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# MADRAS RECORD OFFICE.

Government of Madras.

*Public works* DEPARTMENT.

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Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,  
1st August 1872*

Read the following papers.—

No 3 From the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 27th June 1872, No. 331

In their Order dated the 6th June 1872, No. 1,396, the Government desired that the existing arrangements on the Carnatic Railway, by which one train only is run daily in each direction, should be continued for the present, and that a further report upon the result of the measure should be submitted after the expiration of a period of six months from the 1st April 1872.

2. With reference to that Order I have the honour to submit a letter\* from the Agent of the Carnatic Railway Company, in which Mr Fisher questions

\* No 457 dated 17th June 1872.  
the accuracy of some of the figures contained in my letter of the 23rd April 1872, No 193, and begs that the subject may be referred for the further consideration of Government, in the hope that the arrangements which prevailed before the 1st January 1872, by which two trains were run daily in each direction, may be restored. A great part of Mr Fisher's letter calls for no notice from me, but some of the statements contained in it are alluded to in a note which I have the honour to append.

3. Nothing in the letter now forwarded has induced me to change the opinion which I previously expressed, to the effect that, during the first quarter of this year, the net saving effected by the reduction in the train service may be estimated to have been about Rupees 500. If therefore the question is regarded only from an economical point of view, it is impossible for me, holding this opinion, to recommend a change in the train service.

4. At the same time there can be no doubt that the reduction of one train daily has caused considerable inconvenience both to the inhabitants of Conjeeveram and the surrounding villages and to the postal arrangements of the whole district of South Arcot, including the towns of Pondicherry and Cuddalore. As pointed

out by Major Piendergast in his letter\*  
\* No 135, vide G O, No 977, dated 15th April 1872 dated the 18th March 1872, the mails which come from Bombay and the

North of India are detained, under existing arrangements, more than ten hours at Arcotum before being sent on to Conjeeveram and the South. The large sum, Rupees 60 per trip, demanded by the Agent from the Postal department for running a special engine with the mails, places that mode of meeting the difficulty out of consideration.

5. It rests with the Government to say whether the Agent has shown sufficient grounds for a reconsideration of their Order dated the 6th June, and for a return to the previous arrangements, by which two trains were run daily in each direction between Arcotum and Conjeeveram. I need not assure the Government that I am fully alive to the inconvenience to which a not inconsiderable part of

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the Presidency is subjected by the existing train arrangements; and if I could bring myself to share in the sanguine views held by the Agent as to the probable financial results of a return to the old arrangement, it would give me very great satisfaction to recommend a change

6 I must beg, in conclusion, that whatever view the Government may be pleased to take of this question, their decision may be accepted as final, and that in the event of their resolving, in confirmation of their previous order, that the reduced train service is to continue in force for the present, I may be relieved from the necessity of laying before them any further representations on the subject from the Railway Authorities. The correspondence on the question of running one or two trains on this little bit of railway has already assumed almost gigantic dimensions, and if continued much longer it is not improbable that the whole of the savings effected by the reduction will be absorbed in the cost of stationery

From the Agent and Manager of the Carnatic Railway Company, to the Consulting Engineer for Railways, dated Madras, 17th June 1872, No. 457.

With reference to your letter No 138 and to the Order of Government dated the 6th instant, No 1,306, which accompanied it, I have the honour to submit herewith the following observations, accompanied by a statement of the actual figures for the periods in question, with a view of correcting some of the erroneous deductions which appear to have been drawn from the figures set forth in your Office letter to the Officiating Secretary to Government, Public Works Department, dated Madras, April 23rd, 1872, No. 193

2 In paragraph 4 it is stated that sufficient reason was not shown in my previous report for departing from the ordinary method of comparison with the corresponding period of the previous year, but I would explain that my reason for introducing a comparison with the 3rd quarter of the previous year was, because,

See letter No 117, dated 11th July 1871 at the latter period a reduction in the working expenses had, as was known to your office, been effected to the extreme limit to which reduction could go, and that, therefore, the comparison with the corresponding quarter of the previous year, as respects the expenses, would not fairly apply.

3. In paragraph 5 of the letter above referred to, it is stated that my inferences fall through when the details are scrutinized, and figures are quoted which, however, appear to be incorrect, to show that the average, after deducting the annual festival traffic, is practically the same or at least only Rupees 3 different the one period from the other.

4 But in addition to the apparently erroneous figures upon which this representation is put forward, there is also a mistake in the latter portion of the paragraph under review, which states that "there is thus an average excess of Rupees 6,251 in the *second* half as compared with the *first*," this being corrected should, I imagine, read "there is thus an average excess of Rupees 6,151 (not Rupees 6,251) in the *first* half as compared with the *second*, etc.

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5. The statement embodied in your letter is headed, "Receipts from *Coaching Traffic*," and appears in some cases, but not in all, to include parcels, passengers' luggage, etc, the correct statement of Receipts from passengers alone is as follows —

|         | In 1st half-year | In 2nd half-year | Festival month |
|---------|------------------|------------------|----------------|
|         | RS               | RS               | RS             |
| In 1868 | 23,296           | 15,369           | 10,078         |
| " 1869  | 23,962           | 15,298           | 10,429         |
| " 1870  | 17,209           | 12,931           | 5,581          |
| " 1871  | 18,112           | 14,155           | 7,011          |
|         | 82,579           | 57,753           | 33,099         |
| Average | 20,645           | 14,438           | 8,275          |

There is thus an actual average excess of Rupees 6,207 in the first half as compared with the second, but if from the corrected receipts for the first half year is deducted the corrected average for the festival traffic there remain Rupees 12,370 not Rupees 12,053 as the average receipts for the first five months, equivalent to Rupees 14,844 for the first half against Rupees 14,438 the actual average of the second half year, or an excess of Rupees 406 and not Rupees 9 only, as stated

6 In paragraph 6 it is stated there is nothing abnormal in the fact that the receipts for the 3rd quarter of 1871 exceeded those of the 1st quarter of that year, but I may be excused the expression of a different view in presence of the following return, which shows so marked an increase in the periods referred to, as under —

|         | 1st quarter | 3rd quarter | Increase | Decrease |
|---------|-------------|-------------|----------|----------|
|         | RS          | RS          | RS       | RS       |
| In 1868 | 7,654       | 8,110       | 456      |          |
| " 1869  | 8,085       | 8,465       | 420      |          |
| " 1870  | 6,912       | 6,775       |          | 137      |
| " 1871  | 6,486       | 7,657       | 1,171    |          |

being a difference of Rupees 1,308 in excess in 1871 as against 1870

7. With reference to paragraphs 11 and 12, I quite concur in the opinion that, for the purpose of comparison, the general charges may be excluded, but as respects the saving, which it is estimated will be effected of Rupees 44 per mensem and Rupees 79 per mensem in repairs to engines and permanent-way respectively, I would respectfully submit further that these figures are altogether fallacious, and it would seem that my views in this respect are confirmed by the opinions expressed in your Office letter No 146, when applied to the present circumstances. The statement herewith submitted, which has been taken out as far back as the records permit, and which is given for quarters instead of half years owing to the

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accounts for a one-train service having been made up for one quarter only, shows that the cost of repairs to engines was as follows —

|                       | In 1st quarter | In 2nd quarter | In 3rd quarter | In 4th quarter |
|-----------------------|----------------|----------------|----------------|----------------|
| In 1869               | RS             | PS             | RS             | RS             |
| „ 1870                | 209            | 213            | 530            | 162            |
| „ 1871 ... ..         | 202            | 181            | 172            | 188            |
| „ 1872                | 264            | .              | 121            | 119            |
|                       | 675            | 394            | 873            | 469            |
| Quarterly average .   | 225            | 197            | 291            | 156            |
| Half yearly average . | 422            |                | 447            |                |

thus the average expenditure per half year has been Rupees 422 in the first half against Rupees 447 in the second half of the year; but it will be seen that the actual expenditure for the quarter ended March 1872 was Rupees 109 in excess of the average quarterly expenditure during the preceding year, owing to the fact that one engine required and underwent a complete overhaul including painting, and as similar repairs must from time to time be effected to the other engines, whether two trips a day or one only is made, no such saving as that estimated can be looked for. I would also point out that the actual average monthly expenditure on repairs to engines from July 1869 to March 31st, 1872, has been Rupees 72, of which it is said the saving would have been Rupees 44, by running only one train, an estimate which, I think, needs no further argument to disprove, especially in view of the increasing age of the engines and the consequent probability of increased repairs becoming necessary.

