

(1) Number of pages 1-14

(2) Date of repair _____

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MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No. 2463	Press
307-08	~~Mis.~~
Dated 13 <i>8</i>	1867.

Not to be folded or roughly handled

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Proceedings of the Madras Government, Public Works Department.
13th August 1867.

No. 307. Read the following Endorsement of the Consulting Engineer for Railways, dated Madras, 5th August 1867, No. 217.

Read the following :—

Extract from a letter from the Agent and Manager, Madras Railway, No. 261, dated 29th July 1867.

3. With regard to the observations of the Directors in paragraphs 8 and 9, as to the advisability of trying the experiment of carrying coolies or labourers by goods trains, in inexpensive carriages without seats, at a special fare of 2 Pies per mile, and with a view to bring Railway travelling within the means of the poorest classes of the community, I shall feel obliged by your bringing this matter specially under the notice of the Government, and ascertaining whether His Excellency in Council will be pleased to consider this fare of 2 Pies as an exceptional and experimental fare, and not that of a regular class, and order that it shall not be held as the lowest fare, for the purposes of the contract, but that for the conveyance of troops, &c., &c., the lowest fare to be charged to the Government by the Company shall continue, as at present, to be the ordinary third class fare.

(True Extract.)

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

Extract from a letter from the Secretary, Madras Railway Company, No. 394, dated London, the 31st May 1867.

8. The unprogressive state of the passenger traffic, both in numbers and receipts, on the South-West Line for the last two years, though no doubt in some measure owing to the prevalence of high prices for food and other unfavourable influences affecting the population, together with the experience of the effect on a previous occasion of reducing the fare of the lowest class in increasing the number of passengers, would seem, in the Board's opinion, to indicate the existence of a substratum of possible customers of the Railway, which a 3 Pie per mile fare fails to bring forward. At the same time, considering how low this rate is, lower than that of the other Indian Railways, it would, in the Board's opinion, be inexpedient and hazardous to lower our present third class fare further. Such appears also to be the general opinion of our officers, as it is, we believe, of the Indian Government.

9. Under these circumstances, the Board are inclined to look favourably on the suggestion which has been made, that an experiment should be tried of running, under the necessary restrictions, a sort of cooly train, consisting of carriages of the most inexpensive description, attached to goods trains, and running at slow speed, carrying passengers at 2 Pies per mile. These would be considered as special trains, with special tickets to be issued to coolies or labourers or persons of that class only. Great difficulty would no doubt be experienced in preventing other persons obtaining these tickets, and to some extent we fear the ordinary third class trains must be robbed by such trains of part of their legitimate traffic. Still the experiment, guarded in the best way that you can devise, appears to be worth making, provided you obtain, in the first place, an assurance from Government that this low special fare is not to be held as the lowest fare for the purposes of the contract, but that for the conveyance of troops, &c., the lowest fare to be charged to the Government by the Company shall continue, as at present, to be the regular third class fare. Unless with this under-

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*Proceedings of the Madras Government, Public Works Department,
13th August 1867.*

standing the Company cannot afford to make this experiment, in which they have equally in view the benefit and accommodation of the poorer classes of the community as their own advantage. You will, therefore, before taking any steps to carry out the Board's views, communicate with the Government on this subject.

(True Extract.)

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

1. Submitted to Government with a recommendation in favour of the measure proposed by the Agent and Manager, Madras Railway, of introducing as an experiment, coolie trains at the reduced special fare of 2 Pies per passenger per mile, on the understanding that this fare, being exceptional and experimental, is not to be regarded as the lowest fare, at which, according to the contract, troops are to be carried.

2. It will be observed that the Railway Board propose to use carriages of the most inexpensive character for this class of traffic, and I conclude that neither the carriages nor the trains to which they will be attached will be such as Government would wish to make use of for the conveyance of troops. I therefore am of opinion that, lowest fares as applied to charges for troops, may be taken to mean the lowest ordinary fare, viz., 3 Pies per passenger per mile.

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

No. 308. ORDER THEREON, 13th August 1867, No. 2,463.

RAILWAY, No. 15.

1. The Government approve of the Agent's proposal to attach to goods trains inexpensive carriages without

seats, at a special fare of 2 Pies per mile, with a view to bring Railway travelling within the means of the poorer classes.

2. As they consider this proposal to be experimental and exceptional, the Government are willing that the fare of 2 Pies per mile shall not be interpreted, for the conveyance of troops, &c., to be in the terms of the contract "the lowest fare," which shall for the present continue to be, as heretofore, 3 Pies per mile.

3. The Government do not see how it will be possible to restrict the accommodation in these special carriages to "coolies or labourers or persons of that class only," and they are of opinion that the tickets must be issued indiscriminately to all persons who may choose to apply for them.

4. The Consulting Engineer will report the date from which the measure now sanctioned takes effect, and he will submit a special report upon the result of the experiment after it shall have been in operation for six months.

(True Extract.)

(Signed) J. H. M. SHAW STEWART, Major, R. E.,
Under Secretary to Government.

To the Consulting Engineer for Railways.

Exd. S. T. Augustin.

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Extract from a letter from the
Agent and Manager Madras Railway
No. 261 dated 29 July 1867.

