

(1) Number of pages _____

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MADRAS RECORD OFFICE

Government of Madras

Public works.

DEPARTMENT

G.O. No.	845	Press
B.P. No.		Mis.
432-433		
Dated	18. 3.	1873.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
18th March 1873.*

No. 432. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras 18th February 1873, No. 108 :—

In the Proceedings of Government, dated the 14th November 1872, No. 2,678, His Excellency the Governor in Council called for a further report upon the working of the reduced train service on the Carnatic Railway to be submitted after the 31st December, and I have the

* No. 45 of 5th February 1873.

honour to enclose a letter* from the

Agent of the Carnatic Railway Company accompanied by statements similar to those previously submitted.

2. During the last quarter of 1872, the results of which are now submitted, the whole traffic upon the Conjeveram line was interrupted for twenty days, between the 22nd November and the 10th December. This circumstance renders it difficult to derive accurate conclusions from the quarter's working. In the statement prepared by the Agent, certain average figures have been added in order to represent the traffic lost during the interval; but railway traffic in India is of a very sensitive nature, and it is beyond doubt that the effect of a three weeks' interruption is felt for sometime after the running of trains has been resumed.

3. Taking the figures contained in the Agent's statement, it will be seen that the average monthly number of passengers during 1872, with a single train service, has been 7,962, against 7,589 during 1871, with a double train service. Also that the average monthly receipts from passengers during 1872, have been Rupees 2,593 against 2,689 during 1871. During 1872, the number of passengers carried upon the line has been greater than during 1871 by 4,487; while the receipts have been less by Rupees 1,092.

4. Against this deficiency may be set the saving of Rupees 1,004 under the head of "Fuel, Oil, etc.," in the expenditure of the Locomotive Department. As explained in my letter* dated the 15th

* *Vide* G. O., 14th November 1872, No. 2,678. October 1872, this is the only item in which the economy resulting from the reduced train service can be accurately estimated; but there can be no doubt that under other heads, such as "Maintenance of permanent way," and "Repairs to rolling stock," the expenditure must be considerably less than would have been the case had the train service been doubled.

5. Nothing that has occurred during the last quarter induces me to modify the opinion that the arrangements which have been in force during 1872, have been financially successful, and I, therefore, recommend their continuance for the present. Three reports upon the working of those arrangements have been already paid before Government, and, in the event of His Excellency in Council desiring the submission of further reports, I would suggest that it will be more satisfactory if the working of a period of at least six months is embraced in each report.

From the Agent and Manager of the Carnatic Railway Company, (limited,) to the Consulting Engineer for Railways, dated Madras, 5th February 1873, No. 45.

With reference to the Order of Government, dated 14th November 1872, No. 2,678, and to your letters, Nos. 301, dated the 16th idem, and 43, dated the 3rd instant, I have now the honour

*Proceedings of the Madras Government, Public Works Department,
18th March 1873.*

to submit statements prepared in the same form as those which accompanied my letter, dated the 8th October 1872, No. 585, for the three months ending the 31st December 1872.

2. Owing to the stoppage of the line during nearly three weeks in November and December last, in consequence of the flood, the comparison with the previous periods cannot be made with the accuracy that would have been desirable either in respect to the earnings or expenses; but, in order to arrive at a fair comparison, I have added the average earnings during the period the line was closed, and deducted the special expenditure.

3. The results do not lead me to different conclusion from that which I have already expressed, and it seems unnecessary therefore that I should trouble yourself or the Government with the reiteration of my opinion.

CARNATIC RAILWAY COMPANY (LIMITED).

Memorandum showing the actual Number of Passengers' Receipt and Expenditure in 1872.

