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MADRAS RECORD OFFICE.

Government of Madras.

Public works **DEPARTMENT.**

G.O. No. 2678 Press
221-222. Mis.

Dated 14- 11- 1872.

Not to be folded or roughly handled

No. 221. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 15th October 1872, No. 557 :—

In their Orders dated the 6th June and the 1st August 1872, Nos. 1,396 and 1,820, the Government directed that the reduced train service on the Carnatic Railway, which has been in force since the 1st January 1872, should be maintained until further orders, and that a report upon its working should be made after the 30th September. I have accordingly the honour to submit a letter* from the Agent, accompanied by two statements showing (1) the numbers of passengers carried, and the receipts earned therefrom, during each quarter of the last four years, and (2) the quarterly expenditure during the last three years upon maintenance of permanent-way and locomotive expenses. A third statement, which I have received to-day from the Agent, separates the repairs to engines from the other locomotive expenses due to the daily train service.

* No. 585, dated 8th October 1872.

2. The reduced train service was ordered to be brought into force upon economical grounds, and the Agent is of opinion that it has not answered the expectations of Government. He alludes to the fact that the average number of passengers has been even greater during 1872 with one train in each direction daily, than in previous periods with two trains; but he states that this is directly traceable to the increased facility given by through booking at reduced fares, and he expresses his opinion that it is only by these means that the normal amount of traffic has been maintained.

3. From the 1st September 1871 an arrangement came into force between the Madras and the Carnatic Companies by which third-class passengers were booked through between Madras and Conjeveram at the rate of 1 Rupee, the fare previously having been Rupees 1-1-4. Mr. Fisher is of opinion that this arrangement tended greatly to the advantage of the Company, and to the development of its passenger traffic; but that that development was suddenly interrupted by the reduction in the train service, the order for which came into force on the 1st January 1872.

4. I cannot agree with Mr. Fisher in attributing such great results to the through booking arrangements. The total increase in the passenger traffic during the second half of 1871, over the second half of 1870, was in numbers 8,535, and in receipts Rupees 1,248. Of this increase the portion due to July and August, before the arrangements in question had been introduced, was in numbers 3,730, and in receipts Rupees 668; so that during September, October, November, and December 1871, the increase over 1870 amounted to only 4,805 in numbers and Rupees 580 in receipts; the actual difference per month being considerably smaller than during July and August. The following figures will show that the arrangement which came into force on the 1st September 1871 exercised no perceptible influence upon the passenger traffic :—

Year.	Number of passengers carried during		Receipts from passengers during	
	July and August.	September, October, November and December.	July and August.	September, October, November, and December.
1868	15,160	25,070	5,746	9,623
1869	15,569	26,106	5,606	9,693
1870	12,811	22,182	4,596	8,312
1871	16,541	26,987	5,264	8,892

5. The first of the two statements forwarded by the Agent shows that the average monthly number of passengers, and the receipts therefrom, have been greater during 1872, with one train daily, than during 1871, with two trains. In the 5th paragraph of his letter, the Agent explains this by stating that the festival traffic during 1872 has been in excess of 1871, and that if that excess is deducted, the average monthly receipts from passengers in 1872 will be reduced to Rupees 2,560, being less than the corresponding figure for 1871 by Rupees 129. It is by no means clear how the Agent has arrived at this. The chief festival during the year is at Little Conjeveram, which always occurs in May or June. In 1871 it extended over both months; in 1872 it fell in May. The receipts from passenger traffic during May and June amounted in 1871 to Rupees 9,450, and in 1872 to Rupees 9,002, there being an excess during 1871 of Rupees 448. It will, however, be seen that Mr. Fisher has made a net reduction of Rs. 980 (Rs. 1,598—Rs. 618) from the receipts in 1872, on account of the alleged excess in festival traffic during May and June 1872 over the corresponding items for 1871. The Tirutany festival, the only other of any importance to the Carnatic Railway, shows similar results. It falls within July and August, and the receipts from passenger traffic in 1871 exceeded the corresponding figures for 1872 by Rupees 357. Mr. Fisher has, however, made a net reduction of Rupees 194 (Rupees 735—Rupees 541) from the receipts in 1872, on account of the alleged excess in festival traffic during July and August 1872 over the corresponding item for 1871.

6. In paragraph 6 of his letter Mr. Fisher refers to the second of the statements which accompanied it, and says that the average expenditure during 1872 upon maintenance of permanent-way and locomotive expenses is "actually in excess of 1871 by Rupees 51 per month, and only less than that of 1870 by Rupees 116 per month." An examination of statements II. and III. will show that the monthly expenditure during 1872 under the head of "Maintenance of permanent-way" has exceeded the corresponding item during 1871 by Rupees 99; and that there has also been a similar excess of Rupees 12 monthly under the head "Repairs to engines;" while under the head of "Fuel, Oil, Tallow, etc.," there has been a monthly saving during 1872 of Rupees 60.

7. Of these three heads, it is clear that the sums spent on "Maintenance of permanent-way" and on "Repairs to engines" have no necessary relation whatever to the train service during the respective periods. It is certain that, by halving

Proceedings of the Madras Government, Public Works Department,
14th November 1872.

the train service, the wear and tear of the permanent way and of the engines must be very considerably reduced, and that the repairs necessitated by the work performed while the reduced train service is in force must be considerably less than would otherwise have been the case. It happens that the monthly expenditure under each of these heads has been greater during 1872 than during 1871; but it is scarcely necessary to explain that the increased expenditure is not due to the reduced work. With more work the expenditure would, of course, have been greater still. Upon the other hand, the saving under the head of current expenses, "fuel, oil, tallow, etc.," is directly and necessarily due to the reduction in the train service.

8. The returns now submitted show that, in the nine months during which the reduced train service has been in force, there has been no reduction in the number of passengers who have availed themselves of the railway, nor in the receipts derived from that branch of the traffic. The returns also show that there has been a saving at the rate of Rupees 720* per annum in the current expenses, in addition to savings, of amounts that cannot be ascertained in the wear and tear of permanent-way, and in the wear and tear of engines.

* I learn from the Agent that this saving would have been greater, but for the large increase of late to the goods traffic.

