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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 3107	Press
427-428	~~Mis.~~
Dated 19-10-	18 65.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
19th October 1865.*

No. 427. Read the following Endorsement of the Consulting Engineer for Railways, dated Madras, 28th September 1865, No. 476 :—

Read the following letter from the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 27th September 1865, No. 687.

1. I have the honor, with reference to my communication of the 22nd instant, No. 676, and to the discussion which took place yesterday after the meeting of the Stores' Committee, to recommend to His Excellency the Governor in Council, that the First Class fare by the Day trains be raised to 1½ Anna per mile, and by the Night trains to 1 Anna, 10 Pies per mile; and that First Class Return tickets, available for either the Day or Night trains, be issued from and to Madras, and the principal stations, the charge for such tickets being calculated at a fare and a quarter of that made to passengers by the Day trains.

2. I also beg to recommend, that the Second Class fare by the Day trains be raised from 5 to 6 Pies per mile, and by the Night to 7 Pies per mile; and that these alterations take effect on and after the 1st of October.

3. I would also solicit the sanction of Government to raise, on the 1st of November, the rates for all classes of goods, as specified below, except the special or lowest class :—

1st Class	from 10 to 12 Pies per ton per mile.
2nd do.	do. 12 to 14 do. do.
3rd do.	do. 14 to 16 do. do.
4th do.	do. 20 to 24 do. do.
5th do.	do. 30 to 36 do. do.

The existing classification to remain in force, with the following exceptions and additions, viz. :—

EXCEPTIONS.

Copper	from the 3rd to the 4th Class.
Cloths (country bordered)	from the 3rd to the 4th Class.
Fresh fruit	do. 5th do. 3rd do.
Honey	do. 3rd do. 5th do.
Lead (red and white)	do. 2nd do. 3rd do.
Stamped paper	do. 2nd do. 5th do.
Sandal wood	do. 3rd do. 4th do.
Sealing wax	do. 2nd do. 3rd do.
Turmeric (colored)	do. 2nd do. 3rd do.

ADDITIONS.

Colored wood	3rd Class.
Cloth (silk bordered)	5th Class.
Dye powder	3rd do.
Hay and straw (press packed)	2nd Class.
Turmeric (medicine)	3rd do.
Twist (loose in bundles, not press packed)	4th Class.

Fire-wood and jungle posts, at present classed as "Special goods," at 8 Pies per ton per mile, to be charged at 9 Pies per ton per mile, except in cases where special rates have already been sanctioned.

Salt to be classed as "First class" goods, and charged 12 Pies per ton per mile, without reference to distance.

Cotton (loose in bags) to be charged in the Fourth Class. Cotton (half pressed) in the Third Class; and Cotton (screwed and fit for shipment) in the Second Class. These rates to apply to all Stations except Arcot, for which an exceptional rate of 18 Pies per ton per mile for "loose cotton" is now sought.

Proceedings of the Madras Government, Public Works Department,
19th October 1865.

4. I feel satisfied from the conversation I have had with the Traffic Manager, that our merchandise traffic will bear the increased rates proposed. It will, however, on all parts of our system be closely watched, and should any of the rates be found too high for any particular District, or section of the Line, steps will be immediately taken for the introduction of special rates to meet such cases.

1. Submitted to Government, with recommendation that the Agent and Manager may be authorized to introduce the proposed changes of Passengers' fares from the 1st proximo, and of Goods' rates from 1st November next.

2. The necessity for a revision of the rates is pointed out in my report on the traffic operations for the half-year ending 30th June 1865, which will be submitted this day.

(Signed) J. C. ANDERSON, Lieut.-Colonel, R. E.,
Consulting Engineer for Railways.

No. 428. ORDER THEREON, 19th October 1865, No. 3,107.

RAILWAY, No. 37.