Receipts.	No.	Amount.
Quarter ending 31st December 1872...	14,420	RS. A. P. 5,025 14 8
Average per month ...	4,806	1,675 4 10
Total for the whole year ...	91,232	29,675 15 5
Average per month ...	7,602	2,472 15 11

Expenditure.	Maintenance.	Locomotive Expenditure.	Total.
Quarter ending 31st December 1872...	RS. A. P. 4,273 11 10	RS. A. P. 1,105 15 7	RS. A. P. 5,379 4 5
Average per month ...	1,424 6 11	368 10 6	1,973 1 5
Total for the whole year ...	8,032 8 10	4,806 7 8	12,839 0 6
Average per month ...	669 6 1	400 8 8	1,069 14 9

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

*Proceedings of the Madras Government, Public Works Department,
18th March 1873.*

Comparative Statement of the Number of Passengers carried and the Money earned in each Month during the Quarters ending March, June, September, and December 1868, 1869, 1870, 1871, and 1872.

	Two TRAINS.		Two TRAINS.		Two TRAINS.		Two TRAINS.		One TRAIN.	
	1868.		1869.		1870.		1871.		1872.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
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
April	6,849	2,636 6 2	5,765	2,179 3 0	6,897	2,617 15 8	6,043	2,176 5 7	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	12,982	5,121 0 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	10,612	4,329 1 3	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	29,637	11,626 7 8	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	9,879	3,875 7 10	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	6,375	2,301 11 2	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	10,166	2,962 9 7	6,644	2,211 8 6
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	6,292	2,107 10 4
Total...	21,371	8,109 11 10	23,233	8,464 10 5	18,786	6,774 11 0	23,989	7,656 15 3	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	7,996	2,552 5 1	7,583	2,338 4 5

Comparative Statement of the Number of Passengers carried and the Money earned in each Month during the Quarters, etc.—(Concluded.)

	Two Trains.		Two Trains.		Two Trains.		Two Trains.		One Train.	
	1868.		1869.		1870.		1871.		1872.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
October	6,407	RS. A. P. 2,455 11 4	6,317	RS. A. P. 2,325 13 10	6,035	RS. A. P. 2,221 5 0	6,766	RS. A. P. 2,132 8 2	6,688	RS. A. P. 2,280 7 1
November	5,649	2,104 8 0	5,707	2,091 12 0	4,419	1,723 9 8	5,760	1,891 0 0	4,408	1,507 12 7
December	6,803	2,698 15 6	6,418	2,416 7 2	5,803	2,188 3 0	7,013	2,472 2 2	3,324	1,237 11 0
Total	18,859	7,259 2 10	18,442	6,834 1 0	16,257	6,133 1 8	19,539	6,493 10 2	14,420	5,025 14 8
Add estimated average number and amount during stoppage of traffic.	.....	.....	.....	.....	.....	.....	.....	.....	4,320	1,500 0 0
Average per month	6,286	2,419 11 7	6,147	2,278 0 4	5,419	2,044 5 10	6,513	2,163 3 4	6,246	2,175 4 10
Yearly Total	93,696	38,764 13 6	96,005	39,280 5 5	79,445	30,116 5 4	91,065	32,267 10 9	95,552	31,175 15 5
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	7,962	2,597 15 11
Receipts in 1872	.....	3,230 6 6	.....	3,271 11 1	.....	2,509 11 1	.....	2,688 15 7	.....	.....
Decrease in 1872 as compared with	.....	2,597 15 11	.....	2,597 15 11	.....	2,597 15 11	.....	2,597 15 11	.....	.....
Increase in 1872 as compared with	.....	632 6 7	.....	673 11 2	.....	.....	.....	90 15 8	.....	.....
Festival traffic in	.....	.....	.....	.....	.....	.88 4 10	.....	.....	.....	.....
	12,363	7,526 1 9	18,399	7,895 5 10	6,820	3,131 7 5	10,082	4,536 1 0	15,552	4,647 1 11

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

Proceedings of the Madras Government, Public Works Department,
18th March 1873.

