

Public Works (1896) Department.

G.O., No. 7212

DATED 25/8/96.

[Despatch Abstract.]

Late Trains: Statement of the — on the
Madras Railway for the quarter ended
the 30th June 1896, recorded with remarks

28/8 2185

6

$$D.$$

I.

[illegible]

Recd. . .

Enclosures

1896.

Spare copies

G.O., No. 721 R., 25th August 1896.

AUGUST.

Late Trains

Statement of — on the Madras Railway for the quarter ended the 30th June 1896, recorded with remarks.

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[illegible]

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Enclosures

1896.

Spare copies

G.O., No. 721 R., 25th August 1896.

AUGUST.

Late Trains

Statement of — on the Madras Railway for the quarter ended the 30th June 1896, recorded with remarks.

No. 721 R., 25TH AUGUST 1896.

GOVERNMENT OF MADRAS. .

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

Statement of late trains, Madras Railway, for the quarter ended 30th June 1896.

[Statement.]

STATEMENT of late trains on the Madras Railway for the quarter ended the 30th June 1896.

Description.	April 1896.										May 1896.										June 1896.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
	Late (minutes).					Number of trains.	Percentage of late trains.	Late (minutes).					Number of trains.	Percentage of late trains.	Late (minutes).					Number of trains.	Percentage of late trains.	Total minutes late.	Average for the quarter.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
	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.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
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MADRAS,
20th August 1896.(Signed) F. D. FOWLER,
for Consulting Engineer for Railways.

ORDER—No. 721 R., dated 25th August 1896.

Recorded.

2. During the quarter under review 7.85 per cent. of all trains on the Madras Railway ran late, showing a less favourable result than that of the corresponding quarter of 1895 in which the percentage was 4.09. The increase is mainly due to defective engines and late arrival of foreign trains.

3. The trains chiefly at fault were —

Pondicherry and Calicut (Mixed).
North-West Line (Mail).
Nilgiri Branch (Mail).

(True Extract.)

Offg. Under Secretary to Government,
Railway Branch.

To the Agent and Manager, Madras Railway.

Exd. T. K. Narayana Aiyangar.

No. 151 R., 21st Mar 1896.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

Statement of late trains, Madras Railway, for the quarter ended ~~21st March~~ 1896.

30th June

[Statement.]

STATEMENT of late trains on the Madras Railway for the quarter ended the 31st March 1896.

June
March 1896.

~~(Signed) C. W. Hanson,~~
Offg. Consulting Engineer for Railroads.

Mr. Geo. S. Rogers

Madras Railway.

Return of Lake Trains abstract for the month of May, 1896.

Description of Trains	No. of Trains	Rail mts.							Total mts. laid	Total Per centage of Laid Trains	Remarks	up Train	15 mts.							down Train	15 mts.							Total																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
		15 mts.	10 mts.	5 mts.	100 ft.	50 ft.	25 ft.	10 ft.					15 mts.	10 mts.	5 mts.	100 ft.	50 ft.	25 ft.	10 ft.		15 mts.	10 mts.	5 mts.	100 ft.	50 ft.	25 ft.	10 ft.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
North West Line mail	62	-	-	1	2	2	-	5	453	8.06	Debit account of G.P.O. accounts for 247 minutes Debit account of Bank accounts for 211 minutes Debit in train accounts for 1474 minutes Debit in train accounts for 450 mts.	8-10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Madrass Railway

Return of Late Trains for the month of May 1896.