8. In like manner the cost of maintenance of the permanent-way, exclusive of repairs to stations and buildings, was as under. —

|                     | In 1st quarter | In 2nd quarter | In 3rd quarter | In 4th quarter |
|---------------------|----------------|----------------|----------------|----------------|
| In 1869             | RS             | RS             | PS             | PS             |
| „ 1870              | 1,137          | 1,284          | 1,188          | 2,005          |
| „ 1871              | 940            | 1,099          | 1,263          | 1,207          |
| „ 1872              | 845            | .              | 878            | 998            |
|                     | 3,222          | 2,293          | 3,229          | 4,210          |
| Quarterly average . | 1,074          | 1,146          | 1,109          | 1,403          |
| Half yearly .. ..   | 2,220          |                | 2,512          |                |

the average being Rupees 292 less in the first as compared with the second half year, but this average perhaps hardly bears upon the question of the cost of maintenance with one as compared with two trains. I take leave to point out, however, that from the commencement of the year 1871 there has been a considerable reduction in the cost of maintenance as compared with the previous periods,

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and as the staff had been reduced to the lowest possible limit from that time, consistent with the safety of the line, if worked at all, and as a considerable number of sleepers must continue to be renewed half-yearly, no further saving can possibly be effected in this branch of the expenditure, whether there be one or two trains, much less so large a saving as that estimated, namely Rupees 79 per mensem, or Rupees 474 half-yearly, or upwards of 20 per cent. I may remark further that the actual average monthly expenditure for the quarter ended March 1872 with one train was Rupees 295 against Rupees 293 for the quarter ending September 1871, and Rupees 307 for the quarter ended March 1871 with two trains, a difference in one case of Rupees 2 in excess and in the other of Rupees 14 only in reduction, and not Rupees 79 as estimated in your office letter under reference.

9 From the foregoing observations and statements I think it is demonstrated that the saving of Rupees 710 in the working expenses, due to the reduction in the train service, is altogether a mistake, and that the opinion expressed in paragraph 14 that such a saving might reasonably be expected to follow therefrom is not well founded.

10 And I would venture further to submit that such a saving is entirely inconsistent with the opinion expressed in your letter, No 146, before referred to, which purports to show that our trains are run at a cost of Annas 3 and Pies 9 per mile, but which with the present mileage is less than the real cost by about 60 per cent, as the following statement will show —

|                                                     | YEAR   |   |   | QUARTER ENDED MARCH 1872 |    |   |            |       |    |
|-----------------------------------------------------|--------|---|---|--------------------------|----|---|------------|-------|----|
|                                                     | Amount |   |   | Amount                   |    |   | Train mile |       |    |
|                                                     | RS     | A | P | RS                       | RS | A | P          | RS    | A  |
| 1 Cost of materials in maintenance of permanent-way | 1,500  | 0 | 0 | .                        |    |   |            | 353   | 10 |
| 2 Cost of labour in fuelling and cleaning engines   | 216    | 0 | 0 | ..                       |    |   |            | 51    | 3  |
| 3 Cost of fuel                                      | 3,493  | 0 | 0 | ...                      |    |   |            | 502   | 1  |
| 4 Do water                                          | 158    | 0 | 0 |                          |    |   |            | 34    | 2  |
| 5 Do oil, tallow, and small stores                  | 506    | 0 | 0 |                          |    |   |            | 80    | 13 |
| 6 Repairs of engines                                | 156    | 0 | 0 |                          |    |   |            | 263   | 11 |
|                                                     | 6,529  | 0 | 0 | 28,177                   | 0  | 3 | 9          | 1,285 | 9  |
| Per quarter                                         | 1,632  | 8 | 0 | .                        |    |   |            | 3,458 | 0  |

But I contend that inasmuch as renewals of sleepers for the permanent-way must continue in existing circumstances half-yearly, and repairs to engines when necessary must also be made, the Items Nos 1 and 6 can only be affected to an inappreciable extent whether one or two trains run daily. With reference to Items Nos 2 and 4, these being for labour exclusively, and the staff having been previously reduced to a minimum, no savings on these heads can be affected by the reduced train service, and the further saving that can be reasonably expected is, in my judgment, only such as can accrue from the diminished consumption of fuel and small running stores, Items Nos 3 and 5, as enumerated in your letter.

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No 146 and comprised in the above statement, and these evidently form an item so inconsiderable in amount as to render it of no moment when compared with the convenience and interests of the traders and other inhabitants of the district which our line serves, and who are precluded from the benefits which our former train service conferred in connection with the trains on the Madras Railway, whose receipts are doubtless also lessened to an extent even greater than this Company's.

11 Looking, therefore, to the fact that the normal amount of the passenger traffic has only just or barely been maintained by the reduced through fares and holiday fares which have been adopted, and that a marked increase had been obtained in the latter half of the year 1871 by these facilities, namely,—

|            | 3rd quarter | 4th quarter |
|------------|-------------|-------------|
| In 1870    | 6,775       | 6,156       |
| „ 1871 ..  | 7,657       | 6,499       |
|            | <u>882</u>  | <u>313</u>  |
| Increase . |             |             |

it is, in my judgment, reasonable to suppose that had it not been for the curtailment of the train accommodation a similar increase might have been secured for the quarter ended March 1872, and which would have more than covered the additional cost.

12 In presence therefore of these statements, and of the urgent applications made by the Postal authorities for the accommodation which this additional train would afford, I have the honour to request that you will be good enough to submit this letter and its accompanying statement for the further consideration of Government.

