

(1) Number of pages 12(2) Date of repair 20-11-65

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.**Government of Madras.***Public Works* **DEPARTMENT.**

G.O. No. 3303	Press
~~4445~~	Mis.
~~4445~~	
Dated 2-11-	1865.

Not to be folded or roughly handled

No. 44. Read the following letter from the Secretary to the Government of India, Public Works Department, (Railway), to the Secretary to Government, Madras, Railway Department, dated Simla, 27th September 1865, No. 846 R :—

1. I am directed to acknowledge the receipt of your letter, No. 468, dated 15th August 1865, submitting the Revenue Account of the Great Southern of India Railway for the half-year ending December 1864.

2. The more prominent features of the traffic on this Railway are exhibited in the table annexed ; and a comparison of the number of passengers carried, * shows a serious falling off in this traffic,

* See table attached.

which seems to call for a re-adjustment of the fares in the interests of the public. The existing fares seem to have had the effect of positively discouraging travelling by rail amongst the mass, while the receipts from this source have been barely maintained by the extra tax paid by those who have used the rail.

3. Having regard to the number of travellers, the running of two through trains daily seems to be more than the present requirements of the traffic demand, and I am to suggest for consideration whether the substitution of one train each way daily, with perhaps a second train every other day, might not be made with great economy, and without in any way incommoding the traffic.

4. The question of revised fares is apparently under the consideration of the Directors, with a suggestion by the Agent for the introduction of an intermediate class at 5 Pie per mile between the present 2nd and 3rd Class, the fares of which are at present 8 and 4 Pie per mile respectively, the first class fare now being one Anna a mile. The result of its adoption would probably be, that the present 2nd Class would be emptied, and the Consulting Engineer, it is observed, deprecates the multiplication of classes and fares on this short line. Previous to 1st September 1862, the fares were 10 Pie per mile in carriages with seats, and 3 Pie without seats. Thereafter and up to May 1863, when the present fares were introduced, the rates were :—

1st Class 10 Pie per mile.

2nd do. 5 do. do.

3rd do. 3 do. do.

5. The 1st and 2nd Class passengers have, in the half-year under review, been carried at a positive and heavy loss. Their numbers have also fallen off, and on the whole it appears incontrovertible that about 30,000 persons who used to travel on this line during the year, are now prevented from so doing by the prohibitory fares. Under these circumstances, it certainly seems desirable to reduce experimentally the 2nd and 3rd Class fares (say to 5 and 2 Pies respectively), and I am therefore to suggest that, under the orders of His Excellency the Governor in Council, the subject may be considered by the Consulting Engineer in communication with the Railway authorities.

*Proceedings of the Madras Government, Public Works Department,
2nd November 1865.*

Half-year ending.	Weight in Mails.	Receipts.
31st December 1862	1	31,003
30th June 1863	1	57,101
31st December ..	340,375	52,176
30th June 1864	540,192	11,256
31st December ..	511,713	19,537

6. The Goods* traffic is more promising if the last three half years only be looked at, but the increase of receipts in the half-year under review is but small as compared with the first half of 1863.

7. It is observed that in the present account Indian expenditure only is included. I am to enquire, with

reference to this, whether any charges besides those of the Home management are omitted?

8. A copy of this letter will be forwarded to the Secretary of State, in view to the consideration by the Board of the remarks regarding the revision of fares.

Statistics of Traffic of the Great Southern of India Railway.

Half-year ending.	Miles open.	Total Receipts.	Total Expenditure.	Net Profit.	Total Traffic Value.	Receipts	Expenditure	Net Profit.
30th June 1862 ..	61	15,018	17,100	2,082	...	...	...	...
31st December 62	70	15,210-6	18,207	7,002	11,208	2 93	1 22	1 7
30th June 1863 ..	70	15,2617	17,711	8,111	11,525	2 65	1 21	1 4
31st December 63	70	15,718	18,213	7,507	11,510	2 915	1 025	1 8
30th June 1864 ..	70	15,111	18,111	7,000	10,500	2 551	1 751	1 1
31st December 64	70	15,268	18,222	7,046	11,222	2 1011	1 705	1 3

Number of Passengers on the Road, &c. &c.

	1861	1862	1863	1864	1865
1st Class	...	...	...	...	...
2nd Class	...	...	...	...	...
3rd Class	...	...	...	...	...
Total	...	...	...	...	...

No. 45.

ORDER IN COUNCIL, 2nd November 1865, No. 45.

RAILWAY, No. 1.

1. This letter will be referred to the Consulting Engineer for Railways, who will obtain and submit, with the annual statement of the Agent on the expenditure or otherwise of running the Great Southern of India Railway, and of the receipts or otherwise of the same, a record of the daily earnings of the railway, and of the daily receipts on the line.

*Proceedings of the Madras Government, Public Works Department,
2nd November 1865.*

2. The Consulting Engineer will also furnish the information required in paragraph 7.

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

To the Consulting Engineer for Railways.

Exd. S. T. Augustin.

3
3
31
30
31

ref
omit

to the

Half-year
30th June 1865
31st December
30th June 1866
31st December do.
30th June 1867
31st December do.

Name

1st Class
2nd Class
3rd do.

Total number carried

Total Receipts from Passengers

No. 45. ORDER THIRD

RAILWAY, No. 1.

the Agent on the expediency of
Southern of Indian Railway, and
second train every other day from
line.

From N:846R
To The Secretary to the Govt of India
The Secretary to Govt Madras
Railway Department

Public Works Department
Simla, 27th September 1865

Railway Sir,

I am directed to acknowledge
the receipt of your letter N:468 dated 15th
August 1865, submitting the Revenue
Account of the Great Southern of India
Railway for the half year ending
December 1864.