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				
May 2	17 15	7 50	9 5	7 5	Waited at Ranchur for G. I. P. & Local purposes					May 1	9 18	10 50	11 30	40	Waited at Podanur for 18-40 mail & at station				
2	11 45	22 0	23 6	6 6	At stations & time lost by Driver					2	18 40	15 35	16 35	60	At stations & Meeting stations				
3	17 15	7 50	9 34	10 4	Waited at Ranchur for G. I. P. & time lost by Dr.					3	9 18	10 50	11 50	60	Waited at Podanur for 18-40 mail & at stations				
3	1 45	9 25	10 5	4 0	No. 14 mail which left Ranchur late on account of G. I. P. mail proceeded.					6	13 43	18 57	19 41	4 4	Waited at Salarpet for 6-45 train				
3	11 45	22 0	23 20	8 0	At stations, meeting stations & time lost by Driver					7	3 0	13 0	13 35	3 5	At stations & time lost by Driver				
6	6 0	16 20	16 55	3 5	At stations and time lost by Driver					8	18 10	10 35	11 10	3 5	Defective Engine				
7	17 15	7 50	8 20	3 0	Waited at Ranchur for G. I. P. & time lost by Dr.					9	18 10	10 35	10 59	2 4	Time lost by Driver through head winds				
7	11 45	22 0	23 18	7 8	At stations & time lost by Driver					9	13 43	18 57	19 52	5 5	At stations, meeting stations & time lost by Driver				
8	17 15	7 50	8 57	6 7	Waited at Ranchur for G. I. P. & time lost by Dr.					9	19 0	4 0	6 53	17 3	Waited to cross No. 32 detained to cut off wagons on fire.				
8	15 30	17 10	17 42	3 2	At meeting stations					10	7 0	13 10	14 20	7 0	At stations & time lost by Driver				
8	6 0	16 20	17 24	6 4	At stations					12	18 40	15 35	16 39	6 4	At stations, meeting stations & time lost by Driver				
9	17 15	7 50	8 13	2 3	At stations & time lost by Driver					13	9 18	10 50	11 48	5 8	Waited at Podanur for 18-40 mail -				
10	15 30	17 10	21 32	2 6 2	To cut off wagons which took fire					14	13 43	18 57	19 45	4 8	Waited at Salarpet for 6-45, at stations and time lost by Driver				
14	17 15	7 50	8 20	3 0	Waited at Guntakal for S. M. R. train					14	18 40	15 35	16 42	6 7	At stations & Meeting stations				
15	17 15	7 50	8 43	5 3	Do					15	18 10	10 35	11 9	3 4	At stations & time lost by Driver				
16	17 15	7 50	8 25	3 5	At stations & Meeting stations					15	19 0	4 0	5 8	6 8	At stations & meeting stations (due to 17-18 being detained at Guntakal for S. M. R.)				
18	17 15	7 50	8 38	4 8	Waited at Guntakal for S. M. R. train					15	9 18	10 50	11 37	4 7	Waited at Podanur for 18-40 & time lost by Driver				
18	21 25	19 10	20 20	7 0	Defective Engine.					18	18 40	15 35	17 23	10 8	Waited at Sunkeri Drug to cross No. 102 for defective engine				
21	1 45	9 25	10 5	4 0	Waited at Atkonam for No. 14 mail to pass -					18	18 10	10 35	11 3	2 8	Engine Watering time lost by Driver				
22	17 15	7 50	8 40	5 0	Waited at Guntakal for S. M. R. train & at stations					18	13 43	18 57	19 41	4 4	Waited at Salarpet for 6-45, at stations and				
										18	1 25	6 55	7 37	4 2	Wagon on fire, at stations & time lost by Driver.				
										19	9 18	10 50	13 0	13 0	Waited at Podanur for 18-40, delayed for No. 102 defective engine				
										22	9 18	10 50	11 20	3 0	Waited at Podanur for 18-40 mail.				
										23	13 43	18 57	20 25	8 8	At stations, time lost by Driver & Block interruption				
										26	18 40	15 35	18 9	15 4	Defective Engine -				
										26	4 45	17 25	20 5	16 0	Do				
										27	9 18	10 50	15 14	2 6 4	Waited at Podanur for 18-40, detained through defective engine				
										28	9 18	10 50	11 22	3 2	Waited at Podanur for 18-40 mail, defective engine -				
										28	1 25	6 55	8 5	7 0	Waited at Salarpet for 18-40 mail and time lost by Driver -				

The G. I. P. mail arrived late at Ranchur on 10 days on 4 days under 15 mts restricted time for reports to Government.
 The S. M. R. mails arrived late at Guntakal on 2 6 days on 6 days under 15 mts restricted time for reports to Government.

Traffic Manager's Office
 Madras 21st July 1896.

Richard
 Mty. Agent & Manager.

Wai

W. R. Lawrence
 for Traffic Manager.

1 3140 6
635 22-7-96
From *Acu*

3140
23/7/96
encl 1.

1,000-201194

Andras Railway Company.

AGENT & MANAGER'S OFFICE.