*P S*—The aggregate cost of repairs to permanent-pay and of repairs to engines for the quarter ended March 1872, taking the items mentioned in your letter, No. 146, having been Rupees 1,286, the average daily cost would be Rupees 14 10 0; and I am of opinion that an increase in our receipts to more than this extent would be secured, the district would have restored to it the accommodation it has enjoyed for so many years, and the important consideration of having the mails conveyed without extra cost to the Government and without the delay or inconvenience which is entailed by the present arrangement will also be secured, but I contend that the cost

|                        | Rs         | A         | P        |
|------------------------|------------|-----------|----------|
| Cost of fuel           | 502        | 1         | 5        |
| Do of oil, tallow, etc | 80         | 13        | 7        |
|                        | <u>582</u> | <u>15</u> | <u>0</u> |

extra cost to be covered by the extra receipts is only Rupees 6-6 6.—

which would actually be effected by the running of the additional train is only Rupees 583 as per margin, and assuming this to be doubled the average daily

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Comparative Statement of the Number of Passengers carried and the money received in each month during the quarters ending March and September 1868, 1869, 1870, 1871 and 1872

|                   | TWO TRAINS |                  | TWO TRAINS |                  | TWO TRAINS |                  | TWO TRAINS |                  | TWO TRAINS |                  | ONE TRAIN |                  |
|-------------------|------------|------------------|------------|------------------|------------|------------------|------------|------------------|------------|------------------|-----------|------------------|
|                   | 1868       |                  | 1869       |                  | 1870       |                  | 1871       |                  | 1872       |                  | 1872      |                  |
|                   | Number     | Amount<br>RS A P | Number     | Amount<br>RS A P | Number     | Amount<br>RS A P | Number     | Amount<br>RS A P | Number     | Amount<br>RS A P | Number    | Amount<br>RS A P |
| January           | 6,754      | 2,583 5 4        | 6,873      | 2,663 2 10       | 5,821      | 2,182 14 0       | 6,275      | 2,321 8 10       | 5,965      | 2,028 3 11       |           |                  |
| February          | 6,733      | 2,723 2 2        | 6,465      | 2,375 4 10       | 5,567      | 2,035 13 2       | 6,003      | 2,151 2 2        | 6,064      | 1,976 10 10      |           |                  |
| March             | 6,160      | 2,347 4 8        | 7,799      | 3,046 14 8       | 7,159      | 2,693 10 6       | 5,622      | 2,012 14 8       | 6,977      | 2,352 7 2        |           |                  |
| Total             | 19,647     | 7,653 12 2       | 21,137     | 8,085 6 4        | 18,547     | 6,912 5 8        | 17,900     | 6,485 9 8        | 19,006     | 6,357 5 11       |           |                  |
| Average per month | 6,549      | 2,551 4 1        | 7,045      | 2,695 2 1        | 6,182      | 2,304 1 10       | 5,966      | 2,161 13 10      | 6,335      | 2,119 1 11       |           |                  |
| July              | 6,897      | 2,621 7 10       | 7,272      | 2,726 13 0       | 6,984      | 2,450 10 0       | 6,375      | 2,301 11 2       |            |                  |           |                  |
| August            | 8,263      | 3,124 15 6       | 8,297      | 2,878 15 9       | 5,827      | 2,145 11 4       | 10,166     | 2,962 9 7        |            |                  |           |                  |
| September         | 6,211      | 2,363 4 6        | 7,664      | 2,858 13 8       | 5,925      | 2,178 5 8        | 7,448      | 2,392 10 6       |            |                  |           |                  |
| Total             | 21,371     | 8,109 11 10      | 23,233     | 8,464 10 5       | 18,736     | 6,774 11 0       | 23,989     | 7,656 15 3       |            |                  |           |                  |
| Average per month | 7,123      | 2,703 3 11       | 7,744      | 2,821 8 10       | 6,245      | 2,258 3 8        | 7,996      | 2,552 5 1        |            |                  |           |                  |

(Signed) J T FISHER,  
Agent and Manager.

MADRAS,  
17th June 1872

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*Notes on letter from Agent of the Carnatic Railway, No. 457, dated 17th June 1872.*

PARAGRAPHS 1 to 6 of this letter are intended to show that, in order to arrive at the financial results of the single train service which was maintained during the first quarter of this year, the ordinary mode of comparison with the corresponding quarter of the previous year should be set aside, and the results of the first quarter of this year should be compared with those of the third quarter of 1871. One or two of these paragraphs require special remarks.

PARAGRAPH 2.—In the Consulting Engineer's letter dated the 23rd April 1872, No 193, it was assumed that the Agent set aside the comparison with the first quarter of 1871 on account of the "increased facilities," etc., introduced during the third quarter of 1871. There is nothing in the Agent's letter of the 12th April 1871 to suggest any other reason.

Mr. Fisher now points out that the first quarter of 1871 was set aside on account of the reductions effected subsequently in the establishment. These reductions are detailed in his letter\* dated 11th July 1871, No. 117, and are as follows per month —

|                            |    | RS | A  | P |
|----------------------------|----|----|----|---|
| Reduction in station staff | .. | 55 | 0  | 0 |
| Do Firemen                 | .. | 9  | 11 | 0 |
| Do Mile Watchmen           | .. | 30 | 0  | 0 |
|                            |    | 94 | 11 | 0 |

The only savings which have been taken into account by this office in connection with the reduced train service are under these heads —

- Fuel, oil, tallow, etc.,
- Repairs to engines,
- Maintenance of permanent way,

so that the only item which would in any way affect the comparison is the reduction of Rupees 30 per mensem on account of mile watchmen. This is certainly no good reason for setting aside the ordinary mode of comparison, namely, with the corresponding quarter of previous years.

PARAGRAPH 4 —The clerical error pointed out by the Agent is quite immaterial.

PARAGRAPH 5 —The difference between the figures given by the Agent and by the Consulting Engineer in the column headed "festival month" for the years 1863 and 1869, seems to have arisen from the Agent taking the calendar months of June 1863 and May 1869 to represent the festival traffic, whereas in the Consulting Engineer's letter it was distinctly stated that the calendar periods were not taken, but that the months were "made up so as to embrace the period of the

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duration of the festival" The difference is however of no moment. Taking the figures given by the Agent, the result is as follows —

| Years | Average receipts from passengers in ordinary months |   |   |                  |   |   | Excess in the |   |   |          |   |   |
|-------|-----------------------------------------------------|---|---|------------------|---|---|---------------|---|---|----------|---|---|
|       | In first half year                                  |   |   | In 2nd half-year |   |   | 1st half      |   |   | 2nd half |   |   |
|       | RS                                                  | A | P | RS               | A | P | RS            | A | P | RS       | A | P |
| 1863  | 2,644                                               | 0 | 0 | 2,561            | 0 | 0 | 83            | 0 | 0 |          |   |   |
| 1869  | 2,707                                               | 0 | 0 | 2,550            | 0 | 0 | 157           | 0 | 0 |          |   |   |
| 1870  | 2,326                                               | 0 | 0 | 2,155            | 0 | 0 | 171           | 0 | 0 |          |   |   |
| 1871  | 2,220                                               | 0 | 0 | 2,359            | 0 | 0 |               |   |   | 139      | 0 | 0 |

It cannot be said that either half-year is decidedly better than the other.

PARAGRAPH 6 —The figures given by the Agent strengthen the statement made by the Consulting Engineer, that "there is nothing abnormal in the fact that the receipts for the third quarter of 1871 exceeded the receipts for the first quarter of that year."

PARAGRAPH 7 —The Agent here quotes the actual quarterly cost of "repairs to engines" for the last three years, and shows that the expense under this head during the first quarter of 1872, when one train was run daily, was greater by Rupees 109, or 70 per cent, than the average quarterly expenditure during the preceding year, when two trains were run daily. Mr. Fisher explains that this anomaly is due to the fact that, during the quarter ended March 1872, "one engine underwent a complete overhaul, including painting," and he seems to wish to deduce from this fact that no savings under the head of "repairs to engines" can properly be credited to the reduced train service. It is scarcely necessary to observe that it is immaterial whether the expenditure on "repairs to engines" is greater during the first or the second half of the year, that the age of the engines has nothing to do with the question, and that the repairs executed during any one quarter have no necessary relation whatever to the work done by the engines in that quarter. The fact remains that owing to the reduction in the train service the engine mileage has been reduced by 50 per cent., and the figures given in the Consulting Engineer's letter\* of the

\* No 115, vide G O 750, 16th March 1872. 5th March 1872 show that the average repairs to engines cost 9 3 pies per engine mile, and that, with 1,225 engine miles saved per month, at least 75 per cent of this expense, or Rupees 44† monthly, may be credited to the reduction in the train service.

