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(2) Date of repair_____

(3) Initials of the Referencer_____

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 3286 Press / Mis.

356-357

Dated 15-10- 1866.

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department, 15th October 1866.

No. 356. Read the following letter from the Acting Consulting Engineer for Railways, to the Secretary to Government, Public Works Departments dated Madras, 29th September 1866, No. 396:—

1. In reply to G. O., dated the 17th ultimo, No. 2,591, I have the honor to submit a further report* by the Acting Agent and Manager of the Madras Railway Company upon the results of the differential fares charged for first and second class passengers, by day and night trains, respectively, upon the Madras Railway. The report in question embraces the results of nine months' experience of the differential rates, from 1st November 1865 to 31st July 1866, as compared with the same period during 1864-65.

* No 487 dated 27th September 1866.

2. It will be seen that among passengers of both the first and second classes the proportion of night travellers has increased under the system of differential fares. Out of the whole first class traffic, the per-centage of night fares was 23·3 during 1865-66, against 20 during 1864-65; while in the second class traffic the corresponding figures were 25·5 in 1865-66, against 17·8 in 1864-65.

3. The general rise in the fares of the first and second classes, which was introduced simultaneously with the system of differential fares for day and night travellers, has resulted in excluding from those classes 31·46 per cent. of the number of passengers who previously travelled by them. The gross earnings from the two classes for the period in 1865-66 stand at almost precisely the same figure as during 1864-65, there being a decrease in the first named period of 1·01 per cent.

4. With reference to the 3rd paragraph of the letter† from the Secretary to the Government of India, communicated with the Order of this Government now under reply, the only special conveniences provided for the night passengers consisted in reducing the number to be carried in each first class compartment from eight to six by day, and to four by night, sleeping accommodation being provided for the latter. As regards the second class, no difference was made between day and night travellers. As to any effect which these changes have produced upon the working expenses, I am assured by both the Agent and the Traffic Manager that they are quite unable to estimate them.

† No. 768 R, 26th July 1866

5. The following extracts from the Traffic Returns for the two half-years ending 30th June 1865 and 1866 respectively, will, however, show that while the total expenditure upon the first and second class traffic was somewhat smaller in the latter period, the net profits derived therefrom were considerably greater :—

For the half-year ending June 1865

	Number of Passengers.	Receipts	Expenditure	Profit.
	Persons.	RS A. P.	RS A. P.	RS. A P.
Class I	5,637	54,233 11 10	33,698 5 5	20,535 6 5
Class II	52,907	80,583 13 0	45,496 2 4	35,087 10 8
For the half-year ending June 1866.				
Class I	4,720	61,979 1 11	32,392 3 4	29,586 14 7
Class II...	38,181	78,638 4 5	46,631 0 0	32,007 4 5

6. It would, therefore, appear that each of the changes introduced in November 1865 has operated beneficially for the interests of the Company; that the general rise in the first and second class fares has enabled the Company to derive larger profits than before, while carrying a much smaller number of passengers at a slightly reduced cost; and that the establishment of differential fares for day and night travellers, with a slight improvement in the character of the accommodation provided for the latter, has resulted in a considerable increase to the per-centage of the night traffic.

7. From a comparison of these results it is clear that some revision in the passenger tariff is still required. There can be no doubt that the present second class fare, which has resulted in decreasing the number of passengers by that class by one-third, while the receipts have been diminished by one-twelfth, is not the most remunerative. The existing fares were sanctioned* by this Government, experimentally, for one year from the 1st November 1865, and are subject to revision at the end of that period.

* G. O. No 3,107, dated 19th October 1865.

From the Acting Agent and Manager of the Madras Railway Company, to the Deputy Consulting Engineer for Railways, dated Madras, 22nd September 1866, No. 487.

1 With reference to Major Shaw Stewart's letter, No. 401, dated the 20th ultimo, I have the honor to furnish the Statement called for.