Madras,

From

H.
THE AGENT AND MANAGER,

M. R. Co.

To

The Off. Consulting Engineer
for Railways,
Madras.

‘Dated’ 22/5

Received

22^d } July 1896.

No. P22
635

The undersigned has the honor to forward
herewith *the Return of Late
Trains for the month of
May 1896.*

Ensch.

Edmund
-*My* Agent and Manager.

Return of Lake Trains abstract for 1861

Description of Trains	No. of trains	Late minutes						Total miles late	Percentage of late trains	Remarks
		15 mts	0-15	16-30	31-45	46-60	over 60			
S.W. Line Mail	60	-	3	2	1	-	6	405	10.00	8-10
Balem-Jambatur mixed	60	-	-	-	1	1	1	200	1.66	6-0
Podanure-Cochin mixed	60	-	-	5	2	1	8	453	13.33	17-35
Tirur-Cochin mixed	60	-	-	-	-	-	-	-	-	21-25
Madrass-Mysore passenger	60	-	-	1	-	1	2	130	3.33	17-15
N.W. Line Mail	60	-	5	10	4	-	19	892	31.66	15-30
Madrass-Kancher Passenger	60	-	-	-	-	-	-	-	-	1-45
Madrass-Kancher mixed	60	-	-	1	-	-	1	50	1.66	20-0
Bangalore-Benched mail	60	-	-	7	-	1	8	446	13.33	7-10
Bangalore-Benched Pass	60	-	-	3	-	-	3	130	5.00	6-45
Belgaum-Benched mail	60	-	3	2	5	1	11	668	18.33	18-10
Total	660	8	32	13	6	-	59	3374	8.94	9-0

Madras Railway
Return of Late Trains for the month of April 1896.

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								
April 2	17	15 7 50	9 19 89		Waited at Raichur for G.I.P. mail	April 2	1	25 6 55	7 32 37		Time lost by Driver								
2	11	45 22 0	22 38 38		At stations	2	18	40 15 35	16 7 32		At stations								
3	17	15 7 50	8 40 50		Waited at Raichur for G.I.P. mail	3	9	18 10 50	12 5 75		Waited at Podanur for 15-40 mail								
4	11	45 22 0	22 33 33		At stations	3	1	25 6 55	7 35 40		Time lost by Driver								
5	17	15 7 50	8 40 50		Waited at Raichur for G.I.P. mail	4	13	42 18 57	19 30 33		Do - Do								
6	17	15 7 50	8 48 58		Do	6	1	25 6 55	7 32 37		Do - Do								
7	17	15 7 50	8 19 29		Do	8	13	43 18 57	19 57 54		Do - Do								
8	17	15 7 50	8 45 55		Do	8	18	40 15 35	16 57 82		Waited at Salarpet for 74 mail defective engine								
8	20	0 0 17	3 12 175		Defective Engine	9	9	18 10 50	12 50 120		Waited at Podanur for 18-40 mail detained for defective engine								
8	8	10 6 30	8 35 125		Waited at Salarpet for 74 mail detained for defective engine	9	8	45 17 25	20 45 200		Defective Engine								
8	1	45 9 25	10 15 50		Waited at Chikmagalur for 17-18 detained for G.I.P. mail to pass	9	13	43 18 57	19 40 43		Driver lost time								
9	17	15 7 50	9 0 70		Waited at Raichur for G.I.P. mail	9	1	25 6 55	7 35 40		Waited at Salarpet for 20-0 mail detained for defective engine								
10	17	15 7 50	8 35 45		At stations & time lost by Driver	10	6	45 5 15	6 48 93		Defective Engine								
11	17	15 7 50	8 23 33		Waited at Raichur for G.I.P. mail	10	18	40 15 35	16 17 42		Do - Do								
13	17	15 7 50	8 39 49		Do	10	9	18 10 50	11 13 23		Waited at Podanur for 18-40 mail								
14	17	15 7 50	9 6 70		Do	11	3	0 13 0	13 32 32		At stations & time lost by Driver								
17	11	45 22 0	23 20 780		At stations & meeting stations	11	1	25 6 55	7 32 37		Time lost by Driver								
20	11	45 22 0	22 50 50		At stations & time lost by Driver	11	9	18 10 50	11 50 60		Waited at Podanur for 18-40 mail								
24	17	15 7 50	8 20 30		Time lost by Driver	12	9	18 10 50	12 5 75		Waited at Podanur for 18-40 mail & time lost by driver								
25	17	15 7 50	8 16 26		At stations	14	9	18 10 50	11 23 33		Waited at Podanur for 18-40 mail								
25	21	25 19 10	19 47 37		At meeting stations	15	9	18 10 50	11 58 68		Do - Do								
26	17	15 7 50	8 58 68		Waited at Raichur for G.I.P. mail at stns	16	18	40 15 35	16 34 59		At stations & time lost by Driver								
26	11	45 22 0	22 35 35		At stations & meeting stations	16	9	18 10 50	11 6 16		Waited at Podanur for 18-40								
27	17	15 7 50	8 19 29		Waited at Raichur for G.I.P. mail	17	9	18 10 50	12 20 90		Waited at Podanur for 18-40 - at stns & time lost by driver								
28	17	15 7 50	8 25 35		At stations & time lost by Driver	17	1	25 6 55	7 32 37		Waited at Salarpet for 18-40 mail & time lost by Driver								
28	11	45 22 0	23 20 80		Do	18	9	18 10 50	11 15 25		At stations								
29	17	15 7 50	8 30 40		Waited Guntakal for S. mail train	18	18	40 15 35	16 40 65		At stations & time lost by Driver								
30	20	0 0 17	1 0 43		Detaching a hot axled B. Van.	19	9	18 10 50	12 13 83		Waited at Podanur for 18-40, at station & time lost by driver								
30	17	15 7 50	8 28 38		Waiting to cross 18-10 mail detained for defective engine.	28	3	0 13 0	14 45 105		Waited at Podanur for 6-45 & at meeting stns & time lost by driver								
						30	18	10 10 35	11 3 28		Defective Engine								