†  $1225 \times 93 \times 75 \text{ pies} = \text{Rupees } 44-8-0$

PARAGRAPH 8 —The Agent here gives similar figures to show the quarterly cost of maintenance of permanent-way for the last three years; and states "that the actual average monthly expenditure for the quarter ended March 1872, with one train, was Rupees 295, against Rupees 293 for the quarter ended September 1871, and Rupees 307 for the quarter ended March 1871, with two trains a difference in one case of Rupees 2 in excess, and in the other of Rupees 14 only in reduction." Mr. Fisher states his conviction that no saving can possibly be effected under the head of "Maintenance of permanent-way," whether there be one

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or two trains daily; in other words, that the wear and tear of permanent-way materials is in no way affected by the traffic upon the Railway!

The mode in which the assumed saving of Rupees 70 per mensem is calculated was shown in the Consulting Engineer's letter\* of the 5th March 1872, No 115

\* Vide G O 750, 16th March 1872

PARAGRAPH 10—Here the Agent refers to an entirely different subject. The Postal Authorities desired to know what would be the cost of a special train to carry the English mails between Arcotum and Conjeveram. The Agent named Rupees 60 per trip, being nearly Rupees 3½ per mile, as the lowest sum that could fairly be charged for the service. The Consulting Engineer's letter, No 146, to which Mr Fisher refers, was written to show the error committed in naming such a sum as being the cost to the Company of the service asked for by the Postmaster General. It is unnecessary to enter here upon this question.

PARAGRAPH 11—The Agent here shows that there was a considerable increase in the returns from passengers during the third and fourth quarters of 1871 over the corresponding figures for 1870, and argues that "had it not been for the curtailment of the train accommodation a similar increase might have been secured for the quarter ended March 1872." But if the figures for 1868 and 1869 be also taken into consideration

| Year | RECEIPTS FROM PASSENGERS |                |
|------|--------------------------|----------------|
|      | Third quarter            | Fourth quarter |
| 1868 | Rs 8,110                 | Rs 7,259       |
| 1869 | 8,465                    | 6,834          |
| 1870 | 6,775                    | 6,156          |
| 1871 | 7,657                    | 6,199          |

it will be seen that there was no increase in 1871 over the average receipts, but that the passenger traffic was then recovering from an exceptionally bad year, 1870 having been the worst on record

(Signed) J H M SHAW-STEWART, Lieut-Colonel, R E,  
MADRAS, Consulting Engineer for Railways  
27th June 1872

No 4 Endorsement of the Consulting Engineer for Railways, dated Madras, 8th July 1872, No 355

From the Agent and Manager of the Carnatic Railway Company, to the Consulting Engineer for Railways, dated Madras, 6th July 1872, No 481.

I HAVE the honour to submit herewith a further memorial\* from the merchants of Conjeveram, praying for the restoration of the train taken off in January

\* Sent in original, to be returned

last, which I shall feel obliged by your forwarding for the early consideration of Government.

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2. This makes the sixth memorial presented by the inhabitants on the subject of our train service since the change was made, and is an additional evidence of the inconvenience which the present arrangements entail upon the people, and, as I think, of loss to the Company.

Memorial from the Merchants of Conjeveram, to the Agent and Manager of the Carnatic Railway Company, dated Conjeveram, 3rd July 1872

WE the undersigned inhabitants of this place most humbly beg to bring the following to your kind consideration, that in consequence of the alteration made in the working of the trains once a day, greatest inconvenience as well as loss is resulted therefrom. We are glad so far as to see we are allowed to travel by rail to Madras, Trivellore, and Tutany on ordinary and special occasions, but whenever we miss the morning train there is no other alternative left than otherwise adjourning our journey to the following morning

2 If there be a second train in the evening as before we will be so fortunate to meet with our desires, and instead we are now obliged to travel by foot or by country cart, to wherever locality our urgent goods are transported, the rate of which are now being reduced to the minimum scale, we are much happy to see the present arrangement, but with regard to the transport and exportation of goods by rail, we are put to much inconvenience and loss owing to the train running once a day, whereby both the Railway Company and merchants are suffering with loss

3 If the former arrangements of working of the trains four times a day is again reverted at once, we dare say that we will be more able to transport our goods and to accompany them to the place intended and to return back home the same evening

4 Under the above circumstances, we beg the Company to order the working of the trains as usually before, namely, four times in a day, thereby the Company will undoubtedly meet with advantage

SUBMITTED to Government, with reference to my letter No 331, dated 26th June 1872.

(Signed) J H M SHAW-STEWART, Lieut-Colonel, R E,  
Consulting Engineer for Railways.

No. 5 ORDER THEREON, 1st August 1872, No 1,820

RAILWAY, No 2

NOTHING in the correspondence herewith submitted shows sufficient cause for revision of the decision arrived

at by Government, to await the result of further report on the experimental reduction of the train service on the Carnatic Railway, which the Consulting Engineer for Railways will accordingly submit as soon as possible after the 30th September

(True Extract)

Colonel, R E,  
Secretary to Government.

To the Consulting Engineer for Railways

Exd S T Austin.

Govt. of 1872: Madras.

PUBLIC WORKS.

To

THE CONSULTING ENGINEER

RAILWAYS

Dated, August 1st

Recd

1st

C. O. No. 117 of 1872 of 1872

AUGUST

Nos. 3 5

Comdr. Robert — The Consulting Engineer requested to submit as soon as possible the further report on the experimental reduction of the train service on the Carnatic Railway.

Railway Department

No 331 Cons: Engineer's Office

From

Lieut. Colonel J. H. McIlhenny R.E.

Cons: Engineer for Railways

To

Colonel G. W. Walker R.E.

Secretary to Government

Public Works Deptt

Fort Saint George

Sir,

In this order dated the 6<sup>th</sup> June 1872, No 1396, the Government desired that the existing arrangements on the Carnatic Railway, by which one train only is run daily in each direction, should be continued for the present, and that a further report upon the results of the measure should be submitted after the expiration of a period of six months from the 1<sup>st</sup> April 1872.

2.

With reference to that order, I have the honour to submit a letter from the agent of the Carnatic Railway Company, in which Mr. Fisher questions the accuracy of some of the figures contained in my letter of the 20<sup>th</sup> April 1892, to 1893, and begs that the subject may be referred for the further consideration of Government, in the hope that the arrangements which prevailed before the 1<sup>st</sup> January 1892, by which two trains were run daily in each direction, may be restored.

A great part of Mr. Fisher's letter calls for no notice from me: but some of the statements contained in it are alluded to in a note which I have the honour to append.

\* 10457 dated  
17<sup>th</sup> June 1892.

3.

Nothing in the letter now forwarded has induced me to change the opinion which I previously expressed, to the effect that, during the first quarter of this year, the net saving effected by the reduction in the train service may be estimated to have been about Rupees 500. If therefore the question is regarded only from an economical point of view, it is impossible for me, holding this opinion, to recommend a change in the train service.

4.

At the same time, there can be no doubt that the reduction of one train daily has caused considerable inconvenience both to the inhabitants of Conjeeveram and the surrounding villages, and to

the postal arrangements of the whole district of South Arcot, including the towns of Pondicherry and Cuddalore. As pointed out by Major P. N. S. in his letter dated the 18<sup>th</sup> March 1872, the mails which come from Bombay and the North of India are detained, under existing arrangements, more than ten hours at Arcot, before being sent on to Coimbatore and the South. The large sum, Rupees 60 per trip, demanded by the Agent from the Postal department for running a special engine with the mails, places that mode of meeting the difficulty out of consideration.