1. In the letter submitted by the Consulting Engineer for Railways, with his endorsement above recorded, the Agent and Manager recommends the following revision of the First and Second Class Passenger fares and Goods' rates:—

PASSENGERS.			
Present per mile.		Proposed per mile.	
A.	P.	A.	P.
Day Trains, 1st Class	1 0	1 6	
Night do. 1st do.	1 0	1 10	
Day do. 2nd do.	0 5	0 6	
Night do. 2nd do.	0 5	0 7	
GOODS.			
Per ton per mile.		Per ton per mile.	
A.	P.	A.	P.
First Class	0 10	0 12	
Second do.	0 12	0 14	
Third do.	0 14	0 16	
Fourth do.	0 20	0 24	
Fifth do.	0 30	0 36	

2. The Government sanction the adoption of these revised rates from the 1st proximo, subject to revision at the termination of twelve months from that date. They approve of the issue of First Class Return tickets from and to Madras and the principal stations, the charge being calculated in the manner indicated in paragraph 1.

3. The changes recommended in the present classification of goods are also authorized.

(True Extract.)

(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

To the Consulting Engineer for Railways.

Ed. S. T. Augustin

No. 687.

MADRAS RAILWAY COMPANY.

AGENT AND MANAGERS' OFFICE.

Madras, 27th September 1865.

From

R. D. Chinn Esq.,

Agent and Manager of the M. R. Co.

To

Lieut. Col. L. B. Anderson, A.C.,

Consulting Engineer for Railways.

SIR,

I have the honor, with reference to my communication of the 22nd instant et. by 6, and to the discussion which took place yesterday after the meeting of the House Committee, to recommend, to His Excellency the Governor in Council that the First Class fare by the Day trains, be raised to 1 1/2 anna per mile, and by the Night trains to 1 anna 10 pice per mile, and that First Class Return tickets, available for either the Day or Night trains, be issued from and to Madras, and the principal Stations, the charge for such tickets being calculated at a fare and a quarter of that made to passengers by the Day trains.

2. I also beg to recommend, that the Second Class fare by the Day trains be raised from 5 to 6 pice per mile, and by the Night to 7 pice per mile, and that these alterations take effect on and after the 1st of October.

3. I would also solicit the sanction of Government to raise on the 1st of November, the rates for all Classes of Goods, as specified below

below

below except the special or lowest Class.

1st Class from 10 to 12 pios per ton per mile.

2^d Class — 12 — 14 ————— 20 —————

3^d Class — 14 — 16 ————— 20 —————

4th Class — 20 — 24 ————— 20 —————

5th Class — 20 — 26 ————— 20 —————

The existing Classification to remain in force, with the following exceptions, and additions, viz.

Exceptions

Copper from the 3^d to the 4th Class

Cloth (Country bordered) — 3^d — 14th —

Fresh fruit — 5th — 3^d —

Honey — 3^d — 5th —

Dead (red and white) — 2^d — 3^d —

Stamped paper — 2^d — 5th —

Sandalwood — 3^d — 14th —

Sealing Wax — 2^d — 3^d —

Gummi (Colored) — 2^d — 3^d —

Additions

Colored Wood — 3^d Class

Cloth (Silk bordered) — 5th —

Dye Powder — 3^d —

Hay and Straw (press packed) — 2^d —

Gummi (medicine) — 3^d —

Gummi (loose in bundles not press packed) — 14th —

Firewood and Jungle Pits, at present Classed, as "Special Goods" at 8 pios per ton per mile, to be charged at 9 pios per ton per mile, except in cases, where special rates have already been sanctioned.

Salt to be Classed as "first Class" Goods, and charged 12 pios per ton per mile; without reference

referred to distance.

Cotton (loose in bags) to be charged, in the 4th Class. Cotton (half pressed) in the 3rd Class, and Cotton (pressed and fit for shipment) in the 2nd Class. These rates to apply to all Stations except Orest, for which an exceptional rate of 18 pios per ton per mile for "loose Cotton" is now sought.

I feel satisfied from the conversation I have had with the Traffic Manager, that our merchandise traffic will bear the increased rates proposed. It will, however, on all parts of our system be closely watched, and should any of the Rates be found too high for any particular District, or section of the line, steps will be immediately taken for the introduction of special Rates to meet such cases.

I have the honor to be,

Sir,

Your most obedient Servant

W. J. Smith

Agent and Manager.

