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MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No.	16	Press
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37-38.		
Dated	4-1-	1867.

Not to be folded or roughly handled

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*Proceedings of the Madras Government, Public Works Department,
4th January 1867.*

No. 37. Read the following letter from the Officiating Assistant Secretary for Secretary to the Government of India, Public Works Department—Railway, to the Secretary to the Government of Madras, in the Public Works Department, Railway Branch, dated Fort William, 27th November 1866, No. 036 R:—

With reference to your letter No. 3,287, dated 15th October 1866, forwarding certain papers from the Consulting Engineer for Railways, containing further information called for on the results of the differential fares for day and night passengers of the 1st and 2nd classes on the Madras Railway, I am directed to forward the accompanying Memorandum on the case, prepared in this Office, for any remarks that the Consulting Engineer and Railway authorities may desire to offer thereon, for consideration by the Madras Government, when reviewing the results of the whole year's experiment.

Memorandum on Differential Fares for Day and Night Passengers for the Madras Railway.

In Public Works Department No. 763 R, of 26th July last, information was called for with reference to the working of this experiment.

In reply, papers are sent dealing with results up to end of 31st July last.

	1st Class.	2nd Class.
Old system	20	17.8
New system	23.3	25.5

Decreases per cent. (Night.)

1st Class.	2nd Class.
12.5	8

Decreases per cent. (Day.)

1st Class.	2nd Class.
28	38.6

Decreases per cent. (Day and Night.)

1st Class.	2nd Class.
24.87	31.45

The per-centage of night travellers under the two systems, as given in the Agent's letter, is quoted in the margin.

But the numbers in the aggregate are seen to have decreased, so that while the per-centages given are in favor of the differential rates, the actual numbers of *night* travellers under the two systems were as follows:—

	1st Class.	2nd Class.
Old system	2,242	16,172
New system	1,963	15,691

As regards receipts, taking both classes together, the Traffic Manager shows that from the time it was introduced to end of July 1866, compared with the corresponding portion of the previous year, there has been a decrease of Rupees 2,098, so that, according to the showing of the Railway authorities, there has been a decrease in both numbers and receipts, as well as a decrease absolute in the number of night travellers.

The only special conveniences provided for night passengers consist in reducing the number to be carried in each 1st class compartment from six by day to four by night; sleeping accommodation being provided for the latter. As regards the 2nd class, no difference has been made, and it is added that the Agent and Traffic Manager are unable to estimate the effect of these changes on the working expenses.

The object of the Government of India is to ascertain the effect of the differential fares for day and night travelling, and this is not easy, owing to the complication arising from the simultaneous enhancement of fares.

It is evident, however, that, while the enhancement reduced the total number of passengers in each of the two higher classes very considerably, the decreases of day passengers were in a higher ratio than of night passengers.

For Consulting Eng for Railways

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But the reduction in the night travelling of the old 2nd class is somewhat more than above shown: for, as 279 of the 1st class night travellers fell into the 2nd class, it may be inferred that they travelled by night in their newly adopted class, so that the actual reduction in the old 2nd class night travellers was $(481 + 279 =) 760$, or 4.7 per cent.—a reduction still very considerably less than that in the day passengers.

In the aggregate, 32,109 passengers were thrown into the 3rd class, of whom 31,349, or nearly the whole, were day travellers. The increase in the fare of the 2nd class was for day travellers 1 pie, for night travellers 2 pies per mile. The effect is remarkable, and tends to the conclusions, (1) that, notwithstanding that they receive no extra accommodation, the night travellers will not abandon the 2nd class and night travelling, except under a more serious enhancement of fare; (2) that any further increase of the day fare would, probably, be followed by a further transference from the 2nd class to the 3rd class.

As to why the 2nd class should be charged more for travelling at night when they are not better treated, is a question that may well be asked. The only reply that can be made would seem to be to discourage night travelling; but in that case all classes should be equally discouraged, so as to discourage night travelling generally.

For the difference of 1 pie per mile, however, 31,349 travellers, or as near as possible one-third of the number carried under the smaller fare, transferred themselves to a lower class at 3 pies per mile. Thus, the gross returns to the Company from day travellers are the same. Under the lower fare of 5 pies per mile, three 2nd class passengers yield 15 pies. Under the higher fare of 6 pies per mile, two 2nd class yield 12 pies, and one 3rd class 3 pies, or in all 15 pies.

