapatam to Arayavaram — Pass	28	.	.	.	.	.	.	.	.	
" 155 & 164 Trichy J and Erode — Mail	56	.	.	.	.	.	.	.	.	
" 163 & 157 — do — and — do — do	56	.	.	1	.	.	1	60	1·78	
" 173 & 174 — do — and — do — Pass	56	.	.	.	.	.	.	.	.	
" 177 & 178 Arumyakie and Tinnevelly — Mail	56	.	.	.	.	.	.	.	.	
" 183 & 186 — do — and — do — Pass	56	.	.	.	.	.	.	.	.	
" 179 & 182 — do — and — do — do	56	.	1	.	.	.	1	25	1·78	
Total ...	2092	7	23	54	11	5	100	4466	4·78	

Failure of Engines accounts for 2 of 1 hrs. — Waited on Down at 2 stations 115 hrs.
Time lost by Cautions special between stations 24·52 hrs.

Note. — Drivers from Pondicherry had to return Speed at the Crossing Stations, which caused an increase of 3·27 hrs.

Down trains.

Down trains.	15 mts. late.	30 mts. late.	60 mts. late.	90 mts. late.	In excess of 90 mts. late.	Total in month late.
№ 128 train	.	.	.	.	.	.
" 124	.	.	.	.	.	.
" 122	.	2	.	.	.	2
" 132	.	.	.	.	.	.
" 144	.	.	.	.	.	.
" 136	.	1	.	.	.	1
" 140	.	.	.	.	.	.
" 164	.	.	.	.	.	.
" 157	.	.	.	.	.	.
" 174	.	.	.	.	.	.
" 178	.	.	.	.	.	.
" 186	.	.	.	.	.	.
" 182	.	.	.	.	.	.
Up trains.						
№ 15 train	.	.	.	.	.	.
" 17	.	.	.	.	.	.
" 19	.	.	.	.	.	.
" 57	.	1	1	.	.	2
" 27	.	.	.	.	.	.
" 33	.	.	.	.	.	.
" 37	.	.	.	.	.	.
" 43	.	.	.	.	.	.
" 51	1	.	.	.	.	1
" 55	.	.	.	.	.	.
" 59	.	.	.	.	.	.
" 67	.	.	.	.	.	.
" 69	.	.	.	.	.	.
" 7	.	.	.	.	.	.
" 21	.	.	.	.	.	.
" 77	.	.	.	.	.	.
" 71	.	.	1	1	.	2
" 81	.	.	.	.	.	.
" 79	.	.	.	.	.	.
" 85	.	1	1	1	.	3
" 91	2	4	1	.	.	7
" 99	.	.	.	.	.	.
" 101	.	.	.	.	.	.
" 103	.	.	.	.	.	.
" 119	.	.	.	.	.	.
" 123	.	1	1	.	.	2
" 125	.	.	.	.	.	.
" 129	.	.	.	.	.	.
" 131 A	.	.	.	.	.	.
" 131	.	.	.	.	.	.
" 133	.	.	.	.	.	.
" 145	.	.	.	.	.	.
" 139	.	1	.	.	.	1
" 135	.	.	.	.	.	.
" 142	.	.	.	.	.	.
" 155	.	.	.	.	.	.
" 163	.	.	1	.	.	1
" 173	.	.	.	.	.	.
" 177	.	.	.	.	.	.
" 183	.	.	.	.	.	.
" 179	.	1	.	.	.	1

SOUTH INDIAN RAILWAY.

Return of late trains for the month of February 1898.

Down trains.

Date. 1898.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
February 1	72	20 30	21 43	43	Detained at meeting stations and time lost by Caution Signals.
	80	10 30	11 10	40	Detained at meeting stations and time lost by Caution Signals.
2	12	21 30	21 45	15	Shunting and loading Rs foods.
	72	20 30	21 10	40	Detained at meeting stations and time lost by Caution Signals.
	80	10 30	11 11	41	Detained at meeting stations and time lost by Caution Signals.
	82	15 15	15 31	16	Detained at meeting stations.
3	72	20 30	21 2	32	Detained at meeting stations and time lost by Caution Signals.
	80	10 30	11 5	35	Detained at meeting stations and time lost by Caution Signals.
	86	12 15	12 50	35	Detained at meeting stations & Shunting.
4	72	20 30	21 0	30	Detained at meeting stations and time lost by Caution Signals.
	80	10 30	11 49	79	Detained at meeting stations and time lost by Caution Signals.
	122	9 5	9 25	20	Detained at meeting stations.
5	72	20 30	22 43	133	Time lost by Caution Signals & drivers and detained at meeting stations.
	80	10 30	11 5	35	Detained at meeting stations and time lost by Caution Signals.
	92	22 0	22 45	45	Detained at meeting stations.
6	72	20 30	21 19	49	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.
February 1	179	11 55	12 20	25	Detained at meeting stations.
2	85	11 40	11 59	19	Detained at meeting stations and Shunting.
3	57	16 5	16 43	38	Detained at meeting stations and time lost by drivers.
	71	0 45	1 50	65	Detained at meeting stations and time lost by drivers.
	85	11 40	12 55	75	Time lost by drivers.
	91	0 5	0 41	36	Detained at meeting stations.
4	123	9 20	10 0	40	Detained at meeting stations.
	163	17 40	18 40	60	Detained at meeting stations.
10	51	17 25	17 40	15	Detained at meeting stations.
	57	16 5	16 30	25	Waited on Loco.
	71	0 45	1 20	35	Detained at meeting stations.
	91	0 5	0 27	22	Detained at meeting stations and 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.
February 6	80	10 30	11 12	42	Detained at meeting Stations and time lost by Caution Signals.
7	72	20 30	21 19	49	Detained at meeting Stations and time lost by Caution Signals.
	80	10 30	11 11	41	Detained at meeting Stations and time lost by Caution Signals.
8	72	20 30	21 11	41	Detained at meeting Stations and time lost by Caution Signals.
	80	10 30	11 7	37	Detained at meeting Stations and time lost by Caution Signals.
9	72	20 30	21 22	52	Detained at meeting Stations and time lost by Caution Signals.
	80	10 30	14 30	240	Time lost by drivers and Engine defective.
10	72	20 30	21 55	85	Detained at meeting Stations and time lost by Caution Signals.
	80	10 30	11 8	38	Detained at meeting Stations and time lost by Caution Signals.
	92	22 0	22 20	20	Shunting and waited on Loco.
11	72	20 30	21 21	51	Time lost by drivers and Caution Signals.
	80	10 30	12 8	98	Time lost by drivers and Caution Signals.
	86	12 15	12 35	20	Detained at meeting Stations.
	92	22 0	22 40	40	Detained at meeting Stations.
	122	9 5	9 30	25	Detained at meeting Station.
12	72	20 30	21 15	45	Time lost by drivers & Caution Signals.