2 The Traffic Manager writing on this subject says:

"The fares per mile during the two periods were as follow.—

	First Class		Second Class	
	12 Pies		5 Pies	
	Day.	Night.	Day.	Night.
"Nine months ending July 1865 ...	18	22	6	7
"Nine do. do do. 1866				

"Simultaneously with the introduction of the differential fares in November 1865, the number "of passengers in each *first* class compartment (constructed to carry eight passengers), was "restricted to six by day, and four by night trains, and in the night carriages, sleeping accommodation was provided for each passenger

"The result of the experimental fares has been a decrease in the aggregate receipt of Rupees "2,098 or 1 01 per cent; the receipts of the first class having increased Rupees 8,310 or 10 27 "per cent, while that of the second class decreased Rupees 10,409 or 8 24 per cent.

"The numbers in both classes have decreased, viz., in the first class, from 11,212 to 8,423, "or 24 87 per cent; in the second class, from 90,852 to 61,532, or 32 27 per cent; and in the "gross, from 102,064 to 69,955, or 31·45 per cent.

"The per-centage of day and night travellers during the two periods was as follows.—

	First Class		Second Class.	
	Day.	Night.	Day.	Night.
1865 ..	80	20	82 2	17 8
1866	76 6	23·3	74 5	25·5

"Mileage of Vehicles.

	First Class.	Second Class.
"1865 ...	465·380	... 653·170
"1866 ...	389·702	... 542·538
"Decrease per cent.	16	... 17

Proceedings of the Madras Government, Public Works Department,
15th October 1866.

"Comparing the traffic under differential fares for day and night travelling with the corresponding period under a uniform fare, we find that the per-centage of night travellers in the "first class has increased; that the receipt from day traffic has increased 6 4 per cent, and that "the receipt from night traffic has increased 18 per cent.

"In the second class the per-centage of, as well as the receipt from, night travellers has "increased, but the receipt from day traffic has decreased 14 per cent These figures are quite in "accordance with my own personal observation. The raising of the day fare has driven 38 per "cent. of our quondam second class Native travellers into the third class; and, consequent "upon this, a per-centage of quondam first class passengers, with a sense of security from "intrusion, have obtained privacy in the second class at a much lower fare than they paid "before for first class accommodation. The number of this class of travellers, however, is so "small, that special legislation in their case is unnecessary"

3. With reference to paragraph 5 of the Proceedings of Government, I find that the total gross receipts for 1865 are correctly entered in my letter No. 321, as Rupees 1,41,593, and I have to express my regret that the total number of travellers for 1866, was incorrectly shown as 59,001 instead of 49,001, and the decrease per cent. as 17 96 instead of 31 9.

MADRAS RAILWAY.

COMPARATIVE STATEMENT of the First and Second Class Passengers' Traffic including Return Fares for nine months, ending July 1865 and 1866.

Description and period.	SOUTH-WEST LINE. (exclusive of Bangalore Branch.)								BANGALORE BRANCH.							
	First Class.				Second Class.				First Class.				Second Class			
	Day.		Night.		Day.		Night.		Day.		Night.		Day		Night	
	No.	Amount.	No.	Amount.	No.	Amount.	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	...	RS A. P. .	..	RS A. P	..	RS A. P. . .
1865	5,006	49,645 7 9	1,376	25,424 11 4	42,306	60,846 11 5	10,840	36,506 5 7	1,450	8,571 1 10	591	5,592 6 4	3,559	7,417 9 2	4,827	11,079 9 4
1866																

Comparative Statement of the First and Second Class Passengers' Traffic.—(*concluded*)

Description and period.	SOUTH-WEST LINE (including Bangalore Branch)								First Class.		Second Class		Grand Total	
	First Class				Second Class.									
	Day.		Night.		Day		Night.							
	No.	Amount.	No.	Amount.	No.	Amount.	No	Amount.	No.	Amount.	No.	Amount.	No.	Amount
1865	8,967	RS. A P 54,694 2 11	2,245	RS. A P. 26,228 13 7	74,661	RS. A. P. 79,508 5 5	16,191	RS. A. P. 46,751 0 11	11,212	RS. A. P 80,923 0 6	90,852	RS A. P. 1,26,259 6 4	1,02,064	RS. A P. 2,07,182 6 10
1866	6,456	58,216 9 7	1,967	31,017 1 8	45,865	68,264 4 7	15,667	47,585 14 11	8,423	89,233 11 3	61,532	1,15,850 3 6	69,955	2,05,083 14 9

(Signed) F. CHURCH,
Chief Auditor.

MADRAS,
20th *September* 1866.

