

Public Works (1895) Department.

RAILWAY BRANCH.

G.O., No. 54/R

DATED 23rd August

[Despatch Abstract.]

Late Train. — Statement of — on the Madras
Railway for the quarter ended the 30th June
1895, Recorded with remarks.

BACK PAPERS.

[illegible]

FURTHER PAPERS.

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

23RD AUGUST 1895, No. 641 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

Statement of late trains, Madras Railway, for the quarter ended the 30th June 1895.

[Statement

Madras,
19th August 1895.

2

Recorded.

The highest percentage of late trains was on the following :—

1. South-West Line (Mail)	...	...	...	...	...	...	8-28
2. North-West Line (Mail)	...	...	...	...	...	...	7-70
3. Nilgiri Branch (Mail)	...	...	...	...	...	...	6-62
4. Salem-Coimbatore (Mixed)	...	...	...	...	...	...	4-37
5. Bangalore Branch (Mail)	...	...	...	...	...	...	4-37

(True Extract.)

Under Secy. to Govt., P.W.D.,
Railway Branch.

To the Agent and Manager, Madras Railway.

End. T. K. Narayana Aiyangar.
Spare Copies .

STATEMENT of late trains on the Madras Railway for the quarter ended the 31st March 1895.

30 June

Description.	April January 1895.										May February 1895.										June March 1895.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
	Late minutes.					Number of trains.	Percentage of late trains.	Total minutes late.	Total.	Late minutes.					Number of trains.	Percentage of late trains.	Total minutes late.	Total.	Late minutes.					Number of trains.	Percentage of late trains.	Total minutes late.	Total.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
	15 minutes.	Above 15 minutes.	Above 30 minutes.	Above 60 minutes.	Above 80 minutes.					15 minutes.	Above 15 minutes.	Above 30 minutes.	Above 60 minutes.	Above 80 minutes.					15 minutes.	Above 15 minutes.	Above 30 minutes.	Above 60 minutes.	Above 80 minutes.					15 minutes.	Above 15 minutes.	Above 30 minutes.	Above 60 minutes.	Above 80 minutes.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
South-West line .. (Mail) ..	2	4	5	1	1	62	6.33	234	5	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

Madras,
17th May 1895.

19 May 1895

2664
FILE
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Recd 18/6/95

(C. 3)

1,007-2617-96

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

From

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

To

The Consulting Engineer
for Railways,
Madras.Dated 17th
Received

June 1895

No. R22
540The undersigned has the honor to forward
herewith the Return of Late
Trains for the month of
April 1895.

attest

H. C. C. Crest.
offg. Agent and Manager.

Madrass Railway

Return of Late Trains abstract for the month of April 1895.

Description of Trains	No. of Trains	Late minutes						Total	Total	Penalty	Late arrival of 40 P. Trains accounts for 3000	Defective Engine accounts for 405 mts	Overhaulment accounts for 27 minutes	Up Trains	15 minutes	Below 15' not up	Below 50' not up	Below 60' not up	Below 90 mts	Total
		15 min.	16-30	31-45	46-60	61-75	76-90													
S. W. Line Mail	60	-	2	-	-	-	-	5	237	8.33				8-10	-	-	-	-	-	-
Salem-Combator mixed	60	-	-	4	-	-	-	4	213	6.66				11-45	-	-	-	-	-	-
Podanur-Palicut mixed	60	-	-	-	1	-	-	2	210	3.33				17-35	-	-	-	-	-	-
Tirur-Palicut mixed	60	-	1	-	-	-	-	1	27	1.66				21-15	-	-	-	-	-	-
Madrass-Melkhalangur	60	-	1	-	-	-	-	1	25	1.66				15-30	-	-	-	-	-	-
S. W. Line Mail	60	-	1	-	-	-	-	1	30	1.66				1-45	-	-	-	-	-	-
Madrass-Payalur Pass.	60	-	-	-	-	-	-	-	-	-				20-00	-	-	-	-	-	-
Madrass-Payalur mixed	60	-	-	-	-	-	-	-	-	-				13-10	-	-	-	-	-	-
Bangalore Branch mail	60	-	-	-	2	-	-	2	80	3.33				18-40	-	-	-	-	-	-
Bangalore Branch Pass	60	-	-	-	-	-	-	-	-	-				13-00	-	-	-	-	-	-
S. V. Branch Mail	60	-	-	3	1	-	-	5	347	8.33				18-50	-	-	-	-	-	-
	660	-	5	11	2	3	-	21	1171	3.15				18-43	-	-	-	-	-	-

Madras Railway

Return of Late Trains for the month of April 1895.