5. It rests with the Government to say whether the Agent

N. No 135  
Vide G. O.  
No 977 dated  
15<sup>th</sup> April 1872.

has shown sufficient grounds for a reconsideration of their order dated the 6<sup>th</sup> June, and for a return to the previous arrangements by which two trains were run daily in each direction between Arcot and Coimbatore. I need not assure the Government that I am fully alive to the inconvenience to which a not inconsiderable part of the Presidency is subjected by the existing train arrangements; and if I could bring myself to share in the sanguine views held by the Agent as to the probable financial results of a return to the old arrangement, it would give me very great satisfaction to recommend a change.

6. I must beg in conclusion that, whatever view the Government may be pleased to take of this question, their decision may be accepted as final: and that, in the event of their resolving, in confirmation of their previous order, that the reduced train service is to continue in force for the present, I may be relieved from the necessity of laying before them any further representations on the subject from the Railway authorities. The correspondence on the question of running one or two trains on this little bit of railway has already assumed almost gigantic dimensions; and if continued much longer it is not improbable that the whole of

the savings effected by the reduction will be absorbed in the cost of stationery.

Madras 3  
27<sup>th</sup> June 3  
1872

I have the honour to be,  
Sir,  
Your most obedient servant  
Matthew Coll R.E.  
Com: Engineer for Railways

P. W. 1872 Report.  
No. 3167.  
From

The Comr. Engrs & Surveyors  
Madras

To  
The Secretary to Govt

P. W. Department  
Fort St. George

Dated 25<sup>th</sup> June 1872  
Received 28<sup>th</sup>

No. 331  
Encl. 3

Submits further  
Report from the Agent  
of the Bar Key Co. No.  
45815, June 1872, with  
a note proposed in this  
Office on the subject of  
reduction of the same.

No. 3  
No. 1821-1 Aug 6/72

24th July 1872 R. 242 371672

No. 457.

From J. J. Fisher Esq.  
Agent & Manager  
Canatic Railway Co.

To  
Lt. Col. J. M. Shaw Stewart R.E.  
Consulting Engineer for Railways  
Madras

Sir,  
With reference to your letter No. 138  
and to the order of Govt. dated the 6<sup>th</sup> Instant  
No. 1396 which accompanied it, I have the  
honor to submit herewith the following obser-  
vations, accompanied by a statement of the  
Actual figures for the periods in question, with  
a view of correcting some of the erroneous de-  
ductions which appear to have been drawn  
from the figures set forth in your Office letter  
to the Officiating Secretary to Government P. W. D.  
dated Madras April 23<sup>rd</sup> 1872 No. 193.

2 In para 4 it is stated that sufficient  
reason was not shown in my previous Report  
for departing from the ordinary method of  
comparison with the corresponding period of the  
previous year but I would explain that my  
reason for introducing a comparison with the  
3<sup>rd</sup> quarter of the previous year was, because, at  
the latter period a reduction in the working ex-  
penses, had as was known to your office, been  
effected to the extreme limit to which reduction  
could go, and that therefore the comparison  
with

See letters  
No. 117 of 11 July 71

with the corresponding quarter of the previous year as respects the expenses would not fairly apply.

3. In para 5 of the letter above referred to it is stated, that my inferences fall thro' when the details are scrutinized, and figures are quoted, which however appear to be incorrect, to shew that the average, after deducting the annual festival traffic is practically the same or at least only Rs 9 different the one period from the other.

4. But in addition to the apparently erroneous figures upon which this representation is put forward, there is also a mistake in the latter portion of the para under review in which states that, "there is thus an average excess of Rs 6251 in the second half as compared with the first"; this being corrected should I imagine read, "there is thus an average excess of Rs 6151 (not Rs 6251) in the first half as compared with the second <sup>year</sup>."

5. The statement embodied in your letter is headed "Receipts from Coaching Traffic" and appears in some cases, but not in all, to include parcels, passengers luggage &c, the correct statement of Receipts from Passengers alone is as follows &c.

|         | In 1 <sup>st</sup> half year. | In 2 <sup>nd</sup> half year. | Festival months |
|---------|-------------------------------|-------------------------------|-----------------|
| In 1868 | Rs. 23,296                    | Rs 15,369                     | Rs 10078        |
| 1869    | 23962                         | 15298                         | 10,429          |
| 1870    | 17209                         | 12931                         | 5581            |
| 1871.   | 18112                         | 14,155                        | 7011            |
|         | <u>82579</u>                  | <u>57753</u>                  | <u>33,099</u>   |
| Average | <u>20,645</u>                 | <u>14438</u>                  | <u>8275</u>     |

there

12

there is thus an actual average excess of Rupees 6207 in the first half as compared with the second, but if from the corrected receipts for the first half year is deducted the corrected average for the festival trafficked there remain Rs 12370 not Rs 12053 as the average receipts for the first 5 months, equivalent to Rs 14,844 for the first half against Rs 14,438 the actual average of the second half year or an excess of Rs 406 and not Rs 9 only as stated.

6. In para 6 it is stated there is nothing abnormal in the fact that the receipts for the 3<sup>rd</sup> quarter of 1871 exceeded those of the 1<sup>st</sup> quarter of that year, but I may be excused the expression of a different view in presence of the following return which shows so marked an increase in the periods referred to, as under:-

|         | 1 <sup>st</sup> quarter. | 3 <sup>rd</sup> quarter | Increase. | decrease. |
|---------|--------------------------|-------------------------|-----------|-----------|
| In 1868 | Rs 7654                  | Rs 8110                 | 456       |           |
| 1869    | 8085                     | 8465                    | 420       |           |
| 1870    | 6912                     | 6775                    |           | 137       |
| 1871    | 6486                     | 7687                    | 1171      |           |

being a difference of Rs 1308 - as in 1871 as against 1870.

7. With reference to Paras 11 & 12 I quite concur in the opinion that for the purpose of comparison the General Charges may be excluded but as respects the saving which it is estimated will be effected of Rs 44 per mensem and Rs 79 per mensem in repairs to Engines and permanent way respectively, I would respectfully submit further that these figures are altogether fallacious - and it would seem that my views in this respect are confirmed by the opinions expressed in your Office letter No 146. when applied

applied to the present circumstances. The statement herewith submitted which has been taken out as far back as the records permit, and which is given for quarters instead of half years owing to the <sup>fact</sup> for a one train service having been made up for one quarter only, shows that the cost of repairs to engines was as follows.

|                     | In 1 <sup>st</sup> quarter. | In 2 <sup>nd</sup> quarter. | In 3 <sup>rd</sup> quarter. | In 4 <sup>th</sup> quarter. |
|---------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|
| In 1869             | -                           | -                           | 580                         | 162                         |
| 1870                | 209                         | 213                         | 172                         | 188                         |
| 1871                | 202                         | 181                         | 121                         | 119                         |
| 1872                | 264                         | -                           | -                           | -                           |
|                     | <u>645</u>                  | <u>394</u>                  | <u>873</u>                  | <u>469</u>                  |
| quarterly average   | 225                         | 197                         | 291                         | 156                         |
| half yearly average | 422                         |                             | 447                         |                             |

thus the average expenditure per half year has been Rs 422 in the first half, against Rs 447 in the second half of the year, but it will be seen that the actual expenditure for the quarter ended March 1872 was Rs 109 in excess of the average quarterly expenditure during the preceding year, owing to the fact that one engine required and underwent a complete overhaul including painting, and as similar repairs must from time to time be effected to the other engines, whether two trips a day or one only is made, no such saving as that estimated can be looked for. I would also point out <sup>that</sup> the actual average monthly expenditure on repairs to engines from July 1869 to March 31/72 has been Rs 72 of which it is said the saving would have been Rs 44, by running only one train, an estimate which I think needs no further

argument

argument to disprove, especially in view of the increasing age of the Engines and the consequent probability of increased repairs becoming necessary.