N^o 476.

In view of the Government with recommendation that the Agent and Manager may be authorized to introduce the proposed changes of passengers fares from the 1st pios per ton, and of Goods rates from 1st pios per ton next.

The necessity for a revision of the rates is pointed out in my report on

Wm

the

2. 95 Oct/65 P. 18.

No 427.

200 3107 - 195 Oct/65

Recommendation on increase
to 1st and 2nd class
Passenger fares, and
Rates, as also certain
exceptions and additions to the
existing Classification for
Goods.

Dated 27th July 1866
Recd. 28th July 1866
No. 689

The Consulting Engineer
for Railways

17229
1835
MADRAS RAILWAY
The Agent and Manager
No. 3734

the traffic operations for the half-year
ending 30th June 1866, which will be sub-
mitted this day.

Madras
28th Sept 65

J. Anderson Esq. M.A.
Consulting Engineer for Railways

To The Secretary to Government
Public Works Department
St. George

Memorandum

From Agent & Manager - 27th Sept
1866.
Cons. Engrs. Indt. 28th Sept

The papers, as per margin,
containing proposals for increasing the 1st &
2nd Class Passenger Fares, & Goods rates on
the Madras Railway, are circulated for
the orders of Govt. A file of papers having
reference to changes which have taken place
from time to time in these fares and rates
is also circulated.

I think the proposal
the Agent may
be sanctioned

MDV

Since the opening of the Madras
South West Railway on the 1st July 1856
to 1st July /58, the charges were as follows:-
1st class 2nd class 3rd class
Passengers 1-6 - " - 9 - " - 4 p mile
Goods - " - 1/4 - " - 1/2 - " - 3/4 p barrel
p mile with an additional terminal charge

This tariff was subsequently superseded by the
following, which was experimentally brought into
operation on the 1st July /58 -
1st class 2nd class 3rd class 4th class
Passengers - 1-6 - " - 6 - " - 4 p mile
Goods - " - 8 - " - 10 - " - 15 - " - 20
terminal charge being added

The results of this revision showed a decrease
in the number of 1st Class passengers, a considerable
increase in the number of 2nd Class Passengers,
& a small increase of 3rd Class Passengers. The
percentage of increase over previous years in the

goods traffic was about 10.1.

After further consideration it was decided on reducing the 1st C. Passenger fare from 12 P to 1 A, & the 3rd C fare from 4 to 2 P. & Brils. The charges for goods were fixed as follows:

1 st C.	2 nd C.	3 rd C.	
8	10	12	P per mile

This scale came into operation in August 1859. In his analysis of the traffic operations of the S.W. Railway for the half year ending 31st Dec/60, the Cons'g Engr. reported that there had been a heavy loss on both 1st & 2nd Claf. Passengers as well as on miscellaneous traffic amounting in the aggregate to R. 15,990, & in subsequent correspondence that Officer laid before Govt. a letter from the Traffic Manager proposing the following alterations:-

1st C Passenger fare to be reduced from 1 A to 8 P per mile, & 2nd Claf. fare from 6 P to 4 P. The rates for goods to be increased from 8, 10, & 12 P per mile to 9-11-13 P respectively. The Consulting Engineer opposed these changes, & the Govt. entertained doubts whether they would tend to the improvement of the Railway Revenue. They remarked that as by far the larger portion of the returns was derived from the 3rd C Passenger traffic, an increase was more likely to accrue by raising the fare of 3rd C Passengers to

See G.O. 22nd July/61
16 572

* These rates were subsequently altered in S.O. 16 Jan/64 to 25, as follows:-

1 st C	10	8 P	per mile
2 nd C	12	20	
3 rd C	14	20	
4 th C	20	20	
5 th C	30	20	

5 Sept/61 - 1872

3 P & mile, leaving the rates for the two other classes undisturbed. As however there were no correct data upon which to establish the charges for Passengers or for goods, the Govt. did not object to the Traffic Manager's arrangements being tried for six months.

In Dec. No 200 of 11 April/62, on the recommendation of the Agent the Govt. sanctioned an increase of the 3rd C Passenger fare from 2 to 3 P. This change took effect from 12 May/62.