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.		Two Trains.		Two Trains.		One Train.	
	1870.		1871.		1872.		1872.	
	Fuel, Oil, Tallow, etc.	Repairs to Engines.	Fuel, Oil, Tallow, etc.	Repairs to Engines.	Fuel, Oil, Tallow, etc.	Repairs to Engines.	Fuel, Oil, Tallow, etc.	Repairs to Engines.
January	RS. A. P. 402 15 7	RS. A. P. 132 4 0	RS. A. P. 402 15 7	RS. A. P. 132 4 0	RS. A. P. 253 0 1	RS. A. P. 47 4 0	RS. A. P. 253 0 1	RS. A. P. 47 4 0
February	385 2 6	16 15 0	350 1 6	52 5 8	269 9 7	78 10 6	300 4 1	300 4 1
March	453 2 1	60 2 7	352 15 0	92 13 0	263 12 4	137 12 7	348 4 1	348 4 1
Total	1,241 4 2	209 5 7	1,117 4 8	202 5 8	786 6 0	263 11 1	401 8 11	401 8 11
Average per month	413 12 1	69 12 6	372 6 10	67 7 3	262 2 0	87 14 4	1,050 1 1	350 0 4
April	490 8 10	83 4 5	325 9 3	42 11 7	255 8 11	26 7 2	282 0 1	282 0 1
May	455 15 0	83 1 4	501 9 3	86 12 3	730 7 0	85 13 4	816 4 4	816 4 4
June	334 3 1	60 15 0	550 7 1	51 11 8	293 15 2	88 10 2	382 9 4	382 9 4
Total	1,280 10 11	227 4 9	1,377 9 7	181 3 6	1,558 13 1	200 14 8	1,480 13 9	1,480 13 9
Average per month	426 14 4	75 12 3	459 3 2	60 6 6	519 9 8	66 15 7	493 9 11	493 9 11
July	392 14 3	57 3 3	390 11 8	55 3 0	445 14 8	47 4 0	357 13 7	357 13 7
August	416 2 7	58 12 1	366 0 1	37 10 0	403 10 1	53 13 5	381 14 7	381 14 7
September	351 11 2	56 5 2	406 10 9	28 0 0	434 10 9	9 9 1	429 13 1	429 13 1
Total	1,160 12 0	172 4 6	1,163 6 6	120 13 0	1,284 3 6	110 10 6	1,169 9 3	1,169 9 3
Average per month	386 14 8	57 6 10	387 12 10	40 4 4	428 1 2	36 14 2	389 13 9	389 13 9

Proceedings of the Madras Government, Public Works Department,
18th March 1873.

Comparative Statement of the Expenditure for Fuel, Oil, Tallow, etc.—(Concluded.)

	TWO TRAINS.				TWO TRAINS.				ONE TRAIN.			
	1870.				1871.				1872.			
	Locomotive Expenses.				Locomotive Expenses.				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.	
October ...	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.	
November ...	340 14 1	70 1 1	410 15 2		380 15 4	22 4 0	403 3 4		312 8 11	63 1 1	375 10 0	
December ...	423 15 5	64 14 2	488 13 7		393 2 1	51 8 4	444 10 5		218 3 2	52 8 9	270 11 11	
	456 3 7	19 13 11	476 1 6		450 4 10	45 9 9	495 14 7		223 3 3	54 4 5	277 7 8	
Total...	1,221 1 1	154 13 2	1,375 14 3		1,224 6 3	119 6 1	1,343 12 4		753 15 4	169 14 3	923 13 7	
Average per month...	407 0 4	51 9 9	458 10 1		408 2 1	39 12 8	447 14 9		251 5 1	56 10 1	307 15 2	
Yearly Total...	4,903 12 2	763 12 0	5,667 9 2		4,882 11 0	623 12 3	5,506 7 3		3,879 3 2	745 2 6	4,624 5 8	
Average per month...	408 10 4	63 10 4	472 4 8		406 14 3	51 15 8	458 13 11		323 4 3	62 1 6	385 5 9	

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

*Proceedings of the Madras Government, Public Works Department,
18th March 1873.*

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, September, and December 1870, 1871, and 1872.