(True Copy)

(Signed) H. E CHURCH,
Traffic Manager.

No. 357. ORDER THEREON, 15th October 1866, No. 3,286.

RAILWAY, No. 25

Ordered that the foregoing papers be forwarded to the Government of India with reference to Colonel Dickens' letter, No. 763 R, dated the 26th July 1866.

Here enter No. 3,287, dated 15th October 1866.

(True Extract.)

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

To the Consulting Engineer for Railways.

Exd. T. O'Connor

PUBLIC WORKS DEPARTMENT.
FORT SAINT GEORGE,
15*th October* 1866.

No. 3,287.

No. 358.
To

THE SECRETARY TO THE GOVERNMENT OF INDIA,
PUBLIC WORKS DEPARTMENT.

SIR,

RAILWAY, No. 26.

1. I am directed to forward, in compliance with the request contained in paragraphs 2 and 3 of your letter, No. 768 R., dated the 26th July 1866, the accompanying papers from the Consulting Engineer for Railways supplying further information on the results of the differential fares charged for day and night passengers of the first and second classes on the Madras Railway.

2. It will be observed that the proportion of night travellers under the system of differential fares is greater than it was under the old or uniform fare, and that the only special conveniences which have been provided consist in reducing the number to be carried in each first class compartment from eight by day to four by night, and in affording sleeping accommodation to that class of passengers. The effect of this latter change on the working expenses the Agent and the Traffic Manager express their inability to estimate.

3. As regards the second class passengers, the Consulting Engineer reports that no difference has been made between day and night travellers.

I have the honor to be,
Sir,
Your most obedient oervant,

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

Exd. T. O'Connor

Railway Department.

CONSULTING ENGINEER'S OFFICE,

No. 396.

From

Major A. H. Ir. Maw Stewart R.E.

Acting Consulting Engineer for Railways,

To

Colonel C. A. Orr R.E.

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

SIR,

In reply to G.O. dated the 17th ultimo, No. 2591, I have the honor to submit a further* report by the Acting Agent & Manager of the Madras Railway Company upon the results of the differential fares charged for first and second class passengers, by day and night trains, respectively upon the Madras Railway. The report in question embraces the results of nine months experience of the differential rates from 1st November /65 to 31st July /66, as compared with the same period during 1864-65.

2. It will be seen that among passengers of both the first & second classes

* No. 4877 of 27th Sept. /66.

classes the proportion of night travellers has increased under the system of differential fares. Out of the whole first class traffic, the percentage of night-fares was 23·3 during 1865-66, against 20 during 1864-65; while in the second class traffic the corresponding figures were 25·5 in 1865-66, against 17·8 in 1864-65.

3- The general rise in the fares of the first and second classes, which was introduced simultaneously with the system of differential fares for day and night-travellers, has resulted in excluding from those classes 31·46 per Cent of the number of passengers who previously travelled by them. The gross earnings from the two classes for the period in 1865-66 stand at almost precisely the same figure as during 1864-65, there being a decrease in the first named period of 1·01 per cent.

4- With reference to the third paragraph of the letter from the Secy to the Government of India, communicated with the order of this Government now under reply, the only special concessions provided

× 6th Dl. 768 R' 26th July/66

provided for the night-passengers consisted in reducing the number to be carried in each first class compartment from 8 to 6 by day, and to 4 by night, sleeping accommodation being provided for the latter. As regards the second class, no difference was made between day and night-travellers. As to any effect which these changes have produced upon the working expenses, I am assured by both the Agent and the Traffic Manager that they are quite unable to estimate them.

5- The following Extracts from the traffic returns for the two half years ending 30th June 1865 and 1866 respectively, will however show that while the total expenditure upon the first & second class traffic was somewhat smaller in the latter period, the net profits derived therefrom were considerably greater.

For the half year ending June/65

	Number of Passengers	Receipts			Expenditure			Profit		
	Persons	Rs.	A	P	Rs.	A	P	Rs.	A	P
Class I	5,637	54,233	11	10	33,698	5	5	20,535	6	5
Class II	52,907	81,583	13	0	45,496	2	4	35,087	10	8

For the half year ending June/66-

Class I	4,720	61,979	1	11	32,392	3	4	29,586	14	7
Class II	38,181	78,638	4	5	46,631	"	"	32,007	4	5

6. It would therefore appear that each of the changes introduced in Novem: ber 1865 has operated beneficially for the interests of the Company; that the general rise in the first and second class fares has enabled the Company to derive larger profits them before, while carrying a much smaller number of passengers at a slightly reduced cost; and that the establishment of differential fares for day and night travellers, with a slight improvement in the character of the accommodation provided for the latter, has resulted in a consi= =derable increase to the per-centage of the night traffic.