Up trains.

Date. 1898.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
February 10	139	14 40	14 56	16	Detained at meeting Stations and time lost by drivers.
11	91	0 5	0 32	27	Detained at meeting Stations and time lost by drivers.
	123	9 20	9 40	20	Detained at meeting Stations.
14	91	0 5	0 20	15	Detained at meeting Stations.
15	91	0 5	0 23	18	Shunting.
16	91	0 5	0 22	17	Detained at meeting Stations and Shunting.
18	91	0 5	0 20	15	Detained at meeting Stations and loading Ro foods.
26	85	11 40	12 20	40	Stoppage of train at 9 $\frac{347}{3}$ mile for removing 3 large stones placed on the line & detained at meeting Stations.

Return of late trains.

Down trains.									Up trains.							
Date. 1898.		No. of Trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.	Date. 1898.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
February	12	80	10	30	11	9	39	Detained at meeting Stations and time lost by Caution Signals.						
		82	15	15	15	37	22	Detained at meeting Stations.						
		86	12	15	12	30	15	Detained at meeting Stations.						
	13	72	20	30	21	21	51	Time lost by Caution Signals and drivers.						
		80	10	30	11	11	41	Detained at meeting Stations and time lost by Caution Signals.						
	14	72	20	30	21	11	41	Detained at meeting Stations and time lost by Caution Signals.						
		80	10	30	11	2	32	Detained at meeting Stations and time lost by Caution Signals.						
	15	72	20	30	21	27	57	Detained at meeting Stations and time lost by Caution Signals.						
		80	10	30	11	7	37	Detained at meeting Stations and time lost by Caution Signals.						
	16	72	20	30	21	20	50	Detained at meeting Stations and time lost by Caution Signals.						
		80	10	30	11	33	63	Detained at meeting Stations and time lost by Caution Signals.						
	17	72	20	30	21	14	44	Detained at meeting Stations and time lost by Caution Signals.						
		80	10	30	11	5	35	Detained at meeting Stations and time lost by Caution Signals.						
	18	72	20	30	21	10	40	Detained at meeting Stations and time lost by Caution Signals.						
		80	10	30	13	12	162	Engine defective, detained at meeting Stations & 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.
February 19	72	20	30	21	32	62	Time lost by Caution Signals and drivers and Shunting.
	76	12	0	12	21	21	Detained at Meeting Stations.
	80	10	30	11	12	42	Detained at Meeting Stations and time lost by Caution Signals.
	82	15	15	15	30	15	Detained at Meeting Station.
20	72	20	30	21	16	46	Time lost by Caution Signals and drivers.
	80	10	30	11	8	38	Detained at Meeting Stations and time lost by Caution Signals.
	82	15	15	15	38	23	Detained at Meeting Stations.
21	72	20	30	21	19	49	Detained at Meeting Stations and time lost by Caution Signals.
	80	10	30	11	29	59	Shunting, time lost by Caution Signals and Passengers.
	136	13	45	14	1	16	Shunting and loading Ro foods.
22	12	21	30	21	47	17	Shunting and loading Ro foods.
	72	20	30	21	10	40	Detained at Meeting Stations and time lost by Caution Signals.
	76	12	0	12	15	15	Detained at Meeting Station.
	80	10	30	11	19	49	Detained at Meeting Stations and time lost by Caution Signals.
23	72	20	30	21	22	52	Detained at Meeting Stations and time lost by Caution Signals.
	80	10	30	11	11	41	Detained at Meeting Stations and time lost by Caution Signals.
	92	22	0	22	53	53	Detained at Meeting Stations and Passengers.
24	72	20	30	22	0	90	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.
February 24	80	10	30	11	21	51	Detained at meeting Stations and time lost by Caution Signals.
25	72	20	30	21	48	78	Detained at meeting Stations and time lost by Caution Signals.
	80	10	30	11	33	63	Detained at meeting Stations and time lost by Caution Signals.
	92	22	0	22	20	20	Detained at meeting Stations and waited on Loco.
26	72	20	30	21	42	72	Time lost by drivers by Caution Signals.
	76	12	0	12	18	18	Detained at meeting Stations.
	80	10	30	11	20	50	Detained at meeting Stations and time lost by Caution Signals.
	86	12	15	13	0	45	Detained at meeting Stations and time lost by drivers.
	92	22	0	23	40	100	Detained at meeting Stations and Shunting.
27	12	21	30	21	53	23	Shunting and time lost by drivers.
	72	20	30	21	33	63	Detained at meeting Stations and time lost by Caution Signals.
	80	10	30	11	20	50	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.
February 28	72	20	30	21	25	55	Detained at meeting Stations and time lost by Caution Signals.
	80	10	30	11	21	51	Detained at meeting Stations and time lost by Caution Signals.
	86	12	15	12	50	35	Detained at meeting Stations.

