M.R.O. 1—77,006—8-6-37.

(1) Number of pages 172

(2) Date of repair 12-05-2011

(3) Initials of the Referencer

# MADRAS RECORD OFFICE.

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## Government of Madras.

**DEPARTMENT.**

G.O. No. 979 Press/Mis.

26-27

Dated 3 4 1871.

***Not to be folded or roughly handled***

*Proceedings of the Madras Government, Public Works Department, 3rd April* 1871.

No. 26. Read the following letter from the Deputy Secretary to the Government of India, Public Works Department, (Railway,) to the Secretary to the Government of Madras, Public Works Department, dated Fort William, 11th March 1871, No. 429-R. :—

I AM directed to acknowledge the receipt of your letter, No. 101, of the 13th January last, submitting the review of the Revenue Accounts of the South-West and North-West Lines of the Madras Railway for the second-half of 1869, and to express the satisfaction of the Governor-General in Council at the careful manner in which it has been prepared, and at the completeness of the note by the Consulting Engineer.

2. The analysis of the working shows the results of the traffic to have been as follows :—

SOUTH-WEST LINE.

| Class. | Receipts. | Expenditure. | Profit or Loss. | Passenger Mileage. |
|---|---|---|---|---|
| | Per Passenger Mile. | | | |
| | RS. A. P. | RS. A. P. | RS. A. P. | |
| First Class ... ... ... | 0 1 3·65 | 0 0 11·44 | 0 0 4·21 | 748,449 |
| Second „ ... ... ... | 0 0 5·02 | 0 0 5·22 | *0 0 0·2 | 2,806,616 |
| Third „ ... ... ... | 0 0 2·90 | 0 0 0·82 | 0 0 2·08 | 36,718,059 |
| Fourth „ ... ... ... | 0 0 2·04 | 0 0 1·12 | 0 0 0·92 | 3,276,512 |
| | Per Ton Mile. | | | Goods Ton Mileage. |
| Goods ... ... ... | 0 1 1·99 | 0 0 9·56 | 0 0 4·43 | † 17,819,000 |

* Loss. † Nearly.

Thus, in round numbers, out of a net profit of £95,000 on the South-West Line,

the first-class traffic contributed ... ... ... £ 1,650
the third-class do. do. ... ... ... £ 39,800
and the goods do. do. ... ... ... £ 41,100

the second-class traffic being carried at a loss. These results are very interesting and instructive. The great importance, from a purely commercial point of view, of the third-class passenger traffic, shows the desirability of making every effort to develope this traffic by rendering railway travelling as attractive and convenient as possible to the native population. The loss on the second-class traffic and the high cost of carrying first-class passengers (which, however, resulted in a profit) show the necessity of taking some steps to lessen the expenditure under these heads.

3. The average loading of vehicles was :—

| | | No. |
|---|---|---|
| Passengers ... | First Class ... ... ... ... | 2·123 |
| | Second „ ... ... ... ... | 4·290 |
| | Third „ ... ... ... ... | 33·594 |
| | Fourth „ ... ... ... ... | 22·562 |
| | | Tons. |
| Goods ... ... ... ... ... ... ... ... ... | | 2·991 |

The figure for goods is low, but is partly accounted for by the inequality of the up and down traffic, 302 millions of maund miles being run in the one direction against 196 millions in the other. This cannot, however, wholly account

for the cost of carriage being so very high as 9½ Pies a ton mile, which indicates that the *working expenses* on the Madras Railway would swallow up more than the whole *charge* made to the public for the bulk of goods on the East Indian Railway, which are nevertheless carried at a large profit. The loading of the passenger vehicles of the higher classes, however, is not so satisfactory, and to improve the financial result more persons must be carried per vehicle run. The figures given by the Consulting Engineer appear to show the possibility of this. The train mileage of passenger and mixed trains on the South-West Line is shown to have been 439,551, and the vehicle mileage offering first and second-class accommodation in these trains was:—

| | |
|---|---|
| First Class ... ... ... ... ... ... ... ... ... | 283,659 |
| Composite, First and Second Classes ... ... ... ... | 206,819 |
| Second Class (exclusive of Post Office) ... ... ... | 344,662 |
| | 835,140 |