In his letter of 18 Dec/62, the Cons'g Engr. submitted the report of the Agent & Manager on the result of the experiments sanctioned. The change in the 3rd Claf. fares from 2 to 3 P was viewed by the Agent as satisfactory & for all the smaller numbers were carried still upon every passenger 50 P Cent was gained. The Agent recommended that the 1st C fares, should be raised from 8 P to 1 A & the 2nd C from 4 to 5 P. The Agent did not support his recommendations by either figures or returns of any kind. The Cons'g Engr. differed from the Agent in his views on the subject. He drew attention to the fact that where the 1st C fares were reduced from 1-6 to 1 A P mile, the number of Passengers rose from 6.4 to 10.8. That a reduction of the 2nd Claf.

9 fares from 9 to 6 p p Rule, led to the number of Passengers being doubled, & that the reduction in the 3rd Class fare from 1 to 2 p led to an increase of from 1500 to 3620 Passengers.

To further illustrate the beneficial effects on the revenue which a reduction of fares produced, Col. Cornwell furnished the following Statement:-

Statement showing the number of and receipts from, each class of Passengers per mile of Rail, for each half-year from that ending 31st December 1857 up to 31st December 1862.

Half year ending	1 st Class	2 nd Class	3 rd Class	No. Amount	No. Amount	No. Amount	The rate per mile being for Passengers.
31 st December 1857	220 0 0	13 3 322	73 2 1,101	974 8 2	11 32	1,111	1 st Class 2 nd Class 3 rd Class
30 th June 1858	21 7 1	13 3 322	73 2 1,101	974 8 2	11 32	1,111	A. 3 rd up to 31 st 1858.
31 st December 1858	96 10 2	21 7 1	13 3 322	974 8 2	11 32	1,111	A. 3 rd up to 31 st 1859.
30 th June 1859	96 10 2	21 7 1	13 3 322	974 8 2	11 32	1,111	A. 3 rd up to 31 st 1859.
31 st December 1859	96 10 2	21 7 1	13 3 322	974 8 2	11 32	1,111	A. 3 rd up to 31 st 1860.
30 th June 1860	96 10 2	21 7 1	13 3 322	974 8 2	11 32	1,111	A. 3 rd up to 31 st 1860.
31 st December 1860	96 10 2	21 7 1	13 3 322	974 8 2	11 32	1,111	A. 3 rd up to 31 st 1861.
30 th June 1861	96 10 2	21 7 1	13 3 322	974 8 2	11 32	1,111	A. 3 rd up to 31 st 1861.
31 st December 1861	96 10 2	21 7 1	13 3 322	974 8 2	11 32	1,111	A. 3 rd up to 31 st 1862.
30 th June 1862	96 10 2	21 7 1	13 3 322	974 8 2	11 32	1,111	A. 3 rd up to 31 st 1862.

Col. Cornwell also appended the following Statement to show that not only the receipts, but the profits of the Railway were increased by the reduction in the rates introduced in Aug^r 1859.

Half year ending	Total Receipts from Passengers Traffic	Expenditure exclusive of permanent way	Difference between Col 3 & Col 4	Difference p mile open.
81 December 1857	115,392 14 1	42,379 6 8	73,013 7 10	901 6 5
84 1/2 June 1858	120,837 9 4	42,472 14 11	78,364 10 5	927 6 3
96 December 1858	129,942 10 1	43,570 " 6	86,372 9 7	899 11 5
96 June 1859	146,956 1 8	44,692 " 2	102,264 1 6	1065 4 " 1
96 Decr 1859	177,420 15 "	58,853 4 7	118,567 10 5	1235 1 3
123 June 1860	228,980 " 6	103,328 1 8	125,651 14 10	1021 9 " 4
137 December 1860	209,129 5 1	108,122 7 3	101,006 13 10	737 4 5
209 1/2 June 1861	288,257 3 1	132,429 8 2	155,827 11 2	742 13 8
245 1/2 Decr 1861	2,90,562 4 3	1,50,313 " 8	1,40,249 3 7	571 4 5
317 June 1862	3,87,171 12 4	1,69,730 " 10	2,17,441 11 6	685 15 "

20 20 Jan 7/63 - 37

The Government on a consideration of these papers remarked that it was still a problem what fares would yield the largest profit, & that the only mode of solving it was by a series of direct experiments. They accordingly acceded to the recommendation of the Agent, & decided that the revised fares proposed by him be adopted as an experiment for 6 months. These ^{new} fares were brought into operation on the 1st Feb. 1863.