	TWO TRAINS.				TWO TRAINS.				ONE TRAIN.			
	1870.				1871.				1872.			
	Locomotive Expenses.				Locomotive Expenses.				Locomotive Expenses.			
	Maintenance of Permanent-way.	Repairs to Engines.	Total.		Maintenance of Permanent-way.	Repairs to Engines.	Total.		Maintenance of Permanent-way.	Repairs to Engines.	Total.	
January ...	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.	
February ...	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	
March ...	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	
	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		930 12 6	1,310 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	380 13 9	763 9 1	

Comparative Statement of the Expenditure for Fuel, Oil, Tallow, etc., Repairs to Engines and Maintenance of Permanent-way.—(Concluded.)

	TWO TRAINS.				TWO TRAINS.				ONE TRAIN.			
	1870.				1871.				1872.			
	Maintenance of Permanent-way.	Locomotive Expenses.	Total.		Maintenance of Permanent-way.	Locomotive Expenses.	Total.		Maintenance of Permanent-way.	Locomotive Expenses.	Total.	
October ...	RS. A. P. 582 7 4	RS. A. P. 410 15 2	RS. A. P. 993 6 6		RS. A. P. 514 10 7	RS. A. P. 403 3 4	RS. A. P. 917 13 11		RS. A. P. 194 13 7	RS. A. P. 432 12 0	RS. A. P. 627 9 7	
November ...	298 0 0	488 13 7	786 13 7		289 8 0	444 10 5	734 2 5		1,401 8 3	326 15 11	1,728 8 2	
December ...	489 1 0	476 1 6	965 2 6		193 11 1	495 14 7	689 9 8		2,676 15 0	316 3 8	3,023 2 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		4,273 4 10	1,105 15 7	5,379 4 5	
Less Extraordinary Expenditure entailed in repairing breaks caused by floods.	.....	.....	.....		.....	.....	.....		3,647 10 7	.....	3,647 10 7	
Average per month...	456 8 1	458 10 1	915 2 2		332 9 11	447 14 9	780 8 8		208 8 9	368 10 6	577 3 3	
Yearly Total...	5,677 7 6	5,667 8 2	11,344 15 8		3,824 15 11	5,506 7 3	9,331 7 2		4,384 14 3	4,806 7 8	9,191 5 11	
Average per month...	473 2 0	472 4 8	945 6 8		318 12 0	458 13 11	777 9 11		365 6 6	400 8 8	765 15 2	
Expenditure in 1872...	473 2 0	472 4 8	945 6 8		318 12 0	458 13 11	777 9 11		.....	.....	.....	
Increase...	365 6 6	400 8 8	765 15 2		365 6 6	400 8 8	765 15 2		.....	.....	.....	
Decrease...	107 11 6	71 12 0	179 7 6		46 10 6	.....	11 10 9		.....	.....	.....	
	Monthly saving in 1872 as compared with 1870.				Monthly saving in 1872 as compared with 1871.				Monthly saving in 1872 as compared with 1871.			

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

Proceedings of the Madras Government, Public Works Department,
18th March 1873.

No. 433.

ORDER THEREON, 18th March 1873, No. 845.

RAILWAY, No. 36.

His Excellency the Governor in Council is of opinion that the financial success of the single train service on the Carnatic Railway is sufficiently established to render unnecessary any further periodical report other than those submitted in obedience to standing orders; the preparation of which will furnish the Consulting Engineer with an opportunity of noting the further results of the arrangement.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.

Exd. E. C. Shunker,

Railway Department.

CONSULTING ENGINEER'S OFFICE,

No. 108

From

LIEUT.-COLONEL J. H. M. SHAW STEWART, R.E.,

Consulting Engineer for Railways,

To

COLONEL G. W. WALKER, R.E.,

Secretary to Government,

Public Works Department,

Fort Saint George.

SIR,

In the Proceedings of Government dated the 14th November 1872, No. 2678, His Excellency the Governor in Council called for a further report upon the working of the reduced train service on the Coamatic Railway, to be submitted after the 31st December; and I have the honour to enclose a letter from the Agent of the Coamatic Railway Company accompanied by statements similar to those previously submitted.