In like manner the cost of maintenance of the Permanent Way exclusive of repairs to stations & buildings was as under.

|                   | In 1 <sup>st</sup> quarter | In 2 <sup>nd</sup> quarter | In 3 <sup>rd</sup> quarter | In 4 <sup>th</sup> quarter |
|-------------------|----------------------------|----------------------------|----------------------------|----------------------------|
| In 1869           | -                          | -                          | 1188                       | 2005                       |
| 1870              | 1437                       | 1284                       | 1263                       | 1207                       |
| 1871              | 940                        | 1009                       | 878                        | 998                        |
| 1872              | 845                        | -                          | -                          | -                          |
|                   | 3222                       | 2293                       | 3329                       | 4210                       |
| Quarterly average | 1074                       | 1146                       | 1109                       | 1403                       |
| 1/2 yearly "      | 2220                       |                            | 2512                       |                            |

the average being Rs 292 less in the first as compared with the second half year, but this average perhaps hardly bears upon the question of the Cost of Maintenance with one as compared with two trains. I take leave to point out however that from the commencement of the year 1871 there has been a considerable reduction in the Cost of Maintenance as compared with the previous periods - and as the Staff had been reduced to the lowest possible limit from that time, consistent with the safety of the line, if worked at all and as a considerable 12% of sleepers must continue to be renewed half yearly, no further saving can possibly be effected in this branch of the expenditure, whether there be one or two trains, much less so large a saving as that estimated viz Rs 79 per mensem or Rs 474 half yearly or upwards of 20 per cent. I may remark

10  
 remark further that the actual average monthly expenditure for the Quarter ended March 1872 with one train was Rs 295 against Rs 293 for the Quarter ending Sept. 1871 and Rs 307 for the Quarter ended March 1871 with two trains, a difference in one case of Rs 2 in excess and in the other of Rs 14 only in reduction and not Rs 79 as estimated. in your office letter under reference.

9. From the foregoing observations and statements I think it is demonstrated that the saving of Rs 710 in the working expenses, due to the reduction in the train service is altogether a mistake, and that the opinion expressed in para 14 that such a saving might reasonably be expected to follow ~~therefrom~~ is not well founded.

10. And I would venture further to submit that such a saving is entirely inconsistent with the opinion expressed in your letter No 146 before referred to, which purports to shew that our trains are run at a cost of Annas 3 and pice 9 per mile but which with the present mileage is less than the real cost by about 60 per cent. as the following statement will shew ( 2<sup>d</sup> ended March 1872 )

|                                                 | Amt  | Trains per Mileage | Cost per Train mile | Amt  | Trains per Mileage | Cost per Train mile |
|-------------------------------------------------|------|--------------------|---------------------|------|--------------------|---------------------|
| 1 Cost of Materials in Maintenance of Per'way   | 1500 |                    |                     | 353  | 10-2               |                     |
| 2. Cost of labor in fuelling & cleaning engines | 216  |                    |                     | 51   | 3-0                |                     |
| 3 " Fuel                                        | 3493 |                    |                     | 502  | 1-5                |                     |
| 4 " Water                                       | 158  |                    |                     | 34   | 2-0                |                     |
| 5 " Oil & Tallow & small stores                 | 506  |                    |                     | 80   | 13-7               |                     |
| 6 " Repairs of Engines.                         | 656  |                    |                     | 263  | 11-1               |                     |
|                                                 | 6529 | 28177              | 0.3..9              | 1285 | 9-3                | 3458-0-6            |

per quarter - 1632½

But I contend that inasmuch as renewals of sleepers for the P.W. must continue in existing circumstances half yearly, repairs to engines when necessary must also be made the items Nos 1 & 6 can only be affected to an inappreciable extent whether one or two trains run daily. With reference to items Nos 2 and 4 these being for labor exclusively and the staff having been previously reduced to a minimum no savings on these heads can be affected by the reduced train service, & the further saving that can be reasonably expected is in my judgement only such as can accrue from the diminished consumption of fuel & small running stores items Nos 3 & 5. as enumerated in your letter No. 146 & comprised in the above statement and these evidently form an item so inconsiderable in amount as to render it of no moment when compared with the convenience & interests of the traders and other inhabitants of the district which our line serves, & who are precluded from the benefits which our former train service conferred in connection with the trains on the Madras Railway, whose receipts are doubtless also lessened to an ~~extent~~ extent even greater than this Cos.

11. Looking therefore to the fact that the normal amount of the Passenger traffic has only just or barely been maintained by the reduced third fares and holiday fares which have been adopted and that a marked increase had been obtained in the latter half of the year 1871 by these facilities

Fig: -

|          | 3 <sup>d</sup> quarter | 4 <sup>th</sup> quarter |
|----------|------------------------|-------------------------|
| En 1870  | 6775                   | 6456                    |
| 1871     | 7657                   | 6499                    |
| Increase | 882                    | 343                     |

it is, in my judgment, reasonable to suppose, that had it not been for the curtailment of the tram accommodation a similar increase might have been secured for the Quarter ended March 1872, which would have more than covered the additional cost.

In presence therefore of these statements & of the urgent applications made by the Postal authorities for the accommodation which this additional train would afford, I have the honor to request that you will be good enough to submit this letter and its accompanying statement for the further consideration of Government.

I have the honor to be,  
Sir,  
Your most Obedt. Servant.

For J. Fisher  
Agent & Manager

I. The aggregate cost of repairs to permanent way & of repairs to Engines for the Quarter ended March 1872, taking the items mentioned in your letter No 146 having been Rs 1286 the average daily cost would be Rs 14-10 and I am of opinion that an increase in our receipts to more than the extent would be secured - the district would have restored to it the accommodation it has enjoyed for so many years, and the important consideration of having the mails conveyed without extra cost to the Govt and without the delay or inconvenience which is entailed by the present arrangement will also be secured - but I contend that the cost which would actually be effected by the running of the additional train is only Rs 583 as per 1. argu & assuming this to be doubled, the average daily extra cost to be covered by the extra receipts is only Rs 11-6

Cost of Fuel  
Rs 502. 1. 5  
Rs 80. 13. 7  
Rs 582. 15. 0

# Cornwall Railway Co. Limited

Comparative Statement of the No. of Passengers carried in the money received in each month during the quarters ending March and September 1872.