9. Since writing to you on the 27th June, I have taken some trouble to inquire in various quarters as to the probable effect upon the passenger traffic of a return to the former train service. At Arconum a fortnight ago, I had a conversation on the subject with Mr. Lee Hair, the Superintendent of the line between Arconum and Conjeveram. He said that at first the Conjeveram people had been considerably inconvenienced by the change, but that they had now become quite accustomed to the single train service, and made their arrangements accordingly. He did not think that an increase in the regular train service would attract one passenger who would not now use the railway. From every other quarter I have received similar opinions.

10. Under the circumstances I cannot avoid the conclusion that the arrangements which have been in force since the 1st January 1872 have proved successful, and I am bound to recommend the continuance, for the present, of the reduced train service.

From the Agent and Manager of the Carnatic Railway Company, to the Consulting Engineer for Railways, dated 8th October 1872, No. 585.

With reference to the G. Os. Nos. 1,396 and 1,820, and previous correspondence, I have the honour to submit herewith statements showing (1) the number of passengers carried. and the amount earned from that source in the years 1868 to 1871 and for nine months ending 30th September 1872, with the averages per month in each year; and (2) the expenditure during 1870-71 and nine months of 1872 for fuel and other items mentioned in your letter No. 146, dated 14th June 1872, as being the only items affected by the running of one as compared with two trains daily.

2. Having already expressed my opinion upon the question under notice, it is not necessary that I should repeat it here. I take leave, however, to offer one or two observations upon the statements herewith submitted.

3. With reference to the earnings, it will be seen that the average numbers of passengers carried has been even greater during 1872 with one train than during previous periods with two, but this

is directly traceable to the increased facility by through booking at somewhat reduced fares to Madras, Tirupatty, etc., and I think it is only by these means that the normal amount of traffic has been maintained.

4. It will be seen by an examination of the statements that the arrangements referred to had influenced the traffic during the second half of the year 1871, when the number carried was greater than during all corresponding periods in previous years embraced in the statement, although the money was not so great as in 1868 and 1869, when this satisfactory development of traffic was curtailed by the experimental introduction of the one train service.

5. As stated in paragraph 3 the through booking arrangements have beneficially influenced the traffic, and an increase is directly traceable to this cause during six months out of the nine in the year 1872; but if we deduct the excess traffic carried to the festivals at Great and Little Conjeveram in March and May and to Tiruputty, Trivellore, etc., over that of the previous year, namely, 9,703 passengers and earnings Rupees 1,606 from the aggregate of the nine months, the averages become in number 7,456 and in money Rupees 2,560, less by Rupees 129 per month than the previous year.

6. With respect to the expenditure it will be seen that the average is actually in excess of 1872 by Rupees 51 per month, and only less than that of 1870 by Rupees 116 per month.

7. If my deductions are correct, there appears, therefore, to be a loss as compared with 1871 of Rupees 180 per month, while as compared with 1870, which was an exceptionally bad year, there appears to be a gain of only Rupees 166, to set against the inconvenience which has been entailed upon the district and the Postal Department; and upon the aggregate of the two years the actual loss is Rupees 168.

8. By applying these figures in comparison with the years 1868 and 1869, the average number carried per month appears to be less by 352, and in earnings by Rupees 670 than in 1868, and in number 544, and Rupees 712 than in 1869; the comparison of the expenditure in the years 1868 and 1869 cannot, without considerable trouble, be made, as the accounts for those periods were not kept in a form to admit of it.

Proceedings of the Madras Government, Public Works Department,
14th November 1872.

I.

Comparative Statement of the Number of Passengers carried and the money earned in each month during the quarters ending March, June, September and December in 1868, 1869, 1870 *and* 1871 *and in March, June and September* 1872.

	Two Trains.		Two Trains.		Two Trains.		One Train.	
	1868.		1869.		1870.		1871.	1872.
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		Rs. A. P.		Rs. A. P.		Rs. A. P.		Rs. A. P.
January ...	6,754	2,583 5 4	6,873	2,663 2 10	5,821	2,182 14 0	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	6,064	1,976 10 10
March ...	6,160	2,347 4 8	7,799	3,046 14 8	7,159	2,693 10 6	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	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	6,335	2,119 1 11
April	6,849	2,636 6 2	5,765	2,179 3 0	6,897	2,617 15 8	6,550	2,276 4 4
May	8,026	3,028 1 4	18,851	10,429 2 8	13,343	5,580 9 10	22,082	6,848 14 8
June	18,944	10,077 11 2	8,577	3,267 14 0	5.665	2,097 9 6	6,423	2,152 10 5
Total...	33,819	15,742 2 8	33,193	15,876 3 8	25,905	10,296 3 0	35,055	11,277 13 5
Average per month...	11,273	5,247 6 2	11,064	5,292. 1 2	8,635	3,098 11 8	11,685	3,759 4 5
July	6,897	2,621 7 10	7,272	2,726 13 0	6,984	2,450 10 0	9,815	2,695 10 7
August	8,263	3,124 15 6	8,297	2,878 15 9	5,827	2,145 11 4	9,644	2,211 8 6
September ...	6,211	2,363 4 6	7,664	2,858 13 8	5,925	2,178 5 8	6,292	2,107 10 4
Total...	21,371	8,109 11 10	23,233	8,464 10 5	18,736	6,774 11 0	22,751	7,014 13 5
Average per month...	7,123	2,703 3 11	7,744	2,821 8 10	6,245	2,258 3 8	7,583	2,338 4 5

Comparative Statement of the Number of Passengers carried, etc.—(Concluded.)