From a comparison of these results it is clear that some revision in the passenger tariff is still required. There can be no doubt that the present second class fare, which has resulted in decreasing the number of passengers by that class by one third, while the receipts have been diminished by one twelfth, is not the most remunerative. The existing fares were sanctioned by this Government, experimentally, for one year from the 1st November 1865, and are subject to revision at the end of that period.

G. O. No 3107 of 19th Oct. 65. — Madras 29th Sept. 66

I have the honor to be,
Sir,
Your most Obed. Servant
[illegible] Stewart Major R.E.
Acting Consulting Engineer
for Railways

...respectively, upon the
Madras Railway.

Cor. 19th Oct. 66 - Nos 427 - 428
17th Aug. 68 " 363 - 373

J. W. 1866 Do. for
Govt. for Detailed
Rly Dept

From

The Consulting Engineer
for Railways,

To

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

Dated 29th Sept. 1866.
Received 1st Oct. 66

No. 396-
Rec'd: 2
cons. 3286 - 3287 - 15th Oct. 66
Submitting a further
report by the Acting Superintendent
Engineer of the M. R. Coy.
upon the results of the
differential fares charged
for 1st & 2nd class passengers
by day & night trains

Dr. 5 Oct. 66 Dr. 6th
No. 356

Madras Railway

Comparative Statement of the 1st & 2nd Class Passengers Traffic including Return Tickets for 6 Months ending July 1865 and 1866

Description and Period	South West Line (exclusive of Bangalore Branch)								Bangalore Branch								South West Line (including Bangalore Branch)								First Class		Second Class		Grand Total
	First Class				Second Class				First Class				Second Class				First Class				Second Class								
	Day		Night		Day		Night		Day		Night		Day		Night		Day		Night		Day		Night						
	No.	Amount	No.	Amount	No.	Amount	No.	Amount	No.	Amount	No.	Amount	No.	Amount	No.	Amount	No.	Amount	No.	Amount	No.	Amount	No.	Amount	No.	Amount	No.	Amount	No.	Amount
1865																	8,967	54,694	2,245	26,228	137	746	61	950	855	16,191	467	51	11,212	87,923.6	9,852	126,259	64	102,064	207,182	6 10
1866	506	49,645	79	1,376	254	2,411	44	423	4	54	6	11	51	840	36	506	57	1,450	85	71	1	591	55	92	6	4	35	59	7,417	92,482	7	11,077	9	11	6,456	58,216	97	1,967	31,017	1	3	45,865	8,241	47	1,566	7	47,585	4	11	8,423	89,233	11	3	1,532	115,850	36	69,955	205,053	149

(signed) Fitzgerald Church
Chief Auditor.

(True copy)

Traffic Manager's Office
Madras 20th September 1866.

H. Church
Traffic Manager

No 487.

MADRAS RAILWAY COMPANY.

AGENT AND MANAGER'S OFFICE.

Madras, 25 September 1866.

From

W. G. Stuart Esqre.,
Agent and Manager of the M. R. Co.

To

Major H. A. D. Henderson, R. C. A. E.,
Consulting Engineer for Railways.

SIR,

1. With reference to Major Shaw, Stewart's letter No 401, dated the 20th ultimo, I have the honor to furnish the Statement called for.

2. The Traffic Managers writing on the subject says.

"The fares per mile during the two periods were "as follows.

	First Class	Second Class	Third Class
"9 months ending July 1865	12 pice	5 pice	
"9 " " 1866	8 pice	3 pice	
"9 " " 1865	8 pice	3 pice	
"9 " " 1866	8 pice	3 pice	

"Simultaneously with the introduction of the "differential fares in November 1865 the number "of Passengers in each first Class Compartment "(constructed to carry 8 Passengers) was restricted "to 6 by day, and 4 by night Journeys, and in the "2 night Carriages (sleeping accommodation) was "provided for each Passenger.