The Gov^t of India in their review of the Revenue Accounts & Analysis of the Traffic operations of the Madras Railway

for the half year ending 31st Dec /62, during which the rates for passengers were as shown in the margin, remarked that the conclusions at which they had arrived were that the 1st C fares were too low & might be raised to the rate adopted on the East India Railway, of 1½ p per mile, & that the 3^d Class fares were too high, the falling off in the number of that class of passengers being coincident with the increase of the fares. A reduction of the goods tariff was also suggested. It must however be observed that the 1st & 2^d Class fares were raised shortly after the close of the half year to which the accounts reviewed related.

The Agent & Manager, to whom Col. Strachey's letter was referred, was opposed to any further change except in the 1st C fares which he thought might be raised to 1½ p per mile. He strongly deprecated any reduction of the 3^d Class fare of 3 p per mile. Col. O'Connell deemed it questionable whether raising the 1st C fares would not be followed by a diminution in the number of passengers & lead some to prefer a 2^d C carriage, & in proof of

1 st C	-	8 p
2 ^d C	-	4 "
3 ^d C	-	2 "

26 Dec /63 - 680

their effect he showed that during the half year following the increase of the 1st C fare, the average contents of a 1st C carriage had been less than they were during the three previous half years when the rate was only 8 p a mile. The Govt concurred in the opinions expressed by the Consulting Engineer, & desired that the subject should be again brought forward with that Officer's Analysis of the traffic operations for the half year ending 31st Dec 1863.

In pursuance of the above requisition, Col. O'Connell, in a paper 29 April /64, described the propositions referred by the Govt of India for consideration. It appeared that during the half year ending 31st Dec /62, there was an increase of profit in each of the lines compared with the corresponding period of 1862, amounting to Rs 230,448-8-11. On the S.W. line the goods traffic had increased from 63,000 tons, - the amount carried in the 2^d half year of 1862, - to 107,000 tons, & the receipts from this part of the traffic had increased in a corresponding ratio. The Comg Engr did not advocate any change in the fares. The increase in the fare from

2 to 3 P was followed during the 9 months which preceded the change of fare as compared with the 9 months which preceded it by a decrease in the number of 3^d C passengers of 197,138, & an increase in the receipts of Rs 23,571 or 9.1 per Cent. The Govt were of opinion that neither they nor the Railway Officials had data in their possession sufficient to justify the assertion that a change in the rates of fares would be productive of either loss or gain; & they preferred leaving it to the Railway authorities to carry out such experiments as they might think likely to increase their receipts, awaiting the results before attempting to establish any permanent arrangements. The Govt agreed in considering it unnecessary to alter the rates for goods, & they observed that any alterations that may be required can be made from time to time and in concert with the Railway authorities, that being the course prescribed by the Secretary of State, who discouraged much restriction being imposed on Railway Agents in such matters. The Govt of India in their letter of 5th Oct 64, No. 620 R, accepted the results of the year 1863 as favorable &

445- 15 July/64

* These fares were as follows:-
 Passengers.
 1st Class - 1 Anna 6 Pice.
 2nd do - 5 Pice.
 3rd do - 3 do.
 Goods.
 1st C - 9 P 6 Ann 6 Pice.
 2nd C - 4 P 4 Ann.
 3rd C - 13 P 2 Ann.