	Two Trains. 1868.		Two Trains. 1869.		Two Trains. 1870.		Two Trains. 1871.		One Train. 1872.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		Rs. A. P.		Rs. A. P.		Rs. A. P.		Rs. A. P.		Rs. A. P.
October	6,407	2,455 11 4	6,317	2,325 13 10	6,035	2,221 5 0	6,766	2,132 8 2	...	.....
November	5,649	2,104 8 0	5,707	2,091 12 0	4,419	1,723 9 8	5,760	1,894 0 0	...	.....
December	6,803	2,698 15 6	6,418	2,416 7 2	5,803	2,188 3 0	7,013	2,472 2 0	...	.....
Total...	18,859	7,259 2 10	18,442	6,834 1 0	16,257	6,133 1 8	19,539	6,498 10 2	...	.....
Average per month...	6,286	2,419 11 7	6,147	2,278 0 4	5,419	2,044 5 10	6,513	2,166 3 4	...	.....
Yearly Total...	93,696	38,764 13 6	96,005	39,260 5 5	79,445	30,116 5 4	91,065	32,267 10 9	76,812	24,650 0 9
Average per month...	7,808	3,230 6 6	8,000	3,271 11 1	6,620	2,509 11 1	7,589	2,688 15 7	8,535	2,738 14 4

Statement showing the Excess of Passengers and Earnings in 1872 over 1871 carried to the Festivals at Great and Little Conjeveram, Tirupatty, Trivellore, etc., by through tickets at reduced fares.

	No.	Amount.	Remarks.
		Rs. A. P.	
January	470	53 13 9	New year holiday and Tirutany feast.
February...	630	117 5 6	Tirutany and Trivellore feast.
March	1,258	341 13 6	Great Conjeveram feast.
April	146	30 13 7	Tirutany feast and Easter.
May	8,146	1,598 3 3	Little Conjeveram feast.
July	4,140	734 10 7	Tirutany annual feast.
	14,790	2,876 12 2	
Less.		Amount. Rs. A. P.	
June ... ... No.	1,448	617 12 4	In 1871. Little Conjeveram feast extended into June.
August	3,072	540 10 7	Tirutany annual was in August last year.
September	567	111 13 6	
	5,087	1,270 4 5	
	9,703	1,606 7 9	

	No.	Amount.
		Rs. A. P.
The aggregate traffic in 1872 having been	76,812	24,650 0 9
If the extra feast traffic, as above, is deducted, namely	9,703	1,606 7 9
It reduces the regular traffic to	67,109	23,043 9 0
or a monthly average of	7,456	2,560 5 0

(Signed) J. FISHER,
Agent and Manager.

II.

Comparative Statement of the Expenditure for Fuel, Oil, Tallow, etc., Repairs to Engines and Maintenance of Permanent-way in each month during the quarters ending March, June, and September 1870, 1871, and 1872.

	Two Trains. 1870.			Two Trains. 1871.			One Train. 1872.		
	Maintenance of Permanent-way.	Locomotive Expenses.	Total.	Maintenance of Permanent-way.	Locomotive Expenses.	Total.	Maintenance of Permanent-way.	Locomotive Expenses.	Total.
	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
January	543 7 6	535 3 7	1,078 11 1	249 2 3	466 9 10	715 12 1	524 11 7	300 4 1	824 15 8
February	469 3 9	402 1 6	871 5 3	335 8 0	407 4 6	742 12 6	181 7 4	348 4 1	529 11 5
March	575 13 1	513 4 8	1,089 1 9	355 2 3	445 12 0	800 14 3	459 11 6	401 8 11	861 4 5
Total...	1,588 8 4	1,450 9 9	3,039 2 1	939 12 6	1,319 10 4	2,259 6 10	1,165 14 5	1,050 1 1	2,215 15 6
Average per month...	529 8 1	483 8 7	1,013 0 8	313 4 2	439 14 1	753 2 3	388 10 2	350 0 4	738 10 6
April	317 12 1	573 13 3	891 9 4	286 7 4	368 4 10	654 12 2	516 11 4	282 0 1	798 11 5
May...	609 0 8	539 0 4	1,148 1 0	430 3 3	588 5 6	1,018 8 9	520 3 11	816 4 4	1,336 8 3
June	357 4 11	395 2 1	752 7 0	292 12 9	602 2 9	894 15 6	435 4 4	382 9 4	817 13 8
Total...	1,284 1 8	1,507 15 8	2,792 1 4	1,009 7 4	1,558 13 1	2,568 4 5	1,472 3 7	1,480 13 9	2,953 1 4
Average per month...	428 0 6	502 10 7	930 11 1	336 7 9	519 9 8	856 1 5	490 11 10	493 9 11	984 5 9
July	422 0 2	450 1 6	872 1 8	289 14 6	445 14 8	735 13 2	183 7 10	357 13 7	541 5 5
August	523 4 9	474 14 8	998 3 5	183 2 0	403 10 1	586 12 1	231 9 0	381 14 7	613 7 7
September	490 0 3	408 0 4	898 0 7	404 13 11	434 10 9	839 8 8	706 1 2	429 13 1	1,135 14 3
Total...	1,435 5 2	1,333 0 6	2,768 5 8	877 14 5	1,284 3 6	2,162 1 11	1,121 2 0	1,169 9 3	2,290 11 3
Average per month...	478 7 0	444 5 6	922 12 6	292 10 1	428 1 2	720 11 3	373 11 4	389 13 9	763 9 1
October	582 7 4	410 15 2	993 6 6	514 10 7	403 3 4	917 13 11	.....	.....	.....
November	298 0 0	488 13 7	786 13 7	289 8 0	444 10 5	734 2 5	.....	.....	.....
December	489 1 0	476 1 6	965 2 6	193 11 1	495 14 7	689 9 8	.....	.....	.....
Total...	1,369 8 4	1,375 14 3	2,745 6 7	997 13 8	1,343 12 4	2,341 10 0	.....	.....	.....
Average per month...	456 8 1	458 10 1	915 2 2	332 9 11	447 14 9	780 3 8	.....	.....	.....
Yearly Total...	5,677 7 6	5,667 8 2	11,343 15 8	3,824 15 11	5,506 7 3	9,331 7 2	3,759 4 0	3,700 8 1	7,459 12 1
Average per month...	473 2 0	472 4 8	945 6 8	318 12 0	458 13 11	777 9 11	417 11 1	411 2 8	828 13 9
	473 2 0	472 4 8	945 6 8	318 12 0	458 13 11	777 9 11			
	417 11 1	411 2 8	828 13 9	417 11 1	411 2 8	828 13 9	* Increase.		
	†55 6 11	†61 2 0	†116 8 11	*98 15 1		*51 3 10	† Decrease.		
					†47 11 3				
	Monthly saving in 1872, as compared with 1870.			Monthly excess in 1872, as compared with 1871.					