2. During the last quarter of 1872 the results of which are now submitted, the whole traffic

*
No 45
5 Feby. 73.

traffic upon the Conjeeveram line was interrupted for 20 days, between the 22nd November and the 10th December. This circumstance renders it difficult to derive accurate conclusions from the quarter's working. In the statement prepared by the Agent, certain average figures have been added in order to represent the traffic lost during the interval: but railway traffic in India is of a very sensitive nature, and it is beyond doubt that the effect of a three weeks' interruption is felt for some time after the running of trains has been resumed.

3. Taking the figures contained in the Agent's statement, it will be seen that the average monthly number of passengers during 1872, with a single train service, has been 7962, against 7589 during 1871, with a double train service. Also that the average monthly receipts

Vide G.O.
14 Nov. 72.
No. 2678.

13a
receipts from passengers during 1872 have been Rs 2598, against 2689 during 1871. During 1872 the number of passengers carried upon the line has been greater than during 1871 by 4484; while the receipts have been less by Rs 1092.

4. Against this deficiency may be set the saving of Rs 1004 under the head of "Fuel, Oil, &c." in the expenditure of the Locomotive Department. As explained in my letter dated the 15th October 1872, this is the only item in which the economy resulting from the reduced train service can be accurately estimated; but there can be no doubt that under other heads, such as "Maintenance of permanent way," and "Repairs to rolling stock," the expenditure must be considerably less than would have been the case had the train service been doubled.

5. Nothing that has occurred during

during the last quarter induces me to modify
the opinion that the arrangements which
have been in force during 1872 have been
financially successful, and I therefore
recommend their continuance for the
present. Three reports upon the working
of those arrangements have been already laid
before Government and in the event of His
Excellency in Council desiring the submission
of further reports, I would suggest that it
will be more satisfactory if the working of
a period of at least six months is embraced
in each report.

I have the honour to be

Yours

Your most obedient servant

Wm. Stevenson Esq. M.P. &c.

Genl Engineer for Railways

Maharaj
18 February 1873

Carnatic Railway Company, Limited,

AGENT'S AND MANAGER'S OFFICE,

17

No 45, Madras, Feb 5th 1873.
From J. F. Fisher, Agent & Manager,
Carnatic Ry Co. Ltd.
To Hon. Col. J. A. M. Shaw Stewart R. S.
Consulting Engineer for Ry
Madras.

Sir,
With reference to the order
of Govt dated Nov. 14. 1872 No 2678
and to your letter No 304 dated
the 16th idem, and 43 dated the
3rd instant I have now the honor
to submit statements prepared in
the same form as those which
accompanied my letter dated the
8th Oct. 1872 No 585 for the three
months ending the 31st Dec. 1872.

Owing to the stoppage of the
line during nearly three weeks in
Nov. & Dec. last on consequence
of the flood, the comparison with
the previous periods cannot be
made with the accuracy that
would have been desirable either
in respect to the earnings or
expenses; but in order to arrive at
a fair comparison, I have added
the average earnings during the

No 14 November 1872 No 222

No 1873 Report
P. W. Department.

From
The Consulting Engineer
for Railways,

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

Dated 18th February 1873.
Recd. 19

Enc. 5.
No. 108.

Forwarding
the form the
Carnatic Railway with
enclosures covering
upon the working of
the reduced train service

No 845-18 Nov 1873

No 1432

21 Feb 1873

period the time was closed, and the
deducted the special expenditure.

The results do not lead me to
different conclusion from that
which I have already expressed
and it seems unnecessary therefore
that I should trouble yourself
or the Government with the
reiteration of my opinion
I have the honor to be

Sir

Ever most obedt Servt.

J. Foster

Agent Manager

[Faint, mostly illegible handwritten text, likely bleed-through from the reverse side of the page.]

From
The Agent & Manager
Carnatic Railway
To The Com: Engineer for
Railways

Dated 5th Feb 1873
Recd b.

No 45.
P. W. 1117/73.

Forwards Statements
with reference to the
Question of the one train
service -

14. 18 Mar 1873 B.L.
432

Carnatic Railway Co. Limited

Memo showing the actual number of Passengers
Receipt and expenditure in 1872.