agreed in considering that no alteration of existing rates of passengers fares should be proposed without further experience, or in opposition to the wishes of the Railway Agency. They at the same time observed that it was quite possible that a rate of fare of 2 Pice per mile might be introduced without profit to the Company, & that it should not be lost sight of.			
The Statement given over leaf exhibits the actual Receipts & the amount and nature of the traffic on the Madras Railway from the year 1862.			
1862	1863	1864	
1101	1112	1112	
888 1/2	2000	2000	
502.40121	20.0000		
502.40121			

	To 30 June 1862	To 31 Dec 1862	To 30 June 1863	To 31 Dec 1863	To 30 June 1864	To 31 Dec 1864
Papenget	325,841 8 9	4,70,684 6 11	4,48,055 8	5,76,952 6 3	5,55,167 9 7	7,30,649 14 3
Merchandise	224,097 7 6	3,32,914 2 8	4,14,735 2 8	5,75,576 13 10	7,70,854 2 11	8,75,255 3 1
Railway Materials	1,21,177 3 1	1,00,665 1 7	1,38,577 9 1	1,43,877 12 8	82,221 8 7	79,650 5 11
Miscellaneous	62,950 7 1	15,688 1 1	97,588 4 9	24,561 11 8	42,845 12 3	30,918 4 5
Total	7,34,066 10 8	9,19,951 8 11	10,98,956 1 2	13,20,768 12 5	14,81,089 2 4	17,16,473 11 8
Average length of line	317 miles	406 miles	406 miles	406 miles	406 miles	477 miles
Number of Papenget						
1st Class	5323	5265	4673	4527	4369	5207
2nd Class	39653	42,071	32,910	38,458	43,697	61,065
3rd Class	282,606	464,838	557,525	543,880	5,92,616	6,16,310
Tons of Goods						
Merchandise	45,667.85	63,582.85	73,270.37	107,022.301	98,178.258	116,048.349
Railway Materials	21,280.06	18,334.38	23,321.02	20,998.766	14,207.373	17,108.895
Papenget	13,611 8 6	21,158 5 7	27,670 13 1	36,978 2 9	39,133 6 7	50,133 9 3
Merchandise	4,495 11	10,708 4	21,713 14	31,597 9 9	28,721 2 9	54,875 3
Railway Materials	5,435 13 11	5,019 9 11	7,334 3 11	4,297 12 10	10,875 7 2	27,674 4
Miscellaneous	1,757 1 11	137 4 5	2,668 12 1	297 2 11	239 3 7	342 9
Total	25,299 7 3	37,353 4 3	61,405 11 1	72,172 12 3	78,169 1 1	133,325 5 7
Average length of line	27 miles	34 miles	41 1/2 miles	41 1/2 miles	41 1/2 miles	60 miles
No of Papenget						
1st Class	222	240	194	26	116	205
2nd Class	2204	2101	1411	1747	1305	1804
3rd Class	63,404	60,378	75,999	88,805	88,671	101,968
Tons of Goods						
Merchandise		10,869.02	12164.260	18,418.328	14,132.297	21,054.263
Railway Materials			3,526.824		4,092.142	7,763.108

Charles H. Orr
 Secy to Government
 P. H. D.

no. 3107.

Proceedings of the Madras Government
Under date the 19th October 1865

Read the following

From the Consulting Engineer
for Railways

Recommending an
increase in the 1st and 2^d Class (Here enter 27th Sept 1865
At 687)
Passenger fares, and goods
rates, as also certain exceptions
and additions in the existing
Classification for goods.

In the letter submitted
by the Consulting Engineer for
Railways with his endorsement,
above recorded, the Agent &
Manager recommends the fol-
lowing revision of the 1st & 2^d
Class Passenger fares & goods
rates:-

		Passengers		Proposed
		1 st Class	2 ^d Class	per mile
Day	Trains	1 st Class	2 ^d Class	per mile
Light	8 ⁰	1 st 8 ⁰	1 - "	1 - 10
Day	8 ⁰	2 ^d 8 ⁰	" - 5	" - 6
Light	8 ⁰	2 ^d 8 ⁰	" - 5	" - 7
		Goods		Proposed
		1 st Class	2 ^d Class	per mile
First	Class	"	"	10 - 12
Second	"	"	"	12 - 14
Third	"	"	"	14 - 16
Fourth	"	"	"	20 - 24
Fifth	"	"	"	30 - 36