|                   | 2 Trains |            |       |            | 2 Trains |        |       |            | 2 Trains |            |     |        | 2 Trains |        |     |        | 1 Train |        |     |        |
|-------------------|----------|------------|-------|------------|----------|--------|-------|------------|----------|------------|-----|--------|----------|--------|-----|--------|---------|--------|-----|--------|
|                   | 1868     |            |       |            | 1869     |        |       |            | 1870     |            |     |        | 1871     |        |     |        | 1872    |        |     |        |
|                   | No.      | Amount     | No.   | Amount     | No.      | Amount | No.   | Amount     | No.      | Amount     | No. | Amount | No.      | Amount | No. | Amount | No.     | Amount | No. | Amount |
| January           | 6766     | 2582 5 4   | 6872  | 2662 2 10  | 5821     | 2182   | 6275  | 2321 8 10  | 5965     | 2028 3 11  |     |        |          |        |     |        |         |        |     |        |
| February          | 6722     | 2722 2 2   | 6665  | 2275 14 10 | 5567     | 2035   | 6002  | 2151 2 2   | 6061     | 1976 10 10 |     |        |          |        |     |        |         |        |     |        |
| March             | 6160     | 2267 4 8   | 7799  | 3046 14 8  | 7159     | 2672   | 5622  | 2012 14 8  | 6977     | 2352 7 2   |     |        |          |        |     |        |         |        |     |        |
| Total             | 19647    | 7655 12 2  | 21137 | 8085 6 11  | 18547    | 6912   | 17900 | 6485 9 8   | 19006    | 6357 5 11  |     |        |          |        |     |        |         |        |     |        |
| Average for month | 6549     | 2551 4 1   | 7045  | 2695 2 1   | 6182     | 2304   | 5966  | 2161 13 10 | 6325     | 2119 1 11  |     |        |          |        |     |        |         |        |     |        |
| July              | 6897     | 2621 7 10  | 7272  | 2726 13 1  | 6981     | 2452   | 6375  | 2201 11 2  |          |            |     |        |          |        |     |        |         |        |     |        |
| August            | 8263     | 3124 15 6  | 8297  | 2878 15 9  | 5827     | 2445   | 10166 | 2962 9 7   |          |            |     |        |          |        |     |        |         |        |     |        |
| September         | 6211     | 2262 4 6   | 7664  | 2858 13 8  | 5925     | 2175   | 7148  | 2392 10 6  |          |            |     |        |          |        |     |        |         |        |     |        |
| Total             | 21371    | 8109 11 10 | 23232 | 8464 10 5  | 18736    | 6774   | 22989 | 7656 13 3  |          |            |     |        |          |        |     |        |         |        |     |        |
| Average for month | 7123     | 2703 3 11  | 7744  | 2821 8 10  | 6245     | 2255   | 7176  | 2552 5 1   |          |            |     |        |          |        |     |        |         |        |     |        |

Agent and Managers Office }  
Madras 17<sup>th</sup> June 1872 }

J. Fisher  
Agent and Manager

From  
The Agent and Managers  
Office  
Madras  
17<sup>th</sup> June 1872  
Read 18<sup>th</sup> do 1872  
W. H. Smith  
Submit duplicate of  
statements with returns  
to G. O. 1396. regarding  
the train service.

P. H. 3167/72

14  
Notes on letter from Agent in  
Carraker Railway, N<sup>o</sup> 4-57, dated 17<sup>th</sup> June  
1872.

Paragraphs 1 to 6 of this letter are  
intended to show that, in order to arrive  
at the financial results of the single train  
service which was maintained during the  
first quarter of this year, the ordinary  
mode of comparison, with the correspond-  
ing quarter of the previous year, should  
be set aside, and the results of the  
first quarter of this year should be  
compared with those of the third quarter  
of 1871. One or two of these paragraphs  
require special remarks.

Paragraph 2. In the Consulting  
Engineer's letter dated the 23<sup>rd</sup> April 1872,  
N<sup>o</sup> 193, it was assumed that the Agent  
set aside the comparison with the first  
quarter

quarter of 1871 on account of the increased facilities. 7.27, - introduced during the first quarter of 1871. There is nothing in the Agent's letter of the 12<sup>th</sup> April 1871 to suggest any other reason.

Mr. Fisher now points out that the first quarter of 1871 was set aside on account of the reductions effected subsequently in the establishment. These reductions are detailed in his letter dated 11<sup>th</sup> July 1871, N. 117, and are as follows, per month:

|                            |            |            |           |
|----------------------------|------------|------------|-----------|
| Reduction in Station Staff | 55.        | 0.         | 0.        |
| Firemen                    | 9.         | 11.        | 0.        |
| Mile watchmen              | 20.        | 0.         | 0.        |
|                            | <u>94.</u> | <u>11.</u> | <u>0.</u> |

The only savings which have been taken into account by this Office in connection with the reduced train service

are

are under these heads,

Fuel, Oil, tallow, &c.

Repairs to engines.

Maintenance of permanent way.

so that the only item which would in any way affect the comparison is the reduction of Rs 30 per mensem on account of mile watchmen. This is certainly no good reason for setting aside the ordinary mode of comparison, namely, with the corresponding quarter of previous years.

Paragraph 4.

The clerical error pointed out by the Agent is quite immaterial.

Paragraph 5.

The difference between the figures given by the Agent and by the Consulting Engineer, in the column headed "festival month" for the years

1868

1868 and 1869, seems to have arisen from the Agents taking the calendar months of June 1868 and May 1869 to represent the festival traffic, whereas in the Consulting Engineer's letter it was distinctly stated that the calendar periods were not taken, but that the months were "made up so as to embrace the period of the duration of the festival". No difference is however of no moment. Taking the figures given by the Agent, the result is as follows:-

| year | average receipts from ordinary traffic |               | passengers and mail |          | Change in |          |
|------|----------------------------------------|---------------|---------------------|----------|-----------|----------|
|      | 1st half-year                          | 2nd half-year | 1st half            | 2nd half | 1st half  | 2nd half |
| 1868 | Rs                                     | 2644          | Rs                  | 2561     | 63        | -        |
| 1869 | .                                      | 2707          | .                   | 2550     | 157       | -        |
| 1870 | .                                      | 2326          | .                   | 2456     | 131       | -        |
| 1871 | .                                      | 2220          | .                   | 2359     | -         | 139      |

It cannot be said that  
 either

either half-year is decidedly better than the others.

Paragraph 6. The figures given by the Agent strengthen the statement made by the Consulting Engineer, that "there is nothing abnormal in the fact that the receipts for the third quarter of 1871 exceeded the receipts for the first quarter of that year."

Paragraph 7. The Agent here quotes the actual quarterly cost of "repairs to engines" for the last three years, and shows that the expense under this head during the first quarter of 1872, when one train was run daily, was greater by Rs 109, or 70 per cent, than the average quarterly expenditure during the preceding year, when two trains were run daily! Mr Fisher explains that this anomaly is due to the fact that, during the quarter ended March 1872, one engine underwent a complete overhaul, including

-cluding painting; and he seems to wish to deduce from this fact that no savings under the head of "repairs to engines" can properly be predicted to the reduced train service. It is scarcely necessary to observe that it is immaterial whether the expenditure on "repairs to engines" is greater during the first or the second half of the year; that the age of the engines has nothing to do with the question; and that the repairs executed during any one quarter have no necessary relation whatever to the work done by the engines in that quarter. The fact remains that, owing to the reduction in the train service, the engine mileage has been reduced by 50 per cent; and the figures given in the Consulting Engineer's letter\* of the 5<sup>th</sup> March 1872, show that the average repairs to engines cost 9.3 pias per engine mile,

and

\* a 15/15 vide G.C.  
750-16. March 1872

\* 1225 x 9.3 x .75 pias =  
844.80

and that, with 1225 engine miles saved per month, at least 75 per cent of this expense, or Rs 44<sup>8</sup> monthly, may be predicted to the reduction in the Train service.

Paragraph 4 The Agent here gives similar figures to show the quarterly cost of maintenance of permanent way for the last three years, and states "that the actual average monthly expenditure for the quarter ended March 1872, with one train, was Rs 295, against Rs 293 for the quarter ended September 1871, and Rs 307 for the quarter ended March 1871, with two trains, a difference in one case of Rs 2 in excess, and in the other of Rs 14 only in reduction" Mr. Fisher states his conviction that no saving can properly be effected under the head of "maintenance of permanent way," whether there be one or two trains daily: in other

words

words, that the wear and tear of permanent way materials is in no way affected by the traffic upon the railway!