Receipts

Quarter ending 31 st Decr 1872	Total	No.	Amount
		111,420	5025.11.48
Average per month		1,806	1675 11 10
Total for the whole year		91,232	29675 15 5
Average per month		7,602	2472 15 11

Expenditure

Quarter ending 31 st Decr 1872	Maintenance	Loco &c.	Total
	112,73.11.10	1105.15.7	5379.1.5
Average per month	11,211.16.11	315.10.6	1975.1.5
Total for the whole year	8032.8.10	4806.7.8	12839.0.6
Average per month	669.6.1	400.8.8	1069.11.9

Jos. F. Fisher
Agent & Manager

Cornwall Railway Co Ltd

Comparative Statement of the number of Passengers Carried and the Money Earned in each month during the quarters ending March, June, September & December 1868, 1869, 1870, 1871 & 1872

	Two Trains		Two Trains		Two Trains		Two Trains		One Train	
	1868		1869		1870		1871		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	6465	2375 4 10	5567	2035 13 2	6003	2151 2 2	6064	1976 10 10
March	6160	2347 4 8	7799	3046 14 8	7159	2693 10 6	5622	2012 14 8	6777	2352 7 2
Total	19647	7653 12 2	21137	8085 6 4	18547	6912 5 8	17900	6485 9 8	19006	6357 5 11
Average per Month	6549	2551 4 1	7045	2695 2 1	6182	2304 1 10	5966	2161 13 10	6335	2119 1 11
April	6849	2636 6 2	5765	2179 8 2	6897	2617 15 8	6043	2176 5 7	6550	2276 4 4
May	8026	3028 1 4	18851	10429 2 8	13343	5580 9 10	12982	5121 - 10	22082	6848 14 8
June	18944	10077 11 2	8577	3267 14 1	5665	2097 9 6	10612	4329 1 3	6423	2152 10 5
Total	33819	15742 2 8	33193	15876 3 8	25905	10296 3 -	27637	11626 7 8	35055	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 -	6954	2450 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	2858 13 8	5925	2178 5 8	7448	2392 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	2538 4 5
October	6407	2453 11 4	6317	2325 13 10	6135	2221 5 -	6766	2132 8 2	6688	2280 7 1
November	5649	2104 8 -	5707	2091 11 -	4419	1723 9 8	5760	1894 - -	4408	1507 12 7
December	6803	2698 15 6	6418	2416 7 2	5803	2188 3 -	7013	2472 2 2	3324	1237 11 -
Total	18859	7259 2 10	18442	6834 1 -	16257	6133 1 8	19539	6498 10 2	14420	5025 14 8
add estimated average number & amount during stoppage of traffic -									4320	1500 - -
Average per Month									18740	6525 14 8
Yearly Total	93696	38764 13 6	96005	39260 5 5	79445	30116 5 4	91065	32267 10 9	95552	31175 15 5
Average per Month	7808	3230 6 6	8000	3271 11 -	6620	2509 11 1	7589	2688 15 7	7962	2597 15 11
Precipitate in 1872		3230 6 6		3271 11 1		2509 11 1		2688 15 7		
Decrease in 1872 as compared with -		2597 15 11		2597 15 11		2597 15 11		2597 15 11		
Increase in 1872 as compared with										
Actual Traffic in	12363	7526 1 9	18399	7895 5 10	6820	3131 7 5	10082	4536 1 -	15552	4647 1 11

J. T. Fisher
Agent & Manager

Carnatic Railway Company Limited

25a

Comparative Statement of the Expenditure for Fuel, Oil, Tallow & Repairs
to Engines Called for in Cons: Engineer's Letter No. 43 d/ the 12th October 1872.

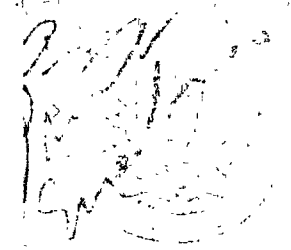
[illegible]

Carnatic Railway Company Limited

Comparative Statement of the Expenditure for Fuel, Oil & Lubricants, Repairs to Engines and Maintenance of Permanent Way in each month during the Quarters ending, March, June, September, and December 1870, 1871, & 1872.