It thus appears that there were nearly two such vehicles per train. This appears to be more than is necessary, and an average of one composite carriage would appear to be all that is required for the first and second-class passengers in each train. Another plan, though possibly a less economical one, would be to convert a certain number of second-class vehicles into composite, second and third-class carriages, and to make provision in the first-class carriages for more paying freight by utilizing one compartment for third-class passengers, who would usually be the servants of the first-class passengers travelling in the same vehicle. There may also be other ways of economizing the running of the stock, and the subject is well worth the careful consideration of the Railway Officers and the Consulting Engineer, who will be much assisted in dealing with the question by the record of the facts of the working and the analysis of them contained in the review.

No. 27. ORDER THEREON, 3rd April 1871, No. 979.

RAILWAY, No. 5.

COMMUNICATED to the Consulting Engineer for Railways, with reference to G. O., No. 100, dated 13th January 1871.

2. His Excellency the Governor in Council concurs with the Government of India in the opinion that the question of the best means of reducing the working expenses and of economizing the running of stock on the Madras Railway in the manner suggested in this letter or in such other way as may be thought feasible, deserves careful consideration, and he will be glad to receive such proposals as the Consulting Engineer, in communication with the Agent, may submit for attaining the object in view.

(True Extract.)

Colonel, R.E.,
*Secretary to Government.*

To the Acting Consulting Engineer for Railways.

Exd. E. C. Shunker

*All communications should be addressed to the Secretary.*

No. 429 R.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY.

To
The Secretary to the Govt. of Madras,
Public Works Department, (Railway).

Fort William, 11th March 1871.

Sir,

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|---|---|---|---|---|
| | Per Passenger Mile | | | |
| | a. p. | a. p. | a. p. | |
| 1st Class | 1.3.65 | 11.44 | 4.21 | 745,449 |
| 2nd " | 5.02 | 5.22 | # [illegible] | 2,306,616 |
| 3rd " | 2.90 | 0.82 | 2.08 | 36,718,059 |
| 4th " | 2.04 | 1.12 | 0.92 | 3,276,572 |
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| Goods | 1.1.99 | 9.56 | 4.43 | 17,819,000 × |

# Loss

× nearly

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and the Goods " " £41,100
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| | | No. |
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| | 2nd " | 4.290 |
| | 3rd " | 33.594 |
| | 4th " | 22.562 |
| | | Tons |
| Goods | | 2.991 |

The figure for goods is low, but is partly accounted for by the inequality of the up and down traffic, 302 millions of Maund miles being run in the one direction against 196 millions in the other. This cannot however wholly account for the cost of carriage being so

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and the subject is well worth the careful consideration of the Railway officers and the Consulting Engineer who will be much assisted in dealing with the question by the record of the facts of the working and the analysis of them contained in the Review.

I have the honor to be,
Sir,
Your most obedt. servt.,

[illegible], Major, R.E.,

Deputy Secretary.

13 January 76 R. 208
210

No. 26

22d March 76 R. 26

Public Works Department

Proceedings of the Madras Government

Under date the

Read the following

From The Government of India (P.W.D. No. 429 R. of 11th March 1871)

P.W. 1871 Dept.
Procgs. Govt. for April
No. 1219.

From
The Govt. of India

Dated 11th } March 71
Recd: 17th }
No. 429 R.

Passing orders on the Review of the Revenue Accounts of the South West & North West Lines of the Madras Railway for the second half of 1869.
3rd April 1871 No. 979

Communicated to the Consulting Engineer for Railways with reference to G.O. No. 100 dated 13th January 1871.

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To The Consg. Engineer for Railways

Desp. 5/4/71

C 22d March / 71 R. 24th

C No 1219

Govt of 1871 Madras.

PUBLIC WORKS.

To The Acting Consulting Engineer for Railways

Dated

Recd.

G. O., 30th April 1871, No. 979

Nos. 26 & 27

Revenue Accounts - Letter from Govt of India passing orders on the Review of the Revenue Accounts of the S. W. & N. W. Lines of the Madras Ry for the second half of 1869, Comd to the Consulting Engineer for Rys with instructions.