The G.P. mail train arrived late at Rancher on 23 days on 9 days under 15 mts restricted time for reports to Government

The PMR mail train arrived back at Quintanaroo on 2 days under 15 mts restricted time for reports to Government

Traffic Manager's Office }
 Montreal 27 June 1896 }

Geary Street Main entrance
Agent & Manager For Offs Traffic Manager.

(No. 11.)
No. R22
562

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 1st July 1886.

From

The *Ag* Agent and *Manager*.

Madras Railway.

 T_0

The ~~off~~ Consulting Engineer for Railways.

SIR,

Chadras

I have the honor to forward herewith the return of late trains for the month of April 1896. and to request that you will kindly have it substituted for the one sent with my letter N^o $\frac{R22}{516}$ of the 18th instant.

I have the honor to be,

Sir,

Your most obedient servant,

Henry C. Wren

By Agent & Manager.

Enclosure.

D
 Louie
 Maestra
 Odan
 Lauer-
 Maestr
 Norbert
 Maestr
 Maestr
 Bange
 Bange
 Volgher

2800
2/7/96

No.

Recd.

Dated

188

for Railways.

The Consulting Engineer

$$T_0$$

The Agent and Manager.

From

MADRAS RAILWAY.

Description of	No. of	Lake mounds	No.	No.	No.	No.	No.	No.
Return of Lake	Trains	admitted	for	the	month	of	June	1900

[illegible]

2800
47/96

N. Indian Railway

Return of Late Trains for the month of June 1896.