	Two Trains						Two Trains						One Train					
	1870						1871						1872					
	Maintenance of Permanent Way		Locomotive Expenses		Total		Maintenance of Permanent Way		Locomotive Expenses		Total		Maintenance of Permanent Way		Locomotive Expenses		Total	
January	543	7	6	535	3	7	1078	11	1	219	2	3	466	9	10	715	12	1
February	469	3	9	402	1	6	871	5	3	335	8	0	407	4	6	742	12	6
March	575	12	1	513	4	8	1089	1	9	355	2	3	445	12	4	800	14	3
Total	1588	8	44	1150	7	9	2039	2	1	929	12	6	1219	10	4	2259	6	10
Average per month	529	8	1	483	8	7	1013	0	8	312	4	2	429	14	1	753	2	3
April	317	12	1	573	13	3	891	9	4	286	7	4	368	4	10	654	12	2
May	609	0	8	539	0	4	1148	1	0	120	3	3	588	5	6	1018	8	9
June	357	4	11	395	2	1	752	7	0	292	12	9	602	2	9	894	15	6
Total	1284	1	8	1507	15	8	2792	1	4	1009	7	4	1558	13	1	2668	4	5
Average per month	428	0	6	502	10	7	930	11	1	336	7	9	519	9	8	886	1	5
July	422	0	2	460	1	6	872	1	8	593	14	6	445	14	8	735	13	2
August	528	4	9	474	14	8	998	3	5	133	2	0	403	10	1	586	12	1
September	490	0	3	408	0	4	898	0	7	401	13	11	434	10	9	839	8	8
Total	1440	4	12	1333	0	6	2768	5	5	1127	11	5	1282	3	6	2162	1	11
Average per month	147	0	4	144	0	2	922	12	6	375	10	1	428	1	2	720	11	3
October	582	7	4	410	15	2	993	6	6	14	10	7	403	3	4	917	13	11
November	298	0	0	488	13	7	786	13	7	289	8	0	444	10	5	714	2	5
December	489	1	0	476	1	6	965	2	6	173	11	1	495	14	7	689	9	8
Total	1369	8	4	1375	14	3	2745	6	7	977	13	8	1343	12	4	2341	10	0
Less extraordinary expenditure entailed in repairing breaks caused by floods																		
Average per month	456	8	1	458	10	1	915	2	2	332	9	11	447	14	9	740	8	8
Yearly Total	5677	7	6	5667	8	2	11244	15	8	3824	15	11	5306	7	3	9341	7	2
Average per month	473	2	0	472	4	8	945	6	8	318	12	0	458	13	11	777	9	11
Expenditure in 1872	473	2	0	472	4	8	945	6	8	318	12	0	458	13	11	777	9	11
Expenditure in 1871	365	6	6	400	8	8	765	15	2	46	10	6	400	8	8	765	15	2
Expenditure in 1870	107	11	6	71	12	0	179	7	6				58	5	3	11	10	9
Monthly saving in 1872 as compared with 1871.																		
Monthly saving in 1872 as compared with 1870.																		

J. J. Fisher
Agent and Manager



N^o 845 P. H. D.

Proceedings of the Madras Government

Read the following:-

rom,

The Joint Engineer
for Railways

(H. E. & 108 of 18 July 1913)

MM

His Excellency the Governor in Council is of opinion that the financial success of the single train service on the Carnatic Railway is sufficiently established to render unnecessary any further periodical report, other than those submitted in obedience to standing orders. The preparations of which will furnish the

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Govt. of 1873 Madras.

PUBLIC WORKS.

To The Consulting Engrs
for Railways

Date

Recd.

Encl. 5

G. O. 18th March, No. 845.

Nos. 432 & 433

Carnatic Railway.

Permitting orders on letter
from The Engineer-in-Chief
putting a report on the
working of the single
train service on the
Carnatic Railway.

624 Feb 1/73