

(1) Number of pages 20
(2) Date of repair 26. 8. 43
(3) Initials of the Referecer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No. <u>342</u>	Press Mis.
<u>376-77</u>	
Dated <u>16-12-</u>	<u>1868.</u>

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
16th December 1868.*

No. 376. Read the following Endorsement of the Consulting Engineer for Railways, dated Madras, 4th December 1868, No. 439.

Read the following letter from the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 3rd December 1868, No. 533 :—

1. Adverting to the observations of the Board, as made known in paragraphs 10 to 14 of the Secretary's letter, No. 418, dated London, the 17th July 1868, a copy of which is enclosed, I have the honor to submit, for the approval of Government, a table showing the fares which I propose to bring into operation on the 1st of January next, for the conveyance of coolies, and the poorer classes of the community, to and from stations between Madras and Jollarpett.

2. The Traffic Manager, who has given this subject a great deal of consideration, proposes, in the first instance, to limit the experimental fares to one train daily in each direction between Madras and Jollarpett, say by the 9-10 A. M. West, and the 6 A. M. East Trains, and to employ the coke waggons which were some time ago converted into carriages with roofs, but without seats. It is intended to paint "Cooly Class" on the sides of the vehicles in English, Tamil, and Telugu, and print in English a similar notification upon the tickets.

3. In applying for the approval of Government in this matter, I do so on the understanding that the fare by these exceptional trains, shall not be held as the lowest fare for the purposes of the Contract, but that for the conveyance of troops, Government servants, &c., &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.

4. May I ask you to be kind enough to give me this assurance, on behalf of the Government, at your earliest convenience.

Extract of a letter from the Secretary, Madras Railway Company, No. 418, dated London, the 17th July 1868.

Paragraph 10. Your letter No. 772, paragraph 17, requests our attention to the enquiries made by Government as to the time when you will be prepared to enter on the experiment of running special Cooly Trains on the line at a reduced fare of 2 pies per mile. In proposing this measure, of rather doubtful advantage to the Railway, the Board desired to obtain, in the first instance, from the Government an assurance that the fare by this exceptional train should not be held as that contemplated in the Contract to be charged for the conveyance of troops and servants of Government, which should continue to be as heretofore that of the third or lowest regular class of passengers. You were also desired to ascertain from the Agent of the Great Indian Peninsula Railway the result of a similar experiment in progress on that line.

11. The replies in either case were not of a character to overcome the hesitation of the Board to sanction a measure involving immediate and certain expense and possible loss, with but a doubtful prospect of eventual gain. The assent of Government was qualified by the condition "for the present." But unless the Company are to be secured in the advantages to be reaped from the experiment if successful, it would not be worth their while to risk trying it.

12. Again, the report of the Agent of the Great Indian Peninsula Railway of their experience was most unfavorable, showing that the result of five months working with 2 pies per mile trains, was a decrease of 525,493 in their third class passengers, while those carried in the cheap trains were no more than 360,021, leaving an absolute loss of numbers to the extent of 165,472. The pecuniary loss was Rupees 68,312. At the same time the open mileage of the line was increased from 635 to 846, so that with 26 per cent. (?) more line open, they carried 14 per cent. fewer passengers and earned 7 per cent. less money, consequent on the introduction of the cheap fare.

13. It certainly is difficult to understand how the introduction of cooly trains could have produced these results, but we observe that in answer to your enquiry on this point, the Agent could think of no other cause why the numbers of the lower class of passengers fell in 1867 below those of 1866.

14. Be this however as it may, the Board are still desirous of trying the experiment under the checks and safeguards which your experience and that of our Traffic Manager can devise, and they accordingly authorize your doing so at such time as may be most expedient. But you will make known to the Government, that the Board only sanction the experiment in the confidence that the Company will be left in the permanent possession of the advantages of it if successful; and you will take care to keep us fully informed of the working of the experiment as it proceeds.

(True Extract.)

(Signed) R. B. FLWIN,
Agent and Manager.

*Proceedings of the Madras Government, Public Works Department,
16th December 1868.*

MADRAS RAILWAY.
Proposed Fares for Cooly Train.

	Arady.	Tinnanore.	Trivellore.	Gudumbar- thoor.	Chinnama- pet.	Arconum.	Sholinghur.	Arcof.	Theruvellum.	Vellore.	Goofathum...	Mailputty...	Ambor...	Vannibady...	Dollapett.
Arady...	AS. 2	AS. 3	AS. 4	AS. 5	AS. 6	AS. 7	AS. 9	AS. 11	AS. 12	AS. 14	AS. 10	AS. 12	AS. 13	AS. 15	AS. 16
Tinnanore...	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Trivellore...	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cudumbathoor...	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Chinnamapet...	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Arconum...	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Sholinghur...	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Arcof...	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Theruvellum...	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Vellore...	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Goofathum...	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Mailputty...	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ambor...	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Vannibady...	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Dollapett...	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

MADRAS,
2nd December 1868.