3. With regard to the observations of the Directors in paragraphs 8 and 9, as to the advisability of trying the experiment of carrying Coolies or labourers by Goods Trains, in inexpensive carriages without seats, at a special fare of 2 pies per mile, and with a view to bring Railway travelling within the means of the poorest classes of the community, I shall feel obliged by your bringing this matter specially under the notice of the Government, and ascertaining whether His Excellency in Council will be pleased to consider this fare of 2 pies, as an exceptional and experimental fare, and not that of a regular class, and order that it shall not be held as the lowest fare, for the purposes of the Contract, but that

for

for the conveyance of troops &c. &c. the lowest fare to be charged to the Government by the Company shall continue, as at present, to be the ordinary Third Class fare.

(True Extract)

J. Anderson Lieut. Col. R.E.

Consulting Eng. for Railways

Extract from a letter from the Secretary, Madras Railway Company, No. 294, dated London, the 31st May 1867.

8. The unprogressive state of the passenger traffic both in numbers and receipts on the South West Line for the last two years, though no doubt in some measure owing to the prevalence of high prices for food and other unfavorable influences affecting the population, together with the experience of the effect on a previous occasion of reducing the fare of the lowest class in increasing the number of passengers, would seem, in the Board's opinion, to indicate the existence of a substratum of possible customers of the Railway, which a 3 pie per mile fare fails to bring forward. At the same time, considering how low this rate is, lower than that of the other Indian Railways, it would in the Board's opinion be inexpedient and hazardous to lower

Lower our present third class fare further.
Such appears also to be the general opinion
of our officers, as it is, we believe, of the
Indian Government.

7. Under these circumstances
The Board are inclined to look favorably
on the suggestion which has been made,
that an experiment should be tried of
running under the necessary restrictions
a sort of cooly train, consisting of carriages
of the most inexpensive description, attached
to Goods trains and running at slow speed,
carrying passengers at 2 pie per mile. These
would be considered as special trains, with
special tickets to be issued to Coolies or
laborers or persons of that class only.
Great difficulty would no doubt be ex=
perienced in preventing other persons
obtaining these tickets, and to some
extent we fear the ordinary third class
trains must be robbed by such trains of
part of their legitimate traffic. Still the
experiment

impossible

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experiment, guarded in the best way that
you can devise, appears to be worth making,
provided you obtain in the first place an
assurance from Government that this
low special fare is not to be held as the
lowest fare for the purposes of the contract,
but that for the conveyance of troops, &c.,
the lowest fare to be charged to the Govern=
ment by the Company shall continue as
at present to be the regular third class
fare. Unless with this understanding
the Company cannot afford to make this
experiment, in which they have equally
in view the benefit and accommodation
of the poorer classes of the Community
as their own advantage. You will therefore
before taking any steps to carry out the
Board's views, communicate with the Go=
vernment on this subject.

(True Extract.)

J. Arthur M. Lientt Colonel R.E.
Consulting Eng^r for Railways

Submitted to Government with a recommendation in favor of the measure proposed by the Agent and Manager Madras Railway of introducing as an experiment, Cooly Trains at the reduced special fare of 2 pie per passenger per mile, on the understanding that this fare, being exceptional and experimental, is not to be regarded as the lowest fare, at which according to the Contract Troops are to be carried.

2. It will be observed that the Railway Board propose to use carriages of the most inexpensive character for this class of traffic, and I conclude that neither the carriages, nor the trains to which they will be attached, will be such as Government would wish to make use of for the conveyance of Troops. I therefore
am

and of opinion that, lowest fares as applied
to charges for troops, may be taken to mean
the lowest ordinary fare, namely, three
pice per passenger per mile.

Madras 5th August 1867
J. H. Anderson Lieut Colonel R. E.
Consulting Eng^r for Railways

To
The Secretary to Government
Public Works Department
Fort Saint George

92. Pro. 1867. Depart
RAILWAY DEPARTMENT.
No. 2929

From
The Consgr. Engineer for Railways,
To
The Secretary to Government,
P. W. Dept.

Dated 5th } August 1867.
Received 6th }

No. 217-

Enclosures, No.

Submitting an
abstract from a letter from
the Agent & Manager of the
M. R. Comp^y, proposing
to introduce as an experi-
ment, coolie train at the
reduced special fare
of 2 pice per passenger per
mile -
No. 21,63-13th August/67

No. 307

N. 2163

Public Works Department.

PROCEEDINGS of the MADRAS GOVERNMENT.

Under date the 13th August 1867

Read the following

From The Consulting Engineer
for Railways.

(Here enter No. 217 dated 5th August 1867)

1. The Government approve of the Agent's proposal to attach to Goods Trains inexpensive carriages without seats, at a special fare of 2 pies per mile, with a view to bring Railway travelling ^{within} the means of the poorer classes.
2. As they consider this proposal to be experimental and exceptional, the Govt. are willing that the fare of 2 pies per mile shall not be interpreted, for the conveyance of Troops &c. to be in the terms of the contract "the lowest fare", which shall for

for the present continue
to be, as heretofore, 3 piers
per mile.

3 The Govt do not see
how it will be possible to
restrict the accommoda-
tion in these special car-
riages to "coolies or laborers or
persons of that class only",
and they are of opinion that
the tickets must be issued
indiscriminately to all
persons who may choose
to apply for them.

4 The Comg Engineer
will report the date from
which the measure now
sanctioned takes effect,
and he will submit a
special report upon
the result of the experi-
ment after it shall have
been in operation for
six months.

To the Comg Engr for
Railways.

Sept 14/87

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P. W. 1867. Department.

Proc. of Govt. for August
No. 2463

PROCEEDINGS OF GOVERNMENT *Madras*

Dated 13th August 1867

Approving of the proposal
of the Agent Madras Railway
to attach to goods trains in eff
five carriages without seats
at a special fare of 2 pice
per mile.

No. 307-308