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, 2nd April 1898.

W Davies
Traffic Manager.

ENC... No. 1674 of 1898
304 6-4-98
FROM A

FROM

THE AGENT,

South Indian Railway,

Trichinopoly.

CONSULTING ENGINEER FOR RAILWAYS MADRAS. RECEIVED 9 MAY 1898

To

THE CONSULTING ENGINEER

FOR RAILWAYS,

Madras.

C. No. 2215 Encl. 9.5.98

Dated } 7th May 1898.

Received } ..... 189 .

No. 447

ENCLOSURE. —

Abstract

Late trains 31/7/98 sent to Pun 20/5

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-Karaik-Kail Railways, for the month of March 1898.

M de Meaumier

for Agent.

A

SOUTH INDIAN RAILWAY
6.5798
AGENT
7.5.20

SOUTH INDIAN RAILWAY.

including Mayavaram – Mutupet and
Peralam – Karaikkal Sections

ABSTRACT AND RETURN OF LATE TRAINS

for the month of March *1898.*

SOUTH INDIAN RAILWAY.

RETURN OF LATE TRAINS.

Abstract for March *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	Mail & Pass	62	.	.	.	.	.	.	.	.	
" 17	Madras Beach to Madras Eg	Passngr	31	.	.	.	.	.	.	.	.	
" 19 & 38	Madras and Tuticorin	Mail	62	.	1	1	.	.	2	61	3·22	
" 57 & 24	do to Tuticorin & Tuticorin to Madras Beach	do	62	.	1	.	1	1	3	216	4·84	
" 27	Beach to Madras	Passngr	31	.	.	.	.	1	1	130	3·22	
" 33 & 48	do and Madras	do	62	.	.	1	.	.	1	37	1·61	
" 37 & 22	Beach and Chingleput	Mixed	62	.	.	.	.	.	.	.	.	
	Carried over ..		372	.	2	2	1	2	7	444	1·88	

Down trains.	15 mts. late.	30 mts. late.	60 mts. late.	90 mts. late.	In excess of 90 mts. late.	Total in month late.
No. 36 train	.	.	.	.	.	.
" 38	.	.	.	.	.	.
" 24	.	1	.	.	1	2
" 48	.	.	.	.	.	.
" 22	.	.	.	.	.	.
" 8	.	1	.	.	.	1
" 18	.	.	.	.	.	.
" 20	.	1	.	.	.	1
" 56	.	.	.	.	.	.
" 50	.	.	.	.	.	.
" 96	.	.	.	.	.	.
" 12	1	2	.	.	.	3
" 10	.	.	.	.	.	.
" 82	.	2	.	.	.	2
" 72	.	.	21	9	1	31
" 80	.	.	31	.	.	31
" 76	.	.	.	.	.	.
" 92	1	6	7	.	.	14
" 86	.	3	.	.	1	4
" 102	.	.	.	.	.	.
" 98	.	.	.	.	.	.

ABSTRACT OF LATE TRAINS.