(True Copy.)
(Signed) R. B. ELWIN,
Agent and Manager.

(Signed) H. E. CHURCH,
Traffic Manager.

*Proceedings of the Madras Government, Public Works Department,
16th December 1868.*

1. In Order No. 2,463, of 13th August 1867, the sanction of Government was accorded to a scheme for introducing, as an experiment, cooly trains at a special rate of 2 pies per passenger, per mile, but the Agent and Manager of the Madras Railway deferred running these trains until he received further instructions from his Board.

2. The Directors have now approved of the experiment being tried, but take exception to the words "for the present" in paragraph 2 of the Order above referred to, and require the unqualified assurance of Government that the fare of 2 pies per mile shall not be taken to be the lowest fare for which troops may be carried, under the terms of the Contract.

3. I see no objection to this assurance being given, and as Mr. Elwin is anxious to commence running cooly trains on 1st January, the early orders of Government are requested.

(Signed) J. H. M. SHAW STEWART, Major, R. E.,
Consulting Engineer for Railways.

No. 377. ORDER THEREON, 16th December 1868, No. 3,921.

RAILWAY, No. 34.

The Agent and Manager of the Madras Railway may be assured that, so long as 2 pies per mile may remain an exceptional fare, the Government have no intention of regarding it as the lowest fare at which, according to the Contract, troops are to be carried.

(True Extract.)

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

To the Consulting Engineer for Railways.

Exd. S. T. Augustin.

Cont. of 118681 Madras

PUBLIC WORKS.

To

THE CONSULTING ENGINEER AND

RAILWAYS

Dated December, 1868.

Recd

G. O., 10th December 1868.

DECEMBER.

No. 273-377

Cooly Train—Passing order on the
Endorsement of the Consulting Engineer
relative to the running of cooly trains by
the Madras Railway Company from 1st
January 1869.

No. 533.

MADRAS RAILWAY COMPANY.

AGENT AND MANAGERS OFFICE.

Madras, 3rd December 1868.

From

P. B. Elwin Esq.

Agent and Manager of the M.R.C.

To

Major J. H. Shaw Stewart, R.E.

Consulting Engineer for Railways.

SIR,

Adverting to the observations
of the Board, as made previous in
paragraphs X to XIV of the Secretary's
Letter, No. 418, dated London the 17th
July 1868, a copy of which is enclosed,
I have the honor to submit for the approval
of Government, a table showing the fares
which I propose to bring into operation
on the 1st of January next, for the
conveyance of coolies, and the poorer
classes of the community, to and from
stations between Madras and
Tollupett.

2. The Traffic Manager,
who has given this subject a great
deal of consideration, proposes in
the first instance to limit the
experimental fares to one train
daily in each direction between
Madras and Tollupett, say by
the 9-10 a.m. West, and the 6-0
a.m. East trains, and to employ

the

the loose wagons which were some time ago converted into Carriages with roofs, but without seats.

It is intended to print "Booby Blasts" on the sides of the vehicles in English, Tamil, and Telugu, and print in English a similar notification upon the tickets.

3. In applying for the approval of Government in this matter, I do so on the understanding that the fare by these exceptional trains, shall not be held as the lowest fare for the purposes of the Contract, but that for the conveyance of Troops, Government servants &c, &c, the lowest fares to be charged to the Government by the Company shall continue as at present to be, the regular third class fare.

4. May I ask you to be kind enough to give me this assurance on behalf of the Government at your earliest convenience.

I have the honor to be,
Sir,

Your most Obedient servant,

Wm. G. Horton

Agent and Manager -

Law Department

D. R. Allen.

Chapman

1890

East, Perry

2000

John A. Ward

Good work

1891

2000-01

Red Pine.

at the order

10

for which Troops may be carried, under the terms of the Contract.

I see no objection to this assurance being given, and as Mr. Shwin is anxious to commence running Coaly trains

the look of a yon which were some
time ago connected into Carriages
with

It is
on the
Jurnal
Engle
the 9
3.

is pro
matter
that a
Train
lower
center
of 11
15, 1893
to the
shall
the 100

4
among
one be
early

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways

Dated 3rd December 1868

Recd.

No. 533.

Submitting for the approval
of Govt of Madras showing the
plans which it is proposed
to bring into operation on the
1st January next for the convey-
ance of Passengers and the
freight of the Community
to and from stations between
Madras & Calcutta, &c.