2 The more prominent features
of the traffic on this railway are exhibited
in the table annexed, and a comparison
of the number of passengers carried, shows
a serious falling off in this traffic,
which seems to call for a readjustment
of the fares in the interests of the public.
The existing fares seem to have had
the effect of positively discouraging

* See table attached -

travelling by rail amongst the mass, while the receipts from this source have now barely maintained by the extra tax paid by those who have used the rail.

Turning regard to the number of travellers, the running of two through trains daily seems to be more than the present requirements of the public demand, and I am to suggest for consideration whether the substitution of one train each way daily, with perhaps a second train every other day, might not be made with great economy and without in any way incommoding the public.

The question of second class is apparently under the consideration of the Directors, with a suggestion by the Agent for the introduction of an intermediate Class at 5 pice per mile between the present 2nd and 3rd class, the fares of which are at present 8 and 5 pice per mile respectively. The result of its adoption would probably be that the present 2nd class would be supplanted, and the Consulting Engineer, in the service, deprecates that multiplication of classes and fares on this short line.

to 1st September 1862 the fares were 10 pice per mile in Carriages with seats, and 3 pice without seats. Thereafter and up to May 1863, when the present fares were introduced, the rates were.

1st Class 10 pice per mile
2nd " 5 " "
3rd " 3 " "

The 1st and 2nd Class passengers have in the year under review been carried at a positive and heavy loss. Their numbers have also fallen off, and on the whole it appears incontrovertible that about 30,000 persons who used to travel on this line during the year, are now prevented from so doing by the prohibitory fares. Under these circumstances it certainly seems desirable to reduce experimentally the 2nd and 3rd Class fares (say to 5 and 2 pice respectively) and I am therefore to suggest that, under the orders of His Excellency the Governor in Council, the subject may be considered by the Consulting Engineer in communication with the Railway Authorities.

Year ending	Weight in maunds	Receipts Rs
December 1862	!	34,405
June 1863	!	57,161
December 1863	3,80,575	52,176
June 1864	500,192	44,996
December 1864	511,743	57,537

The Goods traffic is more promising if the last three half years only be looked at, but the

the increase of receipts in the half-year under review, is but small as compared with the first half of 1863.

It is observed that in the present Account Indian expenditure only is included. I am to enquire, with reference to this, whether any charges besides those of the home management are omitted?

A copy of this letter will be forwarded to the Secretary of State in view to the consideration by the Board of the remarks regarding the revision of fares.

I have the honor to be

Sir
Your most obedient servant

W. D. Wilson, Lieut. Col. R. A.

Secretary to the Govt. of India

Statistics of traffic of the Great Southern of India Railway

Half year ending	Miles open	Total Receipts	Total Expenses	Net Profits	Total Train Receipts	Total Train Expenses	Net Train Profits
------------------	------------	----------------	----------------	-------------	----------------------	----------------------	-------------------

30 th June 1862	63	1,05,718	47,166	58,552	"	"	"
31 st December	79	1,32,286	58,927	73,359	51,268	2	9.3
30 th June 1863	79	1,55,917	74,786	81,131	64,825	2	6.5
31 st December	79	1,57,980	65,213	92,767	61,415	2	9.15
30 th June 1864	79	1,40,181	83,408	56,773	56,051	2	5.81
31 st December	79	1,55,098	86,522	68,576	57,824	2	10.91

Number of Passengers and the Receipts therefrom.

	31 st Dec/62	30 th June/63	31 st Dec/63	30 th June/64	31 st Dec/64
1 st Class	708	785	752	694	662
2 nd Class	3685	6337	2196	1987	1981
3 rd Class	159,360	157,690	151,192	147,641	146,280
Total Carried	166,753	164,812	154,140	150,322	148,923
Total Receipts from Passengers	77,584	83,951	87,269	80,373	82,315

LB

8M203/65

Public Works Department

no. 3303

Secretary of the Madras Government

may daily with a second train
every other day for the two through
trains which now run daily
on the line.

The Consgrs will
also furnish the information
required in Para 7.

13
2
the Consgrs for Railways
Dec 8th November

13/11

22,3203

Under date the 2nd Feb 1865

Read the following

Mem. Secy to the Secy of
Indian P. W. Dept.

Drping orders on the
Reserve Account of the Great (Here enter 27th Sept 1865
Southern of India Railway No 846.0.
for the half year ended in
December 1865.

This letter will be referred to the Consulting Engineer for Railways who will obtain & submit with his own observations the opinion of the Agent on the expediency or otherwise of revising the fares on the Great Southern of India Railway, & of ~~then~~ substituting ~~off~~ one train each way daily with a second train every other day for the two through trains which now run daily on the line.

The Cons^g Ingr will
also furnish the information
required in Para 7.

The Conductor for Railways.
Dec^r 8th November

P.W. 1865 Depart
 Miss of Court for Nov
 No 4030

From the Secy to the
Government of India
P. N. Dope
Dated 27th Sept
Recd 14th Oct 1865

Enc: One - 10846.2.
 3303-2nd. 10846.2/65

Passing orders
on the Revenue Ac.
-count of the Great
Southern of India
Railway for the half
year ended Dec^r
1864 -
William order.

[illegible]

Copy in a letter to England
of 22nd Aug. & 24th of 1868

23rd 1868 - 2nd of the
Proc. of 1868. 1st of 1868.

2nd of 1868.

Proc. of the 1868. 1st of 1868.

Proc. of 1868/66.

Same on the 1st of 1868.
Railway. Letter from the 1st of
1868 referred to the 1st of 1868.
for 1868, with a view to
his obtaining and submitting
with his own observations
the opinion of the 1st of 1868
the expediency of leaving.

Proc. of 1868 - 1868.