Description and Number.		Late Minutes. 15 minutes.	Above 15 and not exceeding 30 mts.	Above 30 and not exceeding 60 mts.	Above 60 and not exceeding 90 mts.	Above 90 mts.	Total.	Total minutes late.	Percentage of late trains.	Remarks.
Brought forward ...	372	-	2	2	1	2	7	444	1·88	
№ 43 Beach to Pallavaram — Sepoys	4	-	-	-	-	-	-	-	-	
. 5748 do to Madura & Madura to Madras — do	62	-	1	-	-	1	2	175	3·22	
. 55418 Beach and Pallavaram — do	62	-	-	-	-	-	-	-	-	
. 57420 — do — and — do — do	50	-	1	-	-	-	1	18	2·00	
. 67456 Madras and — do — do	62	-	-	-	-	-	-	-	-	
. 69450 do to Pallavaram & Pallavaram to Beach — Mixed	61	-	-	-	-	-	-	-	-	
. 7412 Villupuram and Trichy Jn — do	62	1	2	-	-	-	3	51	4·84	
. 21410 Madura and Tuticorin — do	62	-	-	-	-	1	1	239	1·61	
. 77482 Renigunta and Tirupati Mail — do	62	-	2	-	-	-	2	47	3·22	
. 71472 Nellore and Pondicherry — do	62	-	-	21	9	1	31	1878	50·00	
. 81480 — do — and — do — do	62	-	-	31	-	-	31	1531	50·00	
. 79476 Renigunta and Vellore — do	62	-	-	-	-	-	-	-	-	
. 85492 Dharmavaram and Pakala — do	62	3	11	8	-	-	22	669	35·48	
. 91486 — do — and — do — do	62	1	8	1	-	2	12	846	19·35	
. 99402 Chingleput and Arkonam — do	62	-	-	-	-	-	-	-	-	
. 101498 — do — and — do — Mail	62	-	-	-	-	-	-	-	-	
. 103496 Chingleput and Conjeevaram — Mixed	62	-	-	-	-	-	-	-	-	
. 119430 Mayavaram and Negapatam — Mixed	62	-	-	-	-	-	-	-	-	
. 123428 Tiruvalur to Mutupet & Mutupet to Mayavaram — do	62	1	-	-	-	-	1	15	1·61	
. 125424 Mayavaram and Mutupet — do	62	1	-	-	-	-	1	15	1·61	
. 129422 — do — and Tiruvalur — do	62	-	-	-	-	-	-	-	-	
. 131 A — do — to — do — do	31	-	-	-	-	-	-	-	-	
. 131 — do — to Negapatam — do	31	-	-	-	-	-	-	-	-	
. 133432 Negapatam and Tanjore Mail	62	-	-	-	-	-	-	-	-	
. 145444 — do — and — do — do	62	-	1	-	-	-	1	20	1·61	
. 139436 — do — and — do — Mixed	62	-	-	-	-	-	-	-	-	
. 135440 — do — and — do — do	62	-	2	-	-	-	2	45	3·22	
. 142 Negapatam to Mayavaram — Sepoys	31	-	-	-	-	-	-	-	-	
. 155464 Trichy Jn and Erode — Mail	62	-	-	-	-	-	-	-	-	
. 163452 — do — and — do — do	62	-	-	-	-	-	-	-	-	
. 173474 — do — and — do — Mixed	62	-	-	-	-	-	-	-	-	
. 177478 Mayavaram and Tinnevelly Mail	62	-	-	-	-	-	-	-	-	
. 183486 — do — and — do — Mixed	62	-	-	-	-	-	-	-	-	
. 179482 — do — and — do — do	62	-	-	-	-	-	-	-	-	
. 193490 Karaikkal and Peralam — do	36	-	-	-	-	-	-	-	-	
Total ...	2352	7	30	63	10	7	117	5993	4·97	

Failure of Engine account for 587 hrs. — Waited on Loco
between Stations 845 hrs. — Delay by Engineering departmt
Stations 2870 hrs. —

NB The running of No 57 Pallavaram to Beach was cancelled on the 3rd
Branch 98 owing to Engine Boiler Shell being broken.

Down trains.	15 mts. late.	30 mts. late.	60 mts. late.	90 mts. late.	In excess of 90 mts. late.	Total in month late.
№ 130 train	.	.	.	.	.	.
. 128 —	1	.	.	.	.	1
. 124 —	.	.	.	.	.	.
. 122 —	.	.	.	.	.	.
. 132 —	.	.	.	.	.	.
. 144 —	.	.	.	.	.	.
. 136 —	.	.	.	.	.	.
. 140 —	.	.	.	.	.	.
. 164 —	.	.	.	.	.	.
. 152 —	.	.	.	.	.	.
. 174 —	.	.	.	.	.	.
. 178 —	.	.	.	.	.	.
. 186 —	.	.	.	.	.	.
. 182 —	.	.	.	.	.	.
. 190 —	.	.	.	.	.	.
Up trains.						
№ 15 train	.	.	.	.	.	.
. 17 —	.	.	.	.	.	.
. 19 —	.	1	1	.	.	2
. 57 —	.	.	.	1	.	1
. 27 —	.	.	.	.	1	1
. 33 —	.	.	1	.	.	1
. 37 —	.	.	.	.	.	.
. 43 —	.	.	.	.	.	.
. 51 —	.	.	.	.	1	1
. 55 —	.	.	.	.	.	.
. 59 —	.	.	.	.	.	.
. 67 —	.	.	.	.	.	.
. 69 —	.	.	.	.	.	.
. 7 —	.	.	.	.	.	.
. 21 —	.	.	.	.	1	1
. 77 —	.	.	.	.	.	.
. 71 —	.	.	.	.	.	.
. 81 —	.	.	.	.	.	.
. 79 —	.	.	.	.	.	.
. 85 —	2	5	1	.	.	8
. 91 —	1	5	1	.	1	8
. 99 —	.	.	.	.	.	.
. 101 —	.	.	.	.	.	.
. 103 —	.	.	.	.	.	.
. 119 —	.	.	.	.	.	.
. 123 —	.	.	.	.	.	.
. 125 —	1	.	.	.	.	1
. 129 —	.	.	.	.	.	.
. 131 —	.	.	.	.	.	.
. 131A —	.	.	.	.	.	.
. 133 —	.	.	.	.	.	.
. 145 —	.	1	.	.	.	1
. 139 —	.	.	.	.	.	.
. 135 —	.	2	.	.	.	2
. 142 —	.	.	.	.	.	.
. 155 —	.	.	.	.	.	.
. 163 —	.	.	.	.	.	.
. 173 —	.	.	.	.	.	.
. 177 —	.	.	.	.	.	.
. 183 —	.	.	.	.	.	.
. 179 —	.	.	.	.	.	.
. 193 —	.	.	.	.	.	.