27819

Up Trains										Down Trains									
Month and Date 1896	Train	Proper time of arrival	Actual time of arrival	Late in mts	Cause of detention					Month and Date	Train	Proper time of arrival	Actual time of arrival	Late in mts	Cause of detention				
June 1	17 15	7 50	8 53	63	Defective Engine					June 1	1 25	6 55	7 45	50	At stations & time lost by Driver				
6	17 15	7 50	9 14	84	Waited at Raichur for G. I. P. mail					2	4 45	17 25	1 14	469	Defective Engine				
15	30 17	10 18	13 63	63	Waited at Adoni for N. 11 mail detained for G. I. P. to pass.					3	17 0	4 0	5 50	110	At stations & meeting stations				
11	17 15	7 50	8 48	58	Time lost by Driver through head winds					9	18 10	10 10	11 12	22	Waited at Podanur for 18-40 mail				
15	17 15	7 50	8 20	30	Waited at Raichur for G. I. P. mail					18	10 10	10 35	11 47	72	Defective Engine				
16	17 15	7 50	9 19	89	At Raichur for G. I. P. mail & time lost by Driver					4	18 10	10 35	12 13	78	At stations & time lost by Driver				
18	17 15	7 50	8 25	35	Time lost by Driver through head winds					6	4 45	17 25	19 0	95	Time lost by Driver				
19	15 30	17 10	18 35	85	Do					9	1 25	6 55	7 20	25	Do				
17	15 7	50 8	20 30	30	Do					12	18 10	10 35	11 40	65	To cross 17-15 mail detained for G. I. P. & time lost by Driver				
11	45 22	0 23	20 80	80	To cross 87 mail detained at Kallangi for derailment of a wagon of N. 17 train					15	18 10	10 35	11 10	35	Time lost by Driver				
20	17 15	7 50	8 15	25	Waited at Raichur for G. I. P. mail					16	9 0	13 10	14 53	103	Defective Engine				
21	17 15	7 50	8 47	57	At Raichur for G. I. P. & time lost by Driver					18	10 10	10 35	11 52	77	At stations, meeting stns & defective Engine				
11	45 22	0 23	40 100	100	At stations, meeting stations & time lost by Driver					1	25 6	55 7	48 53	323	Time lost by Driver				
22	17 15	7 50	9 7	77	Waited at Raichur for G. I. P. mail					17	18 10	10 35	10 57	22	Waited at Salarpet for 6-45 & time lost by Driver				
23	17 15	7 50	9 50	120	Defective Engine					18	13 43	18 57	19 35	38	At stations & time lost by Driver				
26	17 15	7 50	8 35	45	At Raichur for G. I. P. & time lost by Driver					18	10 10	10 35	12 20	105	Passage fouled by a derailed wagon of N. 17 train				
30	11 45	22 0	22 55	55	At stations, meeting stations & time lost by Driver					18	40 15	35 16	35 60	60	At stations & time lost by Driver				
										19	18 10	10 35	11 24	49	Time lost by Driver				
										6	45 5	15 5	53 40	245	At stations & time lost by Driver				
										19	0 4	0 8	5 245	92	Waited at Podanur for 18-40 mail detained for derailment of a wagon of 4-45 train				
										7	18 10	50 12	22 92	80	At stations and time lost by Driver				
										20	9 0	13 10	14 30	67	Time lost by Driver				
										6	45 5	15 6	52 77	360	Defective Engine				
										19	0 4	0 7	0 360	144	At stations & time lost by Driver				
										21	3 0	13 0	15 24	132	Defective Engine of 6-45				
										22	19 0	4 0	6 12	93	At stations, meeting stns & time lost by Driver				
										23	3 0	13 0	14 33	135	At stations & meeting stations				
										24	19 0	4 0	6 15	22	At stations & time lost by Driver				
										26	18 10	10 35	10 57	34	Time lost by Driver				
										28	9 18	10 50	11 24		Waited at Podanur for 18-40 mail detained at Madras for Engine				

The G. I. P. mail arrived late at Raichur on 17 days on 7 days under 15 mts restricted time for reports to government.
 The P. M. R. mail arrived late at Guntakal on 2 days

Traffic Manager's Office

Admiral

Mr. Agent & Manager

L. Wallington

Per

Long & Co.

Am 727

3570 6
18.8.96

(C. 3.)

500-20-4-93.

Madras Railway Company,

AGENT & MANAGER'S OFFICE,

Madras,

From

Ag.
THE AGENT AND MANAGER,

M. R. Co.

To

The Offg. Consgr. Engineer
for Railways,
Madras.

Dated 18th } August 1896
Received

No. R22
727

The undersigned has the honor to forward
herewith the Return of Late
Trains for the month of
June 1896.

Enclosure.

Edmund,
Jm Ag. Agent and Manager.

3570
19/5/96

enclos

Telephone message

From ER

20 AM.

Please send early
statement of Latic Train.
Re. R. for June last.

MM 12/8

per ER
17-8-96

17/8

Depo: 1-50 PM.

11/8
17/8.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

*Statement of late trains Madras Railway
for the quarter ended the 30 June 1896*

Recorded.