The mode in which the assumed saving of Rs 79 per annum is calculated was shown in the Consulting Engineer's letter of the 5<sup>th</sup> March 1872, viz 115

\* vide G.O. 750.  
16<sup>th</sup> March 1872

Paragraph 10 Here the Agent refers to an entirely different subject. The Postal Authorities desired to know what would be the cost of a special train to carry the English mails between Arcanum and Conjeveram. The Agent named Rs 60 per trip, being nearly Rs  $3\frac{3}{4}$  per mile, as the lowest sum that could fairly be charged for the service. The Consulting Engineer's letter viz 146, to which Mr. Fisher refers, was written to show the error committed in naming such a sum as being the cost to the Company.

Company of the service asked for by the Post Office General. It is unnecessary to enter here upon this question.

Paragraph 11 The Agent here shows that there was a considerable increase in the returns from passengers during the third and fourth quarters of 1871, over the corresponding figures for 1870; and argues that "had it not been for the curtailment of the train accommodation a similar increase might have been secured for the quarter ended March 1872." But if the figures for 1868 and 1869 be also taken into consideration,

| Year | Receipts from passengers |                |
|------|--------------------------|----------------|
|      | Third quarter            | Fourth quarter |
| 1868 | Rs 8,110                 | Rs 7,259       |
| 1869 | 8,465                    | 6,834          |
| 1870 | 6,775                    | 6,156          |
| 1871 | 7,657                    | 6,499          |

it will be seen that there was no increase in 1871 over the average receipts, but that the passenger traffic was then recovering from an exceptionally bad year, 1870 having been the worst on record.

*V. Muntz*

Luett. 21, 23

Genl. Engineer for Railways

Madrid  
June 1872

Campana  
G. J. J. J. J.

*H. Fisher Esquire*

Leont & P. m. m. m.

Wm. P. Company

Madras.

Respectfully,

[illegible]



76

110

AGENTS AND MANAGERS, CANTON RAILWAY CO.,  
Madias

T.

CONSULTING ENGINEER FOR RAILWAYS,  
Madras

128 7.10.92

warding for the early close of the season.  
This makes the death memorial presented by the inhabitants on the subject of our train service since the change was made, and is an additional evidence of the inconvenience which the present arrangements entail upon the people, and, as I think of loss to the Company. I have the honor to be

I have the honor to be  
 Sir  
 Your most Obedt. Servt.  
 J. Fisher  
 Agent & Manager.

No. 355.

Submitted for the <sup>to</sup> Government.

with reference to my  
letter No 331 of 26 June  
1872.

*McIntosh*

*Leut Colonel  
R S*

Cong. Engr. for Railways,

CONSULTING ENGINEER'S OFFICE,  
Madras, 8 July 1872.

To

The Secretary to Government,

Public Works Department,

Fort Saint George.

The Agent and Manager,  
CARANAT RAILWAY COMPANY,

(Incorporated)  
MADRAS

The Consulting Engineer  
for Railways.

Done 6 July 1872  
Recd 6 July 1872

115 NO 481  
pfr 3348/72

Forward a petition from  
the shareholders of Company  
hoping for the restoration  
of the former train service.

*P.W. 1872 Report*  
*1872*  
 RAILWAY DEPARTMENT.

187

*N: 3348*

From The Consulting Engineer  
 for Railways,

To The Secretary to Government,  
 P. W. Department,  
 Fort St. George.

Dated 8 July 1872.  
 Received 10

No. 355  
 Encl. 2 ✓

*Subsist. Mr. 9*  
*Ag. to Col. 10*  
*Enclosure for the*  
*information of*  
*Genl.*

*N: 1820. 1. 1872*

*1872*  
*1872*

To The Secretary to the  
 Government of India  
 Sir.

With a view to

I have introduced  
 the Draft. but I  
 do not think we  
 need refer the matter  
 to the Sub-committee.  
 We have ordered  
 the experiment to  
 be continued for  
 6 months from 1st  
 April last. I would  
 enquire the result  
 of this - On this  
 whole I incline to  
 2 trains daily. The  
 saving by having only 1  
 is small & the inconvenience  
 to the public part  
 of the business is not  
 sufficient to justify the  
 expense. It is  
 working during the  
 summer months.

give effect to the sug-  
 gestion frequently pres-  
 ented upon the attention  
 of this Government by  
 the Government of India  
 for placing the train's  
 service on the Carnatic  
 Railway on a scale  
 suited to the traffic  
 of the line, the experiment  
 of running one train  
 daily in each direction  
 has been in operation  
 since the 1st Jan'y last  
 and the result of its  
 working during the  
 summer months.

first quarter was so  
decidedly successful  
in an economical  
point of view, as shown  
in the papers com-

municated with Doct<sup>r</sup> <sup>1397</sup>  
dated 5<sup>th</sup> June  
1872, that the continuance  
of the arrangement for  
a further period of six  
months was ordered,  
a report being submitted  
after the expiration of  
that time.

With the accompanying  
letter the Consulting  
Engineer submits a com-  
munication from the  
Agent.

Agent, in which Mr.  
Fisher questions the  
accuracy of the  
figures from which  
Lieutenant Col<sup>l</sup> Shaw  
Stewart draws his  
conclusions, and asks  
for a reconsideration of  
the subject. Mr. Fisher's  
objections are sufficiently  
met in the Consulting  
Engineer's Notes which  
accompany; but His  
Excellency the Governor  
in Council nevertheless  
considers it necessary  
to lay the papers  
before the Government  
of India, and to  
invite attention to  
the observations of

both Officers regarding  
the undoubted incon-  
venience which the  
reduction of the train  
service has caused  
to the inhabitants of  
the Villages which are  
served by the Railway,  
and to the postal ar-  
rangements of the  
District of South  
Crest. It will be  
for the Government  
of India to determine  
whether the financial  
effect of the change  
which has been ex-  
perimentally introduced

is

is such as to coun-  
terbalance the in-  
convenience com-  
plained of—

G.M.W.

~~The Govt. are not disposed to  
cancel their order~~

Nothing in the correspondence  
herewith submitted shows suffi-  
cient cause for revision of the  
decision arrived at by Govt.  
to await the result of further  
report on the ~~results of the~~ exper-  
imental reduction of the train  
service on the Coimbatore Railway;  
wh. the Govt. Ind. for Railways  
will accordingly submit as soon  
as possible after the 30<sup>th</sup> Sept.

G.M.W.

1880: P.D.  
Rev. of the Madras Port.

Read the following:-

From the Madras Port. (P.D. No. 331 of 27 June/72)  
Do do do (No. 355 of 8 July/72)

Nothing in the  
correspondence herewith sub-  
mitted shows sufficient  
cause for revision of the  
decision arrived at by  
Government, to await the  
result of further report  
on the experimental re-  
duction of the train service  
on the Carnatic Railway,  
which the Consulting  
Engineer for Railways  
will accordingly submit  
as soon as possible after  
the

The 30 September.

*[Faint handwritten notes, mostly illegible]*

*For the Sup. for Rys. S*  
*Decr 8/18/72*

No 3137 & 3348

Govt. of 1872 Madras.

PUBLIC WORKS.

*The Honble Secy.  
for Railways*

Encl 5

10.1 August 1870

No. 3 @ 5

Public Railway - Laying  
The Secy requested  
to submit as soon as  
possible the further  
plan the experimental  
line of the train  
line in the formation  
-ing.