1	100	1	100	1	100
2	200	2	200	2	200
3	300	3	300	3	300
4	400	4	400	4	400
5	500	5	500	5	500
6	600	6	600	6	600
7	700	7	700	7	700
8	800	8	800	8	800
9	900	9	900	9	900
10	1000	10	1000	10	1000
11	1100	11	1100	11	1100
12	1200	12	1200	12	1200
13	1300	13	1300	13	1300
14	1400	14	1400	14	1400
15	1500	15	1500	15	1500
16	1600	16	1600	16	1600
17	1700	17	1700	17	1700
18	1800	18	1800	18	1800
19	1900	19	1900	19	1900
20	2000	20	2000	20	2000
21	2100	21	2100	21	2100
22	2200	22	2200	22	2200
23	2300	23	2300	23	2300
24	2400	24	2400	24	2400
25	2500	25	2500	25	2500
26	2600	26	2600	26	2600
27	2700	27	2700	27	2700
28	2800	28	2800	28	2800
29	2900	29	2900	29	2900
30	3000	30	3000	30	3000
31	3100	31	3100	31	3100
32	3200	32	3200	32	3200
33	3300	33	3300	33	3300
34	3400	34	3400	34	3400
35	3500	35	3500	35	3500
36	3600	36	3600	36	3600
37	3700	37	3700	37	3700
38	3800	38	3800	38	3800
39	3900	39	3900	39	3900
40	4000	40	4000	40	4000
41	4100	41	4100	41	4100
42	4200	42	4200	42	4200
43	4300	43	4300	43	4300
44	4400	44	4400	44	4400
45	4500	45	4500	45	4500
46	4600	46	4600	46	4600
47	4700	47	4700	47	4700
48	4800	48	4800	48	4800
49	4900	49	4900	49	4900
50	5000	50	5000	50	5000
51	5100	51	5100	51	5100
52	5200	52	5200	52	5200
53	5300	53	5300	53	5300
54	5400	54	5400	54	5400
55	5500	55	5500	55	5500
56	5600	56	5600	56	5600
57	5700	57	5700	57	5700
58	5800	58	5800	58	5800
59	5900	59	5900	59	5900
60	6000	60	6000	60	6000
61	6100	61	6100	61	6100
62	6200	62	6200	62	6200
63	6300	63	6300	63	6300
64	6400	64	6400	64	6400
65	6500	65	6500	65	6500
66	6600	66	6600	66	6600
67	6700	67	6700	67	6700
68	6800	68	6800	68	6800
69	6900	69	6900	69	6900
70	7000	70	7000	70	7000
71	7100	71	7100	71	7100
72	7200	72	7200	72	7200
73	7300	73	7300	73	7300
74	7400	74	7400	74	7400
75	7500	75	7500	75	7500
76	7600	76	7600	76	7600
77	7700	77	7700	77	7700
78	7800	78	7800	78	7800
79	7900	79	7900	79	7900
80	8000	80	8000	80	8000
81	8100	81	8100	81	8100
82	8200	82	8200	82	8200
83	8300	83	8300	83	8300
84	8400	84	8400	84	8400
85	8500	85	8500	85	8500
86	8600	86	8600	86	8600
87	8700	87	8700	87	8700
88	8800	88	8800	88	8800
89	8900	89	8900	89	8900
90	9000	90	9000	90	9000
91	9100	91	9100	91	9100
92	9200	92	9200	92	9200
93	9300	93	9300	93	9300
94	9400	94	9400	94	9400
95	9500	95	9500	95	9500
96	9600	96	9600	96	9600
97	9700	97	9700	97	9700
98	9800	98	9800	98	9800
99	9900	99	9900	99	9900
100	10000	100	10000	100	10000

3750
To 1865 Datta
To do: of Govt for Act.

No 3107
To do: of the M. Govt
D/19 Oct 65

Madras Railway Company
The changes in the first & second
class passenger fares & goods rates re-
commended by the Agent Manager
of Sanctioned

Oct 27. 4 28