2. During the quarter under review 7.85 per cent of all trains on the M. R. ran late, showing a less favorable result than that of the corresponding quarter of 1895 in which the percentage was 4.09. The increase is mainly due to defective engines and late arrival of foreign trains.

3. The trains chiefly at

721R

at fault were:—

Podam & Calicut (mixed)
North West Line (mail)
Nilgiri Branch (—do—)

YH

DR
20-8-96

Of No 721. D dated 25/8/96

to
The Agent, Manager, Ind

8/9/96

23RD AUGUST 1895, No. 541 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.]

38
20/8
1896

STATEMENT of late trains on the Madras Railway for the quarter ended the 30th June 1895.

Description.	April 1895.										May 1895.										June 1895.										Average for the quarter.
	Number of trains.					Percentage of late trains.					Number of trains.					Percentage of late trains.					Number of trains.					Percentage of late trains.					
	Late (minutes).					Total.	Late (minutes).					Total.	Late (minutes).					Total.	Late (minutes).					Total.							
	15 minutes.	Above 15 minutes.	Above 30 minutes.	Above 60 minutes.	Above 90 minutes.		15 minutes.	Above 15 minutes.	Above 30 minutes.	Above 60 minutes.	Above 90 minutes.		15 minutes.	Above 15 minutes.	Above 30 minutes.	Above 60 minutes.	Above 90 minutes.		15 minutes.	Above 15 minutes.	Above 30 minutes.	Above 60 minutes.	Above 90 minutes.								
South-West line (Mail)	60	..	2	2	4	5	239	8.33	62	..	2	1	1	..	4	166	6.45	60	..	2	4	..	..	6	226	10.00	8.26				
Salem and Coimbatore (Mixed)	60	..	..	..	..	4	213	6.66	62	..	..	3	..	1	4	271	8.45	60	..	..	..	..	..	..	..	4.37					
Pondicherry and Calicut (Do.)	60	..	4	1	..	2	210	3.33	62	..	..	..	1	..	1	74	1.61	60	..	..	..	..	1	4	216	3.87					
Tyrrar and Calicut (Do.)	60	..	..	..	..	1	27	1.66	62	..	..	..	..	..	..	..	..	60	..	..	..	..	..	..	..	0.55					
Madras and Mettupalayam (Passenger)	50	..	1	..	..	..	23	1.66	62	..	1	2	..	1	4	380	6.45	60	..	..	..	1	1	2	246	8.33					
North-West line (Mail)	60	..	1	..	..	1	30	1.66	62	..	1	2	..	1	2	289	6.45	60	..	2	7	..	1	9	369	3.81					
Madras & Raichur through (Passenger)	60	..	..	..	..	..	..	..	62	..	..	2	..	..	2	100	3.21	60	..	..	..	1	1	2	236	2.70					
do. do.	60	..	..	..	..	..	..	..	62	..	..	3	..	..	4	229	6.45	60	..	..	..	2	2	95	3.33	1.11					
Bangalore Branch (Mail)	60	..	..	3	..	2	80	3.33	62	..	..	1	2	..	3	269	4.83	60	..	..	..	1	..	1	85	1.66					
do. (Passenger)	60	..	..	..	..	..	347	8.33	62	..	..	1	1	..	2	100	3.21	60	..	1	4	..	..	5	215	2.16					
Nilgiri do. (Mail)	60	..	..	1	..	6	..	..	62	..	..	..	..	..	2	100	3.21	60	..	..	..	..	..	6	215	6.62					
Total ..	660	..	6	11	2	3	21	3.18	682	..	4	15	3	6	28	1,808	4.10	660	..	5	21	4	3	33	1,826	5.00	4.09				

Madras,
19th August 1895.

ORDER—dated 23rd August 1895, No. 541 R., Public Works.

Recorded.

2. During the quarter under review 4.09 per cent. of all trains on the Madras Railway ran late, being an increase of 1.04 per cent. over 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 and .15 to the latter.

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

1. South-West Line (Mail)	...	...	...	...	...	...	8.26
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.)

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

To the Agent and Manager, Madras Railway.

Erd. T. K. Narayana Aiyangar.
Spare Copies

RAILWAY.

Govt. of {1895} Madras.
PUBLIC WORKS.

Dated August, 23rd.

Recd.

Encl.

G.O., 23rd Aug. 1895, No. 541 R.

AUGUST.

Late Trains

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