(Signed) J. FISHER,
Agent and Manager.

Comparative Statement of the Expenditure for Fuel, Oil, Tallow, etc, and Repairs to Engines, called for in Consulting Engineer's letter No. 273, dated the 12th October 1872.

	Two Trains. 1870. Locomotive Expenses.			Two Trains. 1871. Locomotive Expenses.			One Train. 1872. Locomotive Expenses.		
	Fuel, Oil, Tallow, etc.	Repairs to Engines.	Total.	Fuel, Oil, Tallow, etc.	Repairs to Engines.	Total.	Fuel, Oil, Tallow, etc.	Repairs to Engines.	Total.
	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
January	402 15 7	132 4 0	535 3 7	414 4 2	52 5 8	466 9 10	253 0 1	47 4 0	300 4 1
February...	385 2 6	16 15 0	402 1 6	350 1 6	57 3 0	407 4 6	269 9 7	78 10 6	348 4 1
March	453 2 1	60 2 7	513 4 8	352 15 0	92 13 0	445 12 0	263 12 4	137 12 7	401 8 11
Total...	1,241 4 2	209 5 7	1,450 9 9	1,117 4 8	202 5 8	1,319 10 4	786 6 0	263 11 1	1,050 1 1
Average per month...	413 2 1	69 12 6	483 8 7	372 6 10	67 7 3	439 14 1	262 2 0	87 14 4	350 0 4
April	490 8 10	83 4 5	573 13 3	325 9 3	42 11 7	368 4 10	255 8 11	26 7 2	282 0 1
May	455 15 0	83 1 4	539 0 4	501 9 3	86 12 3	588 5 6	730 7 0	85 13 4	816 4 4
June	334 3 1	60 15 0	395 2 1	550 7 1	51 11 8	602 2 9	293 15 2	88 10 2	382 9 4
Total...	1,280 10 11	227 4 9	1,507 15 8	1,377 9 7	181 3 6	1,558 13 1	1,279 15 1	200 14 8	1,480 13 9
Average per month...	426 14 4	75 12 3	502 10 7	459 3 2	60 6 6	519 9 8	426 10 4	66 15 7	493 9 11
July	392 14 3	57 3 3	450 1 6	390 11 8	55 3 0	445 14 8	310 9 7	47 4 0	357 13 7
August	416 2 7	58 12 1	474 14 8	366 0 1	37 10 0	403 10 1	328 1 2	53 13 5	381 14 7
September	351 11 2	56 5 2	408 0 4	406 10 9	28 0 0	434 10 9	420 4 0	9 9 1	429 13 1
Total...	1,160 12 0	172 4 6	1,333 0 6	1,163 6 6	120 13 6	1,284 3 6	1,058 14 9	110 10 6	1,169 9 3
Average per month...	386 14 8	57 6 10	444 5 6	387 12 10	40 4 4	428 1 2	352 15 7	36 14 2	389 13 9
October	340 14 1	70 1 1	410 15 2	380 15 4	22 4 0	403 3 4	.....	.....	.....
November	423 15 5	64 14 2	488 13 7	393 2 1	51 8 4	444 10 5	.....	.....	.....
December	456 3 7	19 13 11	476 1 6	450 4 10	45 9 9	495 14 7	.....	.....	.....
Total...	1,221 1 1	154 13 2	1,375 14 3	1,224 6 3	119 6 1	1,343 12 4	.....	.....	.....
Average per month...	407 0 4	51 9 9	458 10 1	408 2 1	39 12 8	447 14 9	.....	.....	.....
Yearly Total...	4,903 12 2	763 12 0	5,667 8 2	4,882 11 0	623 12 3	5,506 7 3	3,125 3 10	575 4 3	3,700 8 1
Average per month...	408 10 4	63 10 4	472 4 8	406 14 3	51 15 8	458 13 11	347 4 0	63 14 8	411 2 8

(Signed) J. T. FISHER,
Agent and Manager.

Proceedings of the Madras Government, Public Works Department, 14th November 1872.

Proceedings of the Madras Government, Public Works Department,
14th November 1872.

No. 222. ORDER THEREON, 14th November 1872, No. 2,678.

RAILWAY, No. 43.

A CAREFUL consideration of the statements furnished by the Agent and Manager of the Carnatic Railway Company, and of their analysis by the Consulting Engineer, shows that there is no falling off of passenger traffic on the whole, and that one train each way daily suffices for its accommodation. His Excellency the Governor in Council accordingly directs that the single train service be maintained until further orders; a special report being submitted as soon as possible after the 31st December next of the results of that quarter.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.

Exd. E. C. Shunker.

Govt. of {1872} Madras

PUBLIC WORKS.

To

THE CONSULTING ENGINEER

FOR RAILWAYS.

Dated November 14th.

Recd. *Encl.*

G. O., 14th November 1872, No. 2,678.

NOVEMBER.

Nos. 221 222

Carnatic Railway.—Passing orders on letter from the Consulting Engineer for Railways reporting on the results of the experimental reduction of train service on the Carnatic Railway.

15

RAILWAY DEPARTMENT. CONSULTING ENGINEER'S OFFICE.

No. 557

From Lieut. Colonel J. H. M. Shaw Stewart R.E.

Consulting Engineer for Railways,

To Colonel L. W. Walker R.E.

Secretary to Government,
Public Works Department,
Fort Saint George.