Up Trains										Down Trains									
Month and Date	Train	Proper time of arrival	Actual time of arrival	Late mts	Cause of detention					Month and Date	Train	Proper time of arrival	Actual time of arrival	Late mts	Cause of detention				
1895										1895									
April 6	17	15 8 5	8 35 30		Worked at Kanchi for G. I. P. mail					April 1	18	40 15 35	16 13 38		Time lost by Driver				
12	11	45 22 5	23 15 70		At stations and meeting station					11	18	40 15 35	16 5 30		Defective Engine				
15	8	10 6 30	6 52 22		Worked at Salarpur for 18-40					12	1	25 6 55	7 35 40		Worked at Salarpur for 18-40 mail				
21	17	35 19 45	20 12 27		Department at Kallayi					12	9	18 10 50	11 30 60		Worked at Podanur for 18-40 mail				
29	21	25 19 10	17 35 25		At stations					15	18	40 15 35	16 19 44		Time lost by Driver				
										16	9	18 10 50	12 4 74		Worked at Podanur for 18-40 mail				
										16	1	25 6 55	7 35 40		Worked at Salarpur for 18-40 mail				
										17	9	18 10 50	11 43 53		Worked at Podanur for 18-40 mail				
										21	3	0 13 0	15 20 140		Defective Engine				
										23	9	0 17 25	18 8 43		Time lost by Driver				
										23	18	40 15 35	17 20 105		Defective Engine				
										24	9	18 10 50	12 50 120		Worked at Podanur for 18-40 mail				
										25	9	0 17 25	18 25 60		At stations & time lost by Driver				
										26	9	0 17 25	18 20 55		At stations and meeting station				
										27	9	0 17 25	18 20 55		At stations				
										28	9	18 10 50	11 30 40		Worked at Podanur for 18-40 mail and at stations				

The G. I. P. Mail arrived late at Kanchi on 20 days on 8 days under 15 mts restricted time for reports to Government.

The S. M. R. Mail arrived late at Guntakal on 6 days on 2 days under 15 mts restricted time for reports to Government.

Traffic Manager's Office
Madras 15th June 1895

Dec

Aug. West.
Off. Agent & Manager.

W. V. A.
Traffic Manager.

24/7/95

(C. 3.) 1,000-2013-95.
Madras Railway Company.
AGENT & MANAGER'S OFFICE,
Madras.

3180
22/7/95-

24/7/95

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

To
The Consulting Engineer
for Railways

Dated 20th } July 1895.
Received

No. R22
656

The undersigned has the honor to forward
herewith the return of late
trains for the month
of May 1895.

Agent and Manager.

Madras Railway

Madras Railway
Return of Gate Passes abstract for the month of May, 1895.

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65-

5.

Edward
 [Signature]
 [Signature]

N. A.

McIntosh
for Traffic Manager

JW
Manager.

ENC. No. 1 TO E. R's. C. No. 31800 1895
LETTER No. R22 D 20/7/95
R-ur.

3581
17-8-95

(C. 3.)

100-201

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

From

THE AGENT AND MANAGER,
M. R. Co.

To

The Consulting Engineer
for Railways
Madras

Dated 17th } August 1895.
Received

No. R22
17

The undersigned has the honor to forward
herewith the return of late
trains for the month
of June 1895

M. R. Co.
Agent and Manager.

ENC
P.L.

239 213 210 27 25 30 - - 80 - 347
 226 - 216 - 246 359 231 148 95 85 215
 166 271 74 - 380 289 100 - 229 255 100
 631 484 500 27 651 678 331 42 104 344 662
 * * * * *
 8.33 6.66 3.33 1.66 1.66 1.66 - - 3.33 - 8.33
 10.60 - 6.66 - 3.33 25.00 3.33 3.33 3.33 1.66 8.33
 6.45 6.45 1.66 - 6.45 6.45 3.21 - 6.45 4.83 3.21
 24.78 13.11 11.60 1.66 11.44 23.11 6.54 3.33 13.11 6.49 19.87
 X X X X X X X X
 8.26 4.37 7.70 4.37 6.62