SOUTH INDIAN RAILWAY.

Return of late trains for the month of March 1898.

Down trains.

Date. 1898.	No. of Trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.
March 1	72	20	30	21	23	53	Detained at meting Stations and time lost by Caution Signals
	80	10	30	11	17	47	Detained at meting Stations and time lost by Caution Signals
2	12	21	30	21	49	19	Shunting & loading BS goods
	72	20	30	21	41	71	Detained at meting Stations and time lost by Caution Signals
	80	10	30	11	15	45	Detained at meting Stations and time lost by Caution Signals
3	12	21	30	21	47	17	Shunting
	72	20	30	21	22	52	Detained at meting Stations and time lost by Caution Signals
	80	10	30	11	20	50	Detained at meting Stations and time lost by Caution Signals
	92	22	0	22	35	35	Detained at meting Stations. Shunting and unloading BS goods
4	72	20	30	21	28	58	Detained at meting Stations and time lost by Caution Signals
	80	10	30	11	16	46	do do
5	72	20	30	21	43	73	Time lost by drivers and Caution Signals & detained at meting Stations
	80	10	30	11	20	50	Detained at meting stations and time lost by Caution Signals
	92	22	0	22	57	57	Detained at meting Stations and time lost by drivers
6	72	20	30	21	25	55	Detained at meting Stations and time lost by Caution signals
	80	10	30	11	17	47	do do

Up trains.

Date. 1898.	No. of Trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.
March 2	91	0	5	0	30	25	Detained at meting Stations & Shunting
6	19	9	0	9	38	38	Waited on Locos & time lost by drivers
"	145	21	5	21	25	20	Time lost by drivers & waited on Loco.
8	91	0	5	8	40	515	Engine defective and detained at meting Stations
9	91	0	5	0	39	34	Detained at meting Stations & Passengers
10	91	0	5	0	30	25	Detained at meting Stations & Shunting.
11	85	11	40	11	55	15	Detained at meting Stations & Shunting.
14	85	11	40	12	3	23	Time lost by drivers
	91	0	5	0	35	25	Time lost by drivers & Shunting
15	85	11	40	11	58	18	Shunting and Passengers
17	91	0	5	0	35	30	Shunting and detained at meting Stations
18	85	11	40	12	0	20	Detained at meting Stations
20	85	11	40	11	55	15	Detained at meting Stations
	135	8	45	9	5	20	Shunting
22	91	0	5	0	25	20	Detained at meting Stations
	135	8	45	9	10	25	Time lost by drivers
26	51	17	25	19	55	150	Stoppage of train at 317/7 mile between Ambaturai & Ammayanayakanur owing to rail being bent and out of gauge.

Return of late trains.

Down trains.

Date. 1898.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
March 7	72	20 30	21 15	45	Detained at meeting stations and time
					lost by caution signals
	80	10 30	11 18	48	——— do ——— do ———
8	72	20 30	21 21	51	——— do ——— do ———
	80	10 30	11 15	45	——— do ——— do ———
9	72	20 30	21 33	63	——— do ——— do ———
	80	10 30	11 16	46	——— do ——— do ———
	86	12 15	13 46	91	Engine defective and detained at
					meeting stations
	92	22 0	22 30	30	Waited at Pakala to meet 72 which
10	72	20 30	21 26	56	— lost time by drivers. Detained at meeting stations and time
					lost by caution signals
	80	10 30	11 21	51	——— do ——— do ———
	92	22 0	22 39	39	Waited at Pakala for the arrival of No 72
11	72	20 30	21 38	68	which lost time by drivers Time lost by drivers & caution Signals
					and detained at meeting Stations
	80	10 30	11 16	46	Detained at meeting Stations and
12	72	20 30	21 23	53	time lost by caution signals
	80	10 30	11 26	56	——— do ——— do ———
	92	22 0	22 28	28	——— do ——— do ——— Waited at Pakala for the arrival of
13	72	20 30	21 22	52	No 72 which lost time by drivers Detained at meeting stations and
	80	10 30	11 26	56	time lost by caution Signals
	86	12 15	12 31	16	——— do ——— do ——— Detained at meeting Stations
					and Shunting
	92	22 0	22 17	17	Detained at meeting Stations
					Passengers and Shunting

Up trains.

Date. 1898.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
March 26	59	16 5	17 12	67	Waited at Kadambur to meet No 32
					which capsized at $\frac{423}{8}$ mile
	85	11 40	11 58	18	Detained at meeting Stations
27	19	9 0	9 23	23	Detained at Tirunarambur owing to
					the train let into the siding instead
					of the main line
	21	15 30	19 29	239	Waited at Kadambur to meet No 32
					which capsized at $\frac{423}{8}$ mile and
					loading of 80 bags of salt at that mile
28	27	8 50	11 0	130	Inwards train late in
	33	10 45	11 22	37	Detained at meeting Stations
	125	14 55	15 10	15	Detained at meeting Stations
30	85	11 40	12 40	60	Detained at meeting Stations and
					waited on Loco
	91	0 5	0 20	15	Detained at meeting Stations
31	85	11 40	12 0	20	Loading heavy luggages

Return of late trains.