SIR,

In their orders dated the 6th June and the 1st August 1872, Nos. 1396 and 1820, the Government directed that the reduced train service on the Carnatic Railway, which has been in force since the 1st January 1872, should be maintained until further orders, and that a report upon its working should be made after the 30th September. I have accordingly

accordingly the honour to submit a letter from the Agent, accompanied by two statements showing (1) the number of passengers carried, and the receipts earned therefrom, during each quarter of the last four years, and (2) the quarterly expenditure during the last three years upon maintenance of permanent way and locomotive expenses. A third statement, which I have received to day from the Agent, separates the repairs to engines from the other locomotive expenses due to the daily train service.

in 5859
28 Oct 1872

2 The Reduced train service was ordered to be brought into

into force upon commercial grounds, and the Agent is of opinion that it has not answered the expectations of Government. He alludes to the fact that the average number of passengers has been even greater during 1872 under the train in each direction daily, than in previous periods with two trains; but he states that there is directly traceable to the increased facility given by through booking at Reduced fares, and he expresses his opinion that it is only by these means that the normal amount of traffic has been maintained.

3 From the 1st September 1870 an arrangement came into force between the Madras and the Canadian Companies by which third class passengers were booked through between Madras and Cuyenvaw at the rate of 1 C.1, the fare previously having been Rs: 1-1-0. Mr. Fischer is of opinion that this arrangement tended greatly to the advantage of the Company, and to the development of its passenger traffic; but that that development was suddenly interrupted by the reduction in the Steam service the order for which came into force on the 1st January 1872.

4 I cannot agree with Mr. Fischer in attributing such great results to the through booking arrangements. The total increase in the passenger traffic during the second half of 1871, over the second half of 1870, was in numbers 8,535, and in receipts Rs: 1,268. Of this increase the portion due to July and August, before the arrangements on question had been introduced, was in numbers 3,730, and in receipts Rs: 668: so that during September, October, November and December 1871, the increase over 1870 amounted to only 4,805 in numbers and Rs: 580 in receipts;

the

the actual difference per month being considerable smaller than during July and August.

The following figures will show that the arrangement which came into force on the 1st September 1871 exercised no perceptible influence upon the passenger traffic:—

Year.	Number of passengers carried during July and August	Number of passengers carried during September October November and December	Receipts from passengers during July and August	Receipts from passengers during September October November and December
1868	15,160	25,070	5,766	9,623
1869	15,569	26,106	5,606	9,693
1870	12,811	22,182	4,596	8,312
1871	16,561	26,987	5,264	8,892

5 The first of the two statements forwarded by the Agent shows that the average monthly number of passengers, and the receipts therefrom, have been greater during 1872, with one train daily, than during 1871, with two trains. In the fifth paragraph of his letter the Agent explains this by stating that the festival traffic during 1872 has been in excess of 1871, and that if that excess is deducted, the average monthly receipts from passengers in 1872 will be reduced to Rs: 2,560, being less than the corresponding figure for 1871 by Rs: 129. It is by no means clear how the Agent has arrived at this. The chief festival during the year is at Little Conjeeveram, which

which always occurs in May or June. In 1871 it extended over both months; in 1872 it fell in May. The receipts from passenger traffic during May and June amounted in 1871 to Rs: 9,650, and in 1872 to Rs: 9002, there being an excess during 1871 of Rs: 668. It will however be seen that Mr. Fischer has made a net deduction of Rs: 980 — (Rs: 1,598 — Rs: 618) from the receipts in 1872, on account of the alleged excess in festival traffic during May and June 1872 over the corresponding items for 1871.

The Secretary festival, the only other of any importance to the Carnatic Railway, shows similar results. In July and August, and the receipts from passenger traffic in 1871 exceeded the corresponding figures for 1872 by Rs: 357. Mr. Fischer has however made a net deduction of Rs: 194 (Rs: 735 — Rs: 541) from the receipts in 1872, on account of the alleged excess in festival traffic during July and August 1872 over the corresponding items for 1871.

6. In paragraph 6 of his letter Mr. Fischer refers to the record of the statements which accompanied it, and says that the average expenditure during 1872 upon maintenance of permanent way and locomotive expenses is

"is actually in excess of 1871 by
"Rs: 51 per month, and only less
"than that of 1870 by Rs: 116 per
month". An examination of
statements II and III will show
that the monthly expenditure
during 1872 under the head of
"Maintenance of permanent way"
has exceeded the corresponding
item during 1871 by Rs: 77:
and that there has also been
a similar excess of Rs: 12
monthly under the head "Repairs
to engines": while under the
head of "fuel, oil, tallow, &c",
there has been a monthly
saving during 1872 of Rs: 60.

Of these three heads,

7

it

it is clear that the sums spent
on "maintenance of permanent way"
and on "Repairs to engines" have
no necessary relation whatever
to the train service during
the respective periods. It is
certain that, by halving the
train service, the wear and
tear of the permanent way and
of the engines must be very
considerably reduced, and that
the Repairs necessitated by
the work performed while
the reduced train service
is in force must be considerably
less than would otherwise
have been the case. What seems
that the monthly expenditure
under

under each of these heads has been greater during 1872 than during 1871; but it is scarcely necessary to explain that the increased expenditure is not due to the reduced work. With more work the expenditure would of course have been greater still. Upon the other hand the saving under the head of current expenses, "fuel, oil, tallow, &c", is directly and necessarily due to the reduction in the train service.

8 The returns now submitted show that, in the nine months during which the reduced train service has been in force, there has been no reduction in the number of passengers who have availed themselves of the Railway, nor in the receipts derived from that branch of the traffic. The returns also show that there has been a saving at the rate of £6,720 per annum in the current expenses, in addition to savings, of amounts that cannot be ascertained, in the wear and tear of permanent way, and in the wear and tear of engines.

× I learn from the Agent that this saving would have been greater, but for the large increase of late in the goods traffic.

9 Since writing to you on the 27th June, I have taken some trouble to enquire in various quarters as to the probable effect upon the passenger

passenger traffic of a return to the former train service.

At Arconum a fortnight ago, I had a conversation on the subject with Mr. Lee Ward, the Superintendent of the line between Arcotum and Conjeveram. He said that at first the Conjeveram people had been considerably inconvenienced by the change, but that they had now become quite accustomed to the single train service, and made their arrangements accordingly. He did not think that an increase in the regular train service would attract one passenger who would not now use the Railway. From every other quarter I have received similar opinions.

10 Under the circumstances I cannot avoid the conclusion that the arrangements which have been in force since the first January 1872 have proved successful, and I am bound to recommend the continuance, for the present, of the reduced train service.