Return of Late Trains Abstract for the month of June 1895

Description of Trains	No. of Trains	Late numbers					Total	Total minutes	Percentage of late Trains	Remarks	Up						Down					
		15 min.	16 min.	17 min.	18 min.	19 min.					15 min.	16 min.	17 min.	18 min.	19 min.	20 min.	15 min.	16 min.	17 min.	18 min.	19 min.	20 min.
S. W. Line mail	60	2	4	-	-	-	6	226	10.00		2	3	4	5	6	7	2	3	4	5	6	7
B. & N. - Cincinnati mail	60	-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-	-	-	-	-
B. & N. - Cincinnati mail	60	-	3	-	-	-	4	216	6.66		-	-	-	-	-	-	-	-	-	-	-	-
B. & N. - Cincinnati mail	60	-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-	-	-	-	-
B. & N. - Cincinnati mail	60	-	-	-	-	-	2	246	3.33		-	-	-	-	-	-	-	-	-	-	-	-
B. & N. - Cincinnati mail	60	2	4	-	-	-	7	359	15.00		2	3	4	5	6	7	2	3	4	5	6	7
B. & N. - Cincinnati mail	60	-	-	-	-	-	2	236	3.33		-	-	-	-	-	-	-	-	-	-	-	-
B. & N. - Cincinnati mail	60	-	-	-	-	-	2	143	3.33		-	-	-	-	-	-	-	-	-	-	-	-
B. & N. - Cincinnati mail	60	-	-	-	-	-	2	95	3.33		-	-	-	-	-	-	-	-	-	-	-	-
B. & N. - Cincinnati mail	60	-	-	-	-	-	1	85	1.66		-	-	-	-	-	-	-	-	-	-	-	-
B. & N. - Cincinnati mail	60	1	4	-	-	-	5	215	8.33		-	-	-	-	-	-	-	-	-	-	-	-
Total	660	5	21	4	3	-	33	1326	5.00	Defective engine accounts for 42 min. Late arrival of foreign trains accounts for 166 minutes	8	11	12	13	14	15	2	3	4	5	6	7

Madras Railway

Return of Late Trains for the month of June 1895.

Up Trains

Down Trains

Month and Date	Train	Expected arrival	Actual arrival	Late mts.	Cause of detention	Month and Date	Train	Expected arrival	Actual arrival	Late mts.	Cause of detention								
June 3	21	25	19	10	20	40	90	At stations & time lost by driver	June 6	18	40	13	35	16	18	43	Defective Engine		
4	8	10	6	30	7	0	30	Time lost by driver	7	9	18	10	50	11	40	50	Do Do		
5	8	10	6	30	7	17	47	Cooling a carriage & Waited for G. I. & B. train	9	13	43	18	57	20	22	83	Do Do		
7	11	45	22	5	22	50	45	Time lost by driver	14	9	18	10	50	11	25	35	Waited at Podanur for 18-40 mail		
8	21	25	19	10	21	46	156	Defective Engine	18	50	40	5	0	60	0	60	At stations		
19	8	10	6	30	7	14	44	Time lost by driver	17	9	18	10	50	11	20	30	Block interruption	int.	
20	17	15	8	5	8	35	30	Waited at Kanchi for G. I. & P. mail	20	18	0	10	35	11	12	37	At stations	R	
25	11	45	22	5	22	45	40	Time lost by driver	3	0	13	0	14	39	99	99	At meeting stations	at	
17	15	8	5	8	50	45	45	Waited at Kanchi for G. I. & P. mail	21	9	18	10	50	11	30	40	Waited at Podanur for 18-40 mail	int.	
26	17	15	8	5	8	48	43	Do Do	18	0	10	35	11	27	52	52	Collision at Cuddalore	7	
27	11	45	22	5	22	37	32	At stations & time lost by driver	23	8	30	13	10	15	46	156	At stations & time lost by driver	7	
28	8	10	6	30	6	57	29	Time lost by driver	24	18	40	15	35	16	8	33	Time lost by driver	7	
29	17	15	8	5	8	43	38	Waited at Kanchi for G. I. & P. mail	18	50	40	5	28	88	88	88	At stations	th	
									25	8	30	13	10	14	30	80	80	At stations & time lost by driver	2th
									9	18	10	50	11	50	60	60	60	Waited at Podanur for 18-40 mail	4
									1	25	6	55	7	55	60	60	60	Waited at Jalarpet for 18-40 mail	5
									26	18	0	10	35	11	22	47	47	At stations	5
									28	18	0	10	35	11	10	35	35	Do Do	th
									29	18	0	10	35	11	5	30	30	Do Do	th
									1	25	6	55	7	30	35	35	35	At stations & time lost by driver	th

list of time for reports to Government)