Down trains.

Date. 1898.	No. of Trains.	Proper time of arrival.		Actual time of arrival.		Late minutes.	Cause of detention.
March 14	72	20	30	21	25	55	Detained at meeting Stations and time lost by caution Signals
	80	10	30	11	11	41	——— do ——— do ———
	92	22	0	22	15	15	Detained at meeting Stations & Shunting
15	72	20	30	21	30	60	Time lost by drivers & caution Signals
	80	10	30	11	12	42	Detained at meeting stations and time lost by caution signals
	86	12	15	12	35	20	Detained at meeting stations & Shunting
	92	22	0	22	55	55	Waited at Pakala for the arrival of No 72 which lost time by drivers
16	72	20	30	21	31	61	Detained at meeting stations and time lost by caution signals
	80	10	30	11	23	53	Detained at meeting stations and time lost by caution signals
17	72	20	30	21	23	53	——— do ——— do ———
	80	10	30	11	21	51	Time lost by drivers & caution Signals
18	72	20	30	21	37	67	——— do ——— do ———
	80	10	30	11	26	56	Detained at meeting stations and time lost by caution signals
	82	15	15	15	37	22	Detained at meeting Stations
	92	22	0	22	37	37	Waited at Pakala for the arrival of No 72 which lost time by drivers
19	72	20	30	21	33	63	Detained at meeting stations and time lost by caution Signals
	80	10	30	11	17	47	Detained at meeting stations and time lost by caution signals
20	8	9	45	10	10	25	Detained at meeting Stations.
	24	8	15	8	41	26	——— do ——— do ———
	72	20	30	21	31	61	——— do ——— do and time
	80	10	30	11	19	49	lost by caution signals ——— 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.
March 21	12	21	30	21	45	15	Time lost by caution Signals. Shunting and Engine defective.
	72	20	30	21	28	58	Detained at meeting Stations and time lost by caution Signals.
	80	10	30	11	23	53	Detained at meeting Stations and time lost by caution Signals.
22	72	20	30	21	35	65	do do
	80	10	30	11	21	51	do do
	82	15	15	15	40	25	Detained at meeting Stations.
	92	22	0	22	28	28	Waited at Pakala for the arrival of № 72 which lost time by drivers.
23	72	20	30	22	40	130	Time lost by drivers & caution signals & detained at meeting stations.
	80	10	30	11	21	51	Detained at meeting stations and time lost by caution signals.
	92	22	0	23	0	60	Waited at Pakala for the arrival of № 72 which lost time by drivers.
24	72	20	30	21	28	58	Detained at meeting stations and time lost by caution signals.
	80	10	30	11	21	51	do do
	92	22	0	22	24	24	Waited at Pakala for the arrival of № 72 which lost time by drivers & shunting.
25	72	20	30	21	25	55	Time lost by drivers & caution Signals
	80	10	30	11	12	42	Detained at meeting stations and time lost by caution signals.
26	72	20	30	21	30	60	do do
	80	10	30	11	21	57	do do.
27	24	8	15	10	18	123	Detained at meeting Stations.

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.
March 27	72	20 30	21 26	56	Detained at meeting Stations and time lost by caution Signals.
	80	10 30	11 18	48	Detained at meeting Stations and time lost by caution Signals.
28	20	10 20	10 38	18	Detained at meeting Stations ——
	72	20 30	21 25	55	Detained at meeting stations and time lost by caution signals ——
	80	10 30	11 20	50	—— do —— do ——
29	72	20 30	21 28	58	—— do —— do ——
	80	10 30	11 29	59	Time lost by drivers and caution Signals. ——
	92	22 0	22 35	35	Waited at Pakala for the arrival of № 72 which lost time by drivers.
	128	20 5	20 20	15	Detained at meeting stations and Shunting ——
30	72	20 30	21 28	58	Detained at meeting Stations and time lost by caution signals ——
	80	10 30	11 19	49	—— do —— do ——
	86	12 15	12 45	30	Detained at meeting stations and Waited on Loco. ——
31	72	20 30	21 25	55	Time lost by drivers. ——
	80	10 30	11 24	54	Time lost by caution Signals & drivers
	92	22 0	22 20	20	Waited at Pakala for the arrival of № 72 which lost time by drivers. ——

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.
Note:— Diversions from Gudur to Nellore. — Nos 71. 72. 80 & 81 trains (Nellore — Pondicherry branch) had to reduce speed at the diversions and their late running interfered with other trains at crossing Stations, which caused an increase in the average percentages of late trains to the extent of 3·44					
The Madras Railway train arrived at Katpadi late on 2 days, one					

Up trains.

Date. 1898.	No. of Trains.	Proper time of arrival.	Actual time of arrival.	Late minutes.	Cause of detention.
day under the 15 hrs. the restricted time for reports to Government					

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

H Davies.
Traffic Manager.

1
447
A
2215
7. S. 98

+ Peralam Karikal) March 1898.

STATEMENT of late trains on the South Indian Railway, including Máyavaram-Mutupet Sections for the quarter ended 31st ~~December 1897~~.