I have the honour to be,
Sir,
Your most obedt Servt
Munro Lt. Col RE
Chief Engr for Railways

Madras
15th October
1872

Carnatic Railway Company, Limited,

Agent's and Manager's Office,

Madras, 8th October 1872.

No. 585.

From

J. J. Fisher Esqre.
Agent & Manager.
" Carnatic Ry Co.

To

Lieut. Col. J. H. M. Shaw Stewart R.E.
Cons. Engineer for Railways.

Sir,

With reference to the G. Os Nos. 1396. and 1820. and previous correspondence I have the honor to submit herewith statements shewing (1) the No. of Passengers carried and, the amount earned from that source in the years 1868 to 1871 & for 9 months ending Septr. 30. 1872. with the averages per month in each year, and (2) the expenditure during 1870-71. and 9 months of 1872. for Fuel & other items mentioned in your letter No. 146. dated 14th June 1872. as being the only items affected by the running of one as compared with two trains daily.

2. Having already expressed my opinion upon the question under notice; it is not necessary that I should repeat it here, I take leave however to offer one or two observations upon the statements herewith submitted.

3. With reference to the earnings it will be seen that the average No. of passengers carried has been even greater during 1872. with one train than during previous periods with

Public Works, 1872, Sept. 6 to Oct. 18 (Railways)

Govt. of Madras Despatch No. 1855 of 1872.

Railway Department.

1872.

From

The Consulting Engineer
for Railways,

To

The Secretary to Government,
P. W. Department,
Fort Saint George.

Dated 16th October 1872.
Recd. 17th do.

No. 553

Submitting a Report from the Agent of the Carnatic Railway Company on the result of the reduced Fares ordered to be introduced from the 1st instant.

No. 221. —

Dupe to Public, 18 Oct. 1872.

with two, but this is directly traceable to the increased facility by thro' booking at somewhat reduced fares to Madras, — Jimpatty, &c. and I think it is only by these means that the normal amount of traffic has been maintained.

4. It will be seen by an examination of the statements, that the arrangements referred to had influenced the traffic during the 2d. half of the year 1871. when the Nos. carried was greater than during all corresponding periods in previous years embraced in the statement altho' the money was not so great as in 1868. & 1869. when this satisfactory develope-ment of traffic was curtailed by the experimental introduction of the one tram service.

5. As stated in para 3. the thro booking arangements have beneficially influenced the traffic, and an increase is directly traceable to this cause during six months out of the nine in the year 1872., but if we deduct the excess — traffic carried to the Festivals at Great & Little Conjeveram in March & May and to Jimpatty Trivellore &c. over that of the previous year viz: 9703. passengers and earnings Rs. 1606.. from the aggregate of the 9 months, the averages become in Nos. 7456. and money Rs. 2560 - less by Rs. 129. per month than the previous year..

6. With respect to the expenditure it will be seen that the average is actually in excess of 1871. by Rs. 51. per month and only less than that of 1870. by Rs. 116. per month..

7. If my deductions are correct there appears therefore to be a loss as compared with 1871. of Rs. 180. per month, while as compared with 1870. which was an ex-ceptionally bad year there appears to be a gain of only Rs. 166. to set against the inconvenience which has been entailed upon the district and the postal depart-ment; and upon the aggregate of the two years the actual loss is Rs. 168..

8.. By applying these figures in com-parison with the years 1868 and 69. the average Nos. carried per month appears to be less by 352. and in earnings by Rs. 670. than in 1868. and in Nos. 544. and in Rs. 712. than in 1869; the comparison of the expendi-ture in the years 1868 & 69. cannot without considerable trouble be made as the ac-counts for those periods were not kept in a form to admit of it..

I have the honor to be.
Sir,
Your most Obed.t Servant.
Jos. T. Fisher
Agent & Manager.

From
The Agent & Manager
Can. Pg. Co.

To
The Cons. Engineer
for Railways.

Dated 8 Oct.
Recd 10. } 1872.

No. 585.

Re pt. one tram
service.

P.W. 5055/72

Rec'd 15/10/72 L. Bk. 221

I

Comparative Statement of the Number of Passengers carried and the money earned in each month during the quarters ending March June Septr & Decr in 1868. 1869. 1870 & 1871. New March June & Septr 1872.

	Two Trains 1868		Two Trains 1869		Two Trains 1870		Two Trains 1871		One Train 1872	
	No.	Amount	No.	Amount	No.	Amount	No.	Amount	No.	Amount
January	6754	2583 5 4	6873	2663 2 10	5821	2182 14 .	6275	2321 8 10	5965	2028 3 11
February	6733	2723 2 2	0465	2375 4 10	5567	2035 13 2	6003	2181 2 2	6004	1976 10 10
March	6160	2347 4 8	7799	3046 14 8	7159	2693 10 6	5622	2012 14 8	0977	2352 7 2
Total.	19647	7653 12 2	21137	8085 6 4	18547	0912 5 8	17900	0485 9 8	19006	6357 3 11
Average per month	0549	2551 4 1	7045	2695 2 1	0182	2304 1 10	5966	2161 13 10	6335	2119 1 11
April	0849	2636 0 2	5765	2179 3 .	0897	2617 15 8	6043	2170 5 7	0550	2276 4 4
May	8026	3028 1 4	18851	10429 2 8	13343	5580 9 10	12982	5121 . 19	22082	6848 14 5
June	18944	10077 11 2	8077	3267 14 .	5665	2097 9 6	16612	5227 7 3	6423	2152 10 5
Total	33819	15742 2 8	33193	15876 3 8	25905	10290 3 .	29637	11626 7 8	35065	11277 13 5
Average per month.	11273	5247 6 2	11064	5292 1 2	8635	3098 11 8	9879	3875 7 10	11685	3759 4 5
July	6897	2621 7 10	7272	2726 13 .	6984	2480 10 .	6375	2301 11 2	9815	2695 10 7
August	8263	3124 15 6	8297	2878 15 9	5827	2145 11 4	10166	2962 9 7	6644	2211 8 6
September.	6211	2363 4 6	7664	2868 13 8	5926	2178 5 8	7448	2892 10 6	6292	2107 10 4
Total	21371	8109 11 10	23233	8464 10 5	18736	6774 11 .	23989	7656 15 3	22751	7014 13 5
Average per month	7123	2703 3 11	7744	2821 8 10	6245	2258 3 8	7996	2552 5 1	7583	2338 4 5
October	6407	2455 11 4	6317	2325 13 10	6035	2221 5 .	6766	2132 8 2		
November	5649	2104 8 .	5707	2091 12 .	4419	1723 9 8	5760	1894 . .		
December	6803	2698 15 6	6418	2416 7 2	5803	2188 3 .	7013	2472 2 .		
Total	18859	7259 2 10	18442	6834 1 .	16257	6133 1 8	19539	6498 10 2		
Average per month.	6286	2419 11 7	6147	2278 . 4	5419	2044 5 10	6513	2166 3 4		
Yearly Total.	93096	38764 13 6	96005	39260 5 5	79445	30116 5 4	91005	32207 10 9	76812	24050 . 9
Average per month.	7808	3230 6 6	8000	3271 11 1	6620	2509 11 1	7589	2688 15 7	8535.	2738 14 4