The figures given by the Consulting Engineer show that, notwithstanding that in the 1st and 2nd classes the number of passengers was in 1866 less by 27 per cent. than in 1865, the working expenses were practically the same. It should, however, be noticed that the vehicle mileage of the 1st and 2nd classes was 16 to 17 per cent. less under the higher fares, which suggests that the expenses of those classes should be less. The expenses for the 3rd class are not given; but upwards of 31,000 more passengers could not have been carried without increasing the working expenses of that class. The result seems obvious that the increase of the 2nd class day fare has been a source of expense to the Company, and of inconvenience and discomfort to 31,000 persons.

Whilst, then, the success of the new fare for day travelling in the 2nd class may be questioned, the introduction of higher fares for night travelling has been a decided success.

• Analysis of Revenue Account for first-half of 1865.

† Total number of passengers in nine months ending July 1865	11,212
Of whom Day	8,970
„ „ Night	2,242
Total number of passengers in nine months ending July 1866	8,423
Of whom Day	6,460
„ „ Night	1,963
11,212 at 12 pies for 160 miles = Rupees 1,12,120	
1,963 at 22 „ 145 „ } = „ 1,20,431	
+ 6,460 at 18 „ 145 „ }	
Increase	Rs. 8,311

The total decrease in the number of 1st class passengers was 2,789.

Had the fare of 12 pies for the day been retained, no diminution of number, it may be assumed, would have taken place, and the $(6,460 \times 2,789 =) 9,249$ day travellers would have yielded the same return as the 6,460 with a mileage of 152 miles, and, of course, any increase of

A further consideration of the subject suggests doubts as to the success of the 1st class day fare of 18 pies. Previously it was 12 pies, and the mileage of this class was 160* miles. The average mileage would appear to have fallen to 145 miles. Such at least may be deduced† from the Traffic Manager's statement that the receipts of the 1st class were increased by Rupees 8,310, omitting consideration of return-tickets, the data regarding which are wanting.

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that average, which is less than what it was previous to the change, would have brought in a higher return. As far as can be judged, and bearing in mind that the night travellers decreased by only 12.5 per cent., while the day travellers decreased by 23 per cent., it may be concluded that the average mileage would have been very nearly as high as it was previously, or close upon 160. In fact it might be said that the mileage should be the same, there being no change in the numbers.

An increase of the day fare to something less than 18 pies, say to 15 pies, would, therefore, be found in all probability to give a better return, after allowing for the return now obtained from those forced down into the 2nd class, as though it would still send down some to the 2nd class, it would not act so unfavorably as the greater increase undoubtedly has.

No. 38. ORDER THEREON, 4th January 1867, No. 16.

RAILWAY, No. 2.

Communicated to the Consulting Engineer for Railways with reference to his letter of the 29th September

1866, No. 396. When furnishing his report on the results of the differential fares charged for day and night passengers of the 1st and 2nd classes on the Madras Railway for the whole year ending 31st October 1866, Colonel Anderson will submit, for the consideration of Government, such observations as he may have to offer on the points referred to in the Memorandum prepared by the Government of India.

(True Extract.)

Colonel, R. E.,

Secretary to Government.

To the Consulting Engineer for Railways.

Erd. S. T. Augustin.

Consulting Eng for Railways.

Sept 5 Jan 2/67

A.B.

Public Works Department.

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PROCEEDINGS of the MADRAS GOVERNMENT
Under date the 4th Jan'y 1867.
Read the following

The Secretary to the Government of India
(Here enter No. 036R dated 27th November 1866)

Communicated to the
Consulting Engineer for Railways
with reference to his letter
of the 29th Sept. 1866, No 396.
When furnishing his report
on the results of the differen-
tial fares charged for day
and night passengers of the
1st & 2^d Classes on the Madras
Railway for the whole year
ending 31st Oct. 1866, Col.
Anderson will submit, for
the consideration of Govt., such
observations as he may have
to offer on the ^{points referred to in the} Memo. prepared
by the Govt. of India.

N. J. P.
W. J.

For Consulting Eng for Railways.

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Sept 5 Jan 2/67

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P. W. 1867. Department.

Proc. of Govt for Gaury
No. 16.

PROCEEDINGS OF GOVERNMENT of Madras

Dated 1. January 1867.

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Order of the Govt of
India, forwarding a Memo.
on the subject of Differential
Fares (Railway) for day and
night passengers for the
Madras Ry. Communicated
with instructions, to the
Comdg. Bazar.

No 34. 30.