The G. I. P. mail arrived late at Kanchi on 17 days on 7 days under 15 mts: restricted time for reports to Government.)
 The S. M. & R. mail arrived late at Guntakal on 1 day under 15 mts: restricted time for reports to Government.

Traffic Manager's Office
 Madras 15th August 1895

Wm. S. M. V.
 Agent & Manager
 208

Wm. S. M. V.
 For Traffic Manager

3581 35
 737 17-6-95
 A.P.

(R) Form No. 2.

A.

No 547. Dated 23.8.95
 PUBLIC WORKS DEPARTMENT,
 RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

Statement of late trains in R for the quarter ended 30 June 1895.

Recorded

2. During the quarter under review 4.09 percent of all trains on the M.R. ran late, being ^{an increase of 1.04} 3.05 percent ^{over} during the corresponding quarter of 1894. The falling off is mainly ^{due to} defective engines and late arrival of Foreign trains.

.85 of the time lost being due to the former cause & .15 to the latter highest.

The greatest percentage of late trains was on the following

- 1. S.W. line mail — 8.26
- 4. Salem Comptrolr news — 4.37
- 2. N.W. line mail — 7.70
- 5. Bangalore Branch mail — 4.37
- 3. Nilgiri branch mail — 6.62

3. The unsystematicity is chiefly attributable to the following ~~trains~~ ^{trains were chiefly} ~~in fault these were~~
 South West Line (Mail)
 Salem & Coimbatore (Mixed)
 North West Line (Mail)
 Bangalore Branch (—do—)
 Nilgiri Branch (—do—)

The Agent to Managers, July 1895

DR
 19.8.95

14TH AUGUST 1894, No. 435 R, PUBLIC WORKS.

GOVERNMENT OF MADRAS.
PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

Statement of late trains, Madras Railway, for the quarter ended 30th June 1894.

[Statement.]

No. 547. R. dated 23. 8. 95

STATEMENT of late trains on the Madras Railway for the quarter ended the 30th June 1894.

Description.	April 1894.							May 1894.							June 1894.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
	Number of trains.	Late minutes.						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 80 minutes.	Total.		Percentage of late trains.	15 minutes.	Above 15 minutes.	Above 30 minutes.	Above 60 minutes.	Above 80 minutes.		Total.	Percentage of late trains.	15 minutes.	Above 15 minutes.	Above 30 minutes.	Above 60 minutes.		Above 80 minutes.	Total.	Percentage of late trains.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
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Manuel,
9th August 1934.

ORDER—dated 14th August 1894, No. 435 R., Public Works.

Recorded.

Recorded.

2. It is observed that during the quarter under review 3.05 per cent. of all trains on the Madras Railway ran late, showing a very slight improvement over the corresponding quarter of 1893 in which the percentage was 3.25.

3. The late trains were attributable to the following trains:—

3. The unpunctuality is chiefly attributable to the following trains:—

Salem and Coimbatore	...	...	...	...	...	Mixed.
Pōlanūr and Calicut	...	...	...	...	...	Do.
Madras and Méttupálaiyam through	...	...	...	...	...	Passengers.
Madras and Raichur through	...	...	...	...	...	Mixed.

4. The total of 3,746 minutes late is made up as follows:—

By defective engines	...	...	...	...	...	...	912
By detentions waiting for foreign trains	...	...	...	...	...	...	70
By traffic	...	...	...	...	...	...	2,764

(True Extract.)

(Signed) F. R. UPCOTT,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Agent and Manager, Madras Railway.

Ext. C. A. Muziauwmy.
Rare Copies

RAILWAY.

Govt. of Madras.
PUBLIC WORKS.

Dated August, 14th.

Recd.

Encl.

G.O., 14th Aug. 1894, No. 435 R.

AUGUST.

Late trains on the Madras
Railway

Statement of — for the quarter ended
30th June 1894, recorded with remarks.