No.	Description.	January ~~October~~ 1897~~8~~									February ~~November~~ 1897~~8~~										March ~~December~~ 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	"	2	"	"	"	2	32	3·22	56	"	"	"	"	"	"	"	"		62	"	"	"	"	"	"	"	"		1·07
17	Beach to Madras .. (Passenger)	31	"	1	"	"	"	1	16	3·22	28	"	"	"	"	"	"	"	"		31	"	"	"	"	"	"	"	"		1·09
19 & 38	Madras and Tuticorin .. (Mail)	62	1	3	"	1	"	5	305	8·06	56	"	"	"	"	"	"	"	"		62	"	1	"	"	"	1	2	61	3·22	3·46
57 & 24	Madras to Tuticorin and Tuticorin to Madras Beach .. (Do.)	62	"	2	"	1	"	3	100	4·84	56	"	1	1	"	"	2	63	3·57		62	"	1	"	1	1	3	216	4·84		4·42
27	Beach to Madras .. (Passenger)	31	"	"	"	"	"	1	115	3·22	28	"	"	"	"	"	"	"	"		31	"	"	"	"	1	1	130	3·22		2·15
33 & 48	Beach and Madras (Do.)	62	"	1	"	"	"	1	24	1·61	56	"	"	"	"	"	"	"	"		62	"	"	1	"	"	1	37	1·61		1·07
37 & 22	Beach and Chingleput .. (Mixed)	"	"	"	"	"	"	"	"	"	56	"	"	"	"	"	"	"	"		62	"	"	"	"	"	"	"	"		"
43	Beach to Pallávaram (Passenger)	5	"	"	"	"	"	"	"	"	4	"	"	"	"	"	"	"	"		4	"	"	"	"	"	"	"	"		"
51 & 8	Beach to Madura and Madura to Madras .. .. (Do.)	62	"	2	"	2	"	4	173	6·45	56	1	"	"	"	"	1	15	1·78		62	"	"	1	"	"	1	2	175	3·22	3·82
55 & 18	Beach and Pallávaram .. (Do.)	62	"	"	"	"	"	"	"	"	56	"	"	"	"	"	"	"	"		62	"	"	"	"	"	"	"	"		"
59 & 20	Do. .. (Do.)	47	"	"	"	"	"	"	"	"	44	"	"	"	"	"	"	"	"		50	"	"	1	"	"	1	18	2·00		·67
67 & 56	Madras and Pallávaram .. (Do.)	62	"	"	"	"	"	"	"	"	56	"	"	"	"	"	"	"	"		62	"	"	"	"	"	"	"	"		"
69 & 50	Madras to Pallávaram and Pallávaram to Madras Beach .. (Mixed)	62	"	"	"	"	"	"	"	"	56	"	"	"	"	"	"	"	"		61	"	"	"	"	"	"	"	"		"
7 & 12	Trichinopoly Junction and Villupuram .. .. (Do.)	62	1	1	"	"	"	2	35	3·22	56	1	2	"	"	"	3	55	5·35		62	1	2	"	"	"	3	51	1·84		4·47
21 & 10	Madura and Tuticorin .. (Do.)	62	1	1	"	"	1	2	197	3·22	56	"	"	"	"	"	"	"	"		62	"	"	"	"	1	1	239	1·61		1·61
77 & 82	Rénigunta and Tirupati West (Do.)	62	1	1	"	"	"	2	31	3·22	56	1	3	"	"	"	4	76	7·14		62	"	2	"	"	"	2	67	3·22		4·53
71 & 72	Nellore and Pondicherry .. (Do.)	62	3	27	"	"	1	31	1387	50·00	56	1	2	21	7	"	30	1644	53·57		62	"	"	"	21	9	1	31	1548	50·00	51·19
81 & 80	Do. .. (Do.)	62	10	21	"	"	"	31	1115	50·00	56	1	2	22	3	3	28	1629	50·00		62	"	"	"	31	"	31	1551	50·00		16·61
79 & 76	Rénigunta and Vellore .. (Do.)	62	1	1	"	"	"	2	78	3·22	56	1	2	4	1	1	9	412	16·07		62	3	11	8	"	"	22	660	35·48		2·86
85 & 92	Dharmavaram and Pákala .. (Do.)	62	1	6	4	"	"	11	307	17·74	56	3	5	4	"	"	12	300	21·42		62	1	8	1	"	"	12	844	19·35		20·04
91 & 86	Do. .. (Do.)	62	4	6	1	"	"	12	324	19·35	56	"	"	"	"	"	"	"	"		62	"	4	"	"	"	"	"	"		"
99 & 102	Chingleput and Arkonam .. (Do.)	62	"	"	"	"	"	"	"	"	56	"	"	"	"	"	"	"	"		62	"	"	"	"	"	"	"	"		"
101 & 98	Do. .. (Mail)	62	"	"	"	"	"	"	"	"	56	"	"	"	"	"	"	"	"		62	"	"	"	"	"	"	"	"		"
103 & 96	Chingleput and Conjeeveram (Mixed & Passenger)	62	"	"	"	"	"	"	"	"	56	"	"	"	"	"	"	"	"		62	"	"	"	"	"	"	"	"		·54
119 & 130	Máyavaram and Negapatam .. (Mixed)	62	"	"	"	1	"	1	80	1·61	56	"	"	1	"	"	2	60	3·57		62	1	"	"	"	"	1	15	1·61		1·73
123 & 128	Tiruvallúr to Mutupet and Mutupet to Máyavaram .. (Do.)	62	"	"	"	"	"	"	"	"	56	1	1	"	"	"	2	60	3·57		62	1	"	"	"	"	1	15	1·61		·54
125 & 124	Máyavaram and Mutupet .. (Do.)	62	"	"	"	"	"	"	"	"	56	"	"	"	"	"	"	"	"		62	"	"	"	"	"	"	"	"		1·19
129 & 122	Máyavaram and Tiruvallúr .. (Do.)	62	"	"	"	"	"	"	"	"	56	"	2	"	"	"	2	45	3·57		62	"	"	"	"	"	"	"	"		
131 A	Máyavaram to Tiruvallúr .. (Do.)	31	"	"	"	"	"	"	"	"	28	"	"	"	"	"	"	"	"		31	"	"	"	"	"	"	"	"		
131	Máyavaram to Negapatam .. (Do.)	31	"	"	"	"	"	"	"	"	28	"	"	"	"	"	"	"	"		31	"	"	"	"	"	"	"	"		