Statement showing the excess of Passengers and earnings in 1872. over 1871. carried to the Festivals at Great and Little Conjeveram, Tirutany Tiruvellore &c. by thro' tickets at reduced fares.

	No.	Amount R. a. p.	Remarks.
January	470	53 13 9	New year holiday & Tirutany feast.
February	630	117 5 6	Tirutany & Tiruvellore feast
March	1258	341 13 6	Gt. Conjeveram feast
April	1116	30 13 7	Tirutany feast & Easter.
May	8146	1598 3 3	Little Conjeveram feast.
July	4140	734 10 7	Tirutany Annual feast.
	14790	2876 12 2	

less	No.		Amount		
June	1448		017 - 12 - 4		In 1871. Little Conjeveram feast extended into Jun
August	3072		540 - 10 - 7		Tirutany annual was in Augt last year.
September	567	5087	111 - 13 - 6	1270 4 5	
		9703		Rs 1606 7 9	

	No	amount
The aggregate traffic in 1872. having been	76812	24650. 0.
If the extra feast traffic as above, is deducted viz:	9703	1606. 7.
It reduces the regular traffic to	67109	23043. 9.
or a monthly average of	7456	2560. 5.

Jos. T. Fisher
Agent & Manager

II

Canada Railway Company / Limited /

Comparative Statement of the expenditure for Fuel, Oil Tallow &c., Repairs to Engines & Maintenance of Permanent Way in each Month during the Quarters ending, March, June, & September 1870. 1871 & 1872.

	Two Trains 1870			Two Trains 1871			One Train 1872		
	Maintenance of Permanent Way	Loco: Expences	Total	Maintenance of Permanent Way	Locomotive Expences	Total	Maintenance of Permanent Way	Locomotive expences	Total.
January	543 7 6	535 3 7	1078 11 1	249 2 3	466 9 10	715 12 1	524 11 7	300 4 1	824 15 8
February	169 3 9	402 1 6	871 5 3	335 8 "	407 4 6	742 12 6	181 7 4	348 4 1	529 11 5
March	575 13 1	513 4 8	1089 1 9	355 2 3	445 12 "	800 14 3	459 11 6	401 8 11	861 4 5
Total.	1588 8 4	1450 9 9	3039 2 1	939 12 6	1319 10 4	2259 6 10	1165 14 5	1050 1 1	2215 15 6
Average per months	529 8 1	483 8 7	1013 " 8	313 4 2	439 14 1	753 2 3	388 10 2	350 0 4	738 10 6
April	317 12 1	573 13 3	891 9 4	286 7 4	368 4 10	654 12 2	516 11 4	282 " 1	798 11 5
May	609 " 8	539 " 4	1148 1 "	430 3 3	588 5 6	1018 8 9	520 3 11	816 4 4	1336 8 3
June	357 4 11	395 2 1	752 7 "	292 12 9	602 2 9	894 15 6	435 4 4	382 9 4	817 13 8
Total	1284 1 8	1507 15 8	2792 1 4	1009 7 4	1558 13 1	2568 4 5	1472 3 7	1480 13 9	2953 1 4
Average per months	428 " 6	502 10 7	930 11 1	336 7 9	519 9 8	856 1 5	490 11 10	493 9 11	984 5 9
July	422 " 2	450 1 6	872 1 8	289 14 6	445 14 8	735 13 2	183 7 10	357 13 7	541 5 5
August	523 4 9	474 14 8	998 3 5	183 2 "	403 10 1	586 12 1	231 9 "	381 14 7	613 7 7
September	490 " 3	408 " 4	898 " 7	404 13 11	434 10 9	839 8 8	706 1 2	429 13 1	1135 14 3
Total	1435 5 2	1333 " 6	2768 5 8	877 14 5	1284 3 6	2162 1 11	1121 2 "	1169 9 3	2290 11 3
Average per months	478 7 "	444 5 6	922 12 6	292 10 1	428 1 2	720 11 3	373 11 4	389 13 9	763 9 1
October	582 7 4	410 15 2	993 6 6	514 10 7	403 3 4	917 13 11			
November	298 " "	488 13 7	786 13 7	289 8 "	444 10 5	734 2 5			
December	489 1 "	476 1 6	965 2 6	193 11 1	496 14 7	689 9 8			
Total	1369 8 4	1375 14 3	2745 6 7	997 13 8	1343 12 4	2341 10 "			
Average per months	456 8 1	458 10 1	915 2 2	332 9 11	447 14 9	780 8 8			
Yearly Total	5677 7 6	5667 8 2	11343 15 8	3824 15 11	5506 7 3	9331 7 2	3759 11 "	3700 8 1	7459 12 1
Average per months	473 2 "	472 4 8	945 6 8	318 12 "	458 13 11	777 9 11	417 11 1	411 2 8	828 13 9
	473 2 "	472 4 8	946 6 8	318 12 "	458 13 11	777 9 11			
	417 11 1	411 2 8	828 13 9	417 11 1	411 2 8	828 13 9			
	+ 55 6 11	+ 61 2 "	+ 116 8 11	+ 98 15 1		+ 51 3 10			
					+ 47 11 3				

Monthly saving in 1872. as compared with 1870.