I have the honor to be,
Sir,

Your most obedient servant.

W. J. H. L.

Agent and Manager.

Railway Department

Com. Engrs Office.

No 439.

In order No 2463 of 13th August
1867 the sanction of Government was accorded to
a scheme for introducing, as an experiment, cooly
trains at a special rate of 2 pice per passenger
per mile, but the Agent and Manager of the Madras
Railway deferred running these trains until he received further instructions from his
Board.

The Directors have now approved of
the experiment being tried, but take exception
to the words "for the present" in para 2 of the order
above referred to, and require the unqualified as-
surance of Government that the fare of 2 pice
per mile shall not be taken to be the lowest fare
for which Troops may be carried, under the
terms of the Contract.

I see no objection to this as-
surance being given, and as Mr Shwin is
anxious to commence running cooly trains

trains on 1st January, the early orders of Govern-
ment are requested.

Madras
4th December 1868

Mr. Macleod
Committee Engineer for Railways

To

The Secretary to Government
Public Works Department
Fort Saint George

Ms. A. 9.2.11.6. Dec. 1888

Attended Railway
Proposed Jams for Cuddy Hairs

Post Office Charging Office, 2
11th Floor, 2 December 1988

Extract of a letter from the Secretary, Madras Railway Company, No 418 dated London the 17th July 1868

Para 10 Your letter No 772 para 17 requests our attention to the inquiries made by Government as to the time when you will be prepared to enter on the experiment of running special Cooly Trains on the line at a reduced fare of 2 pie per mile. In proposing this measure, of rather doubtful advantage to the railway, the Board desired to obtain, in the first instance, from the Government an assurance that the fare by this exceptional train should not be held as that contemplated in the Contract to 1868. be charged for the conveyance of troops and servants of Government, which should continue to be as heretofore that of the 3rd or lowest regular class of passengers. You were also desired to ascertain from the Agent of the Great Indian Peninsula Railway the result of a similar experiment in progress on that line.

11 The replies in either case were not of a character to overcome the hesitation of the Board to sanction a measure involving immediate and certain expense and possible loss, with but a doubtful prospect of eventual gain. The assent of Government was qualified by the condition "for the present." But unless the Company are to be secured in the advantages to be reaped from the experiment if successful it would not be worth their while to risk trying it.

12 Again the Report of the Agent of the G. I. P. Railway of their experience was most unfavorable, showing that the result of five months working with 2 pie per mile trains, was a decrease of 525,493 in their 3rd Class passengers, while those carried in the cheap trains were no more than 360,021, leaving an absolute loss of numbers to the extent of 165,472. The pecuniary loss was Rs 68,312. At the same time the open mileage of the line was

P. 11. 4/4 5/58

increased from 635 to 846, so that with 26 per cent $\frac{1}{4}$ more
live open, they carried 14 per cent fewer passengers and
earned 7 per cent less money, consequent on the introduc-
tion of the cheap fare.

13. It certainly is difficult to understand how the
introduction of *looly* Trains could have produced these
results, but we observe that in answer to your enquiry on
this point, the Agent could think of no other cause why the
numbers of the lower class of passengers fell in 1867 below
those of 1866.

14. Be this however as it may, the Board are
still desirous of trying the experiment under the checks and
safeguards which your experience and that of our Traffic
Manager can devise, and they accordingly authorize you
doing so at such time as may be most expedient. But
you will make known to the Government that the Board
only sanction the experiment in the confidence that the
Company will be left in the permanent possession of the
advantages of it if successful; and you will take care to
keep us fully informed of the working of the experiment
as it proceeds.

1 True Extract

[Signature]
Agent and Manager

27/4/68

Completed

Public Works Department

103921

PROCEEDINGS of the MADRAS GOVERNMENT.

Under date the 16th Decr 68
Read the following

From the Consulting Engineer
for Railways

(Here enter No. 1 dated 1st Decr 68)

The Agent and
Manager of the Madras
Railway may be assured
that, so long as 2 pice
per mile may remain
an exceptional fare, the
Government have no
intention of regarding
it as the lowest fare
at which, according
to the contract, they
are

[Signature]
[Signature]

[Signature]

Wm

are to be carried.

A. C.

B. St. The Congress
for Railways -

Dec 16/12/88

376-377
603
Lic 4775
Govt. of 1868: Madras.

PUBLIC WORKS.

The Consulting Engineer
for Railways

Dated

Recd.

G. O. 1600 Sec. 1868. No 1721

Nos. 376-377

Cooly trains Copying orders
on the endorsement of the
Chief Engineer relative to the
running of Cooly trains
by the Madras Co. from
1st January 1869

Recd 16/12/68