50·00
23·10
20·04

53·57

Statement of late trains on the South Indian Railway, including Mayavaram-Mutupet Section, for the quarter ended 31st December 1897 —cont.

No.	Description.	January October 1897										February November 1897										March December 1897										Average for the quarter.
		Number of trains.	Late (minutes).									Number of trains.	Late (minutes).									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 minutes.	Above 15 minutes.	Above 30 minutes.	Above 60 minutes.	Above 90 minutes.	Total.	Total minutes late.	Percentage of late trains.			15 minutes.	Above 15 minutes.	Above 30 minutes.	Above 60 minutes.	Above 90 minutes.	Total.	Total minutes late.	Percentage of late trains.	
133 & 132	Negapatam and Tanjore :: (Mail)	62	2	1	1	1	1	6	20	1.61		56	2	1	1	1	1	6	32	3.57		62	1	1	1	1	1	6	20	1.61	.57
145 & 144	Do. :: (Do.)	62	5	1	1	1	1	9	45	3.22		56	2	1	1	1	1	6	32	3.57		62	2	1	1	1	1	6	32	1.61	1.73
139 & 136	Do. :: (Mixed)	62	1	1	1	1	1	5	15	1.61		56	2	1	1	1	1	6	60	1.79		62	2	1	1	1	1	6	60	1.61	1.67
135 & 140	Do. :: (Do.)	31	1	1	1	1	1	5	20	4.84		28	1	1	1	1	1	5	72	1.78		62	1	1	1	1	1	5	25	1.61	2.41
142	Negapatam to Mayavaram. (Passenger)	62	2	1	1	1	1	6	45	6.45		56	1	1	1	1	1	5	38	1.78		62	1	1	1	1	1	5	25	1.61	.54
155 & 164	Trichinopoly Junction and Erode (Mail)	62	2	1	1	1	1	6	72	1.61		56	1	1	1	1	1	5	38	1.78		62	1	1	1	1	1	5	25	1.61	.54
163 & 152	Do. :: (Do.)	62	4	1	1	1	1	8	72	1.61		56	1	1	1	1	1	5	38	1.78		62	1	1	1	1	1	5	25	1.61	1.67
173 & 174	Do. :: (Mixed)	62	1	1	1	1	1	5	15	1.61		56	1	1	1	1	1	5	38	1.78		62	1	1	1	1	1	5	25	1.61	1.67
177 & 178	Maniyáchi and Tinnevelly :: (Mail)	62	1	1	1	1	1	5	18	1.61		56	1	1	1	1	1	5	38	1.78		62	1	1	1	1	1	5	25	1.61	1.67
183 & 186	Do. :: (Mixed)	62	1	1	1	1	1	5	32	3.22		56	1	1	1	1	1	5	38	1.78		62	1	1	1	1	1	5	25	1.61	1.67
179 & 182	Do. :: (Do.)	62	2	2	1	1	1	7	23	3.71		56	2	1	1	1	1	6	32	3.57		62	1	1	1	1	1	5	25	1.61	2.41
193 & 190	Karaikudi and Pudukottai do.	62	2	2	1	1	1	7	23	3.71		56	2	1	1	1	1	6	32	3.57		62	1	1	1	1	1	5	25	1.61	.54
	Total ::	2315	10	48	28	5	5	123	4236	5.31		2092	7	23	54	11	5	100	1446	4.78		2372	7	30	63	10	7	117	5993	4.97	5.02

MADRAS,
~~15th~~ February 1898.
12" Coy Engr.

Agent S. I. Ry.

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. 1145 of 1898, dated 8-3-98, from A

" " " 1674 " 1898, " 6-4-98, " A

" " " 2215 " 1898, " 9-5-98, " A

Statement of late trains on the South Indian Railway (including M[illegible] Section) for the quarter ended the 31st December 1897.

ORDER.

No. 796 Ry dated 11/6/98

Recorded.

2. During the quarter under review 5.02 percent of all trains ran late showing a decrease over the corresponding quarter of 1897 in which the percentage was 9.09. The results would have been yet more satisfactory had it not been that certain trains had to reduce their speed over the diversion between Gudur and Nellore and their late running interfered with other trains at crossing stations.

3. The trains chiefly at fault were:—

Nellore Pondicherry (2 mixed)

Dharmavaram Pakala (2 mixed)

Dispatched on 16/6/98

The Agent S. I. Ry.

" Comm. Engr. for Rys.

12/15/98