"The result of the experimental fares has "been a decrease in the aggregate receipts of "Rs 2,098 or 1·11 per cent. The receipts of the First "Class having increased Rs. 8,310 or 10·27 per cent, "while that of the Second Class decreased to 11,409, "or 8·24 per cent.

"The numbers in both Classes have decreased, "viz: in the First Class from 11212 to 8423 or "24·87 per cent in the Second Class from 90,852 "to 61,532 or 32·27 per cent, and in the Cross from "102,064 to 69,955 or 31·45 per cent.

"The per centage of Day and Night "Travellers during the five years was as follows.

	First Class		Second Class	
	Day	Night	Day	Night
1865	80	20	82·2	17·8
1866	76·6	23·3	74·5	25·5

"Mileage of Vehicles

	1st Class	2nd Class
"1865	465·380	653·170
"1866	389·702	512·538
"Decrease per cent	16	17

"Comparing the Traffic under differential "Fares for Day and Night travelling with the "Corresponding period under a uniform Fare, we "find that the per centage of Night Travellers "in the First Class has increased; that the receipt "from day Traffic has increased 6·4 per cent, "and that the receipt from Night Traffic has "increased 18 per cent.

"In the Second Class the per centage of, "as well as the receipt from, Night Travellers "has increased, but the receipt from Day Traffic "has decreased 14 per cent. These figures are "quite in accordance with my own personal "observation. The raising of the day fare has "driven 38 per cent of our quondam Second Class "Nature Travellers into the Third Class; and, "consequent upon this, a per centage of quondam

First

"First Class Passengers, with no sense of security from "interview, have obtained privacy in the Second "Class at a much lower fare than they paid "before for First Class accommodation. The "number of this Class of Travellers however is "so small that special legislation in their case "is unnecessary."

3. With reference to para 5, of the Proceedings of Government — I find, that the total gross Receipts for 1865 are correctly entered in my letter of 23rd Ult. as Rs. 141,593 and I have to express my regret that the total number of Travellers for 1865, was incorrectly shown as 59001 instead of 119001, and that decrease per cent as 17·96 instead of 31·9.

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

W. P. Sheard
Ag. Agent and Manager.

Public Works Dept.

No 3286

Proceedings of the Madras Government

Under date the 15th October 1866.

Read the following

From the Consulting Engineer

to Railways.

Forwarded by Lt Col Strachey

Ordered that the foregoing papers be forwarded to the Govt of India with reference to their letter No 1768, dated the 26th July last.

To the Consulting Engr for Railways

Asst to Secretary

Public Works Dept.

Sir,

I am directed to forward, for compliance with the wish contained in para 2 of your letter, No 1768, dated the 26th July last, a copy of the accompanying papers, requiring from the Consulting Engineer for Railways a report on the points noticed in the 3rd para of the letter from the Govt of India

Secretary

MADRAS RAILWAY

From

The Agent and Manager

To

The Consulting Engineer

for Railways

Dated September 22nd 1866.

Recd 24

No. 4887.

Forwarding a comparative statement of the Mail & Second Class Day & night traffic for the 9 months ending July 1865 and 1866, together with the remarks of the traffic Manager on the subject.

results of the differential fares charged for day and night passengers of the 1st and 2nd classes on the Madras Railways —

It will be observed that the proportion of night travellers under the system of differential fares is greater than it was under the old or uniform fare, and that the only special conveniences which have been provided consist in reducing the number to be carried in each first class compartment from 8 by day to 6 by night, and in affording sleeping accommodation to that class of passengers. The effect of this latter change on the working expenses the Agent and the Traffic Manager express their inability to estimate —

As regards the 2nd Class passengers, the Consulting Engineer reports that no difference has been made between ~~the~~ day and night travellers —

Fort St George
15th Oct/66

Capt. H. Cotton with a Copy of G.O. 3286

P.W. 1866. Dep.tt

Pro: of Govt for Oct.r 1866.

No. 3286-3287

Pro: of the Madras Govt

of 15th Oct.r 1866.

Papers orders
on certain papers relative
to the rents of different
Fares on the Madras Ry.
Charged for day and night
passengers of the 1st & 2nd
Classes.

Oct 1866 No. 6 356. 357-8358