Monthly excess in 1872. as compared with 1871.

* increase
+ decrease.

Jos. T. Fisher
Agent Manager

III

Carnatic Railway Co.ˣ/Sᵈ/

~~Statement No III~~.

Comparative Statement of the Expenditure for Fuel, Oil, Tallow, &c. and Repairs to Engines called for in Cons: Engrs: letter No. 273. of the 12th Octr: 1872.

	Two Trains 1870 Loco: Expences			Two Trains 1871 Loco: Expences			One Train 1872 Loco: Expences		
	Fuel, Oil Tallow &c.	Repairs to Engines	Total	Fuel, Oil Tallow &c.	Repairs to Engines	Total	Fuel, Oil Tallow &c.	Repairs to Engines	Total
January	402 15 7	132 4 .	535 3 7	414 4 2	52 5 8	466 9 10	253 . 1	47 4 .	300 4 1
Febr.ary	385 2 6	16 15 2	402 1 6	350 1 6	57 3 .	407 4 6	269 9 7	78 10 6	348 4 1
March	453 2 1	60 2 7	513 4 8	352 15 .	92 13 .	444 12 .	263 12 4	137 12 7	401 8 11
Total	1241 4 2	209 5 7	1450 9 9	1117 4 8	202 5 8	1319 10 4	786 6 .	263 11 1	1050 1 1
Averages per months	413 2 1	69 12 6	483 8 7	372 6 10	67 7 3	439 14 1	262 2 .	87 14 4	350 . 4
April	490 8 10	83 4 5	573 13 3	325 9 3	42 11 7	368 4 10	255 8 11	26 7 2	282 . 1
May	455 15 .	83 1 4	539 . 4	501 9 3	86 12 3	588 5 6	730 7 .	85 13 4	816 4 4
June	334 3 1	60 15 .	395 2 1	550 7 1	51 11 8	602 2 9	293 15 2	88 10 2	382 9 4
Total	1280 10 11	227 4 9	1507 15 8	1377 9 7	181 3 6	1558 13 1	1279 15 1	200 14 8	1480 13 9
Averages per months	426 14 4	75 12 3	502 10 7	459 3 2	60 6 6	519 9 8	426 10 4	66 15 7	493 9 11
July	392 14 3	57 3 3	450 1 6	390 11 8	55 3 .	445 14 8	310 9 7	47 4 .	357 13 7
August	416 2 7	58 12 1	474 14 8	366 . 1	37 10 .	403 10 1	328 1 2	53 13 5	381 14 7
Septembers	357 11 2	56 5 2	408 . 4	406 10 9	28 . .	434 10 9	420 4 .	9 9 1	429 13 1
Total	1160 12 .	172 4 6	1333 . 6	1163 6 6	120 13 6	1284 3 6	1058 14 9	110 10 6	1169 9 3
Averages per months	386 14 8	57 6 10	444 5 6	387 12 10	40 4 4	428 1 2	352 15 7	36 14 2	389 13 9
Octobes	340 14 1	70 1 1	410 15 2	380 15 4	22 4 .	403 3 4			
November	423 15 5	64 14 2	488 13 7	393 2 1	51 8 4	444 10 5			
December	456 3 7	19 13 11	476 1 6	450 4 10	45 9 9	495 14 7			
Total	1221 1 1	154 13 2	1375 14 3	1224 6 3	119 6 1	1343 12 11			
Averages per months	407 . 4	51 9 9	458 10 1	408 2 1	39 12 8	447 14 9			
Yearly Total	4903 12 2	763 12 .	5667 8 2	4882 11 .	623 12 3	5506 7 3	3125 3 10	575 4 3	3700 8 1
Averages per Months.	408 10 4	63 10 4	472 4 8	406 14 3	51 15 8	458 13 11	347 4 .	63 14 8	411 2 8

Jos. T. Pitchers
Agent & Manager

M.R.O. 1—77,000—8-6-31.

P.W. Dept.

Rec: 9th Nov 1872 No. 2678

Read the following:-

From the Engineer for Railways
(R.E. No 557 of 16 Oct/72).

I would like for a
report at the end of
the year. and follow
the Draft when made.
Dated the same
Taking 9 months
of Each of the last
5 years I find the
number of passengers
to have been 74837-
77563 - 63188 - 71526.
76812 - Under the
heavy claim therefore the
heavy liability falling
at the passengers -
Indeed as combined
with the two preceding
years there has been
an increase - but
we can't claim this
traffic is increased
so by increased, but

A careful Consideration of the Statements furnished by the Agent and Manager of the Carnatic Railway Company, and Analysis by the Engineer for Railways leaves no room for doubt as to the advisability of Continuing the single train served. His Excellency the Governor in Council directs that the same be maintained until further orders.

A Special Report
Ord.

Con: Engineer for Railways.

Dec 12 16/72

Ltr. No. being submitted as soon as possible after the 31st instant of the results of that quarter.

by reduced proportion - the reason
is that we train daily Seamen
Enough.

As to the condition the poor Ex.
pendi ture of the last 3 years has
been Rs 8599 - 6990 - 7459 - a
larger in the last year of our train -
The Committee Expl. their opinion
for the ensuing - as reasons are in.
cluded & permanent charge &c. this
Establishment under the three Heads.
Marine 4292 - 4163 - 3700. And be
sides the saving at 720 per annum
by having one train only - If this or
even 1000 Rs per annum is all we
can Expect, then I could have 2
trains again - & I feel sure in
stead of 2 - while the Public &
Trade gain - while the Public &
the Post be benefited gain - The time

Ch. 5055

Govt. of {1872} Madras.

PUBLIC WORKS.

To The Consulting Engineers

Dated

Rec'd. Encl. 4

G. O. 16 Nov 1872. No. 2678.

Nos. 221 & 222

Carnatic Railway. Passing orders on letter from the Secy: for Ry: Reporting on the results of the Experimental reduction of Train Service on the Carnatic Railway.