

(1) Number of pages _____

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MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No.	2117	Press
73-74-		Mis.
Dated	6. 9.	1872.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
6th September 1872.*

No. 73. Read the following letter from the Officiating Deputy Secretary to the Government of India, Public Works Department (Railway), to the Secretary to the Government of Madras in the Public Works Department (Railway), dated Simla, 21st August 1872, No. 1,355-G. R. :—

I AM directed to acknowledge the receipt of your docket No. 1,809, dated the 30th July 1872, reporting experimental reductions from the first idem in the first and third-class passenger fares on the Great Southern of India Railway, and to state in reply that the Government of India are glad to see that this attempt has been made to increase the passenger traffic, and will look with interest for a report of the result.*

2. The experimental third-class fare of 2 Pies a mile is undoubtedly low, and its financial success must depend on the increase in the number of passengers. The precise arrangements by which this increase is most likely to be attained must depend on the local knowledge and experience of the Railway Authorities and of the advisers of the Government of Madras ; but I am directed to suggest, for consideration, the possibility of increasing the passenger traffic by making railway travelling more convenient than it usually is to villagers by means of running slow, local, pick-up trains, with frequent stoppages.

3. This subject is a large one. The slow expansion of the passenger traffic on many Indian Railways is a matter that has attracted attention, and cannot be effectually dealt with until traced to its source. Such experimental reductions as those now sanctioned by the Government of Madras will afford much help in the solution of the question, and I am therefore desired to suggest the consideration of such additional experiments as that briefly sketched in the preceding paragraph, the detail of which, if it should be thought practicable and advisable, can best be filled in by the authorities on the spot.

No. 74. ORDER THEREON, 6th September 1872, No. 2,117.

RAILWAY, No. 14.

COMMUNICATED to the Consulting Engineer for Railways, with reference to G. O. No. 1,809, dated 30th July 1872, and for such remarks as he may have to offer on the suggestion in paragraph 2.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.

Exd. E. C. Shunker.

All communications
should be addressed to
the Secretary.

No. 1355 G-R.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

STATE RAILWAYS.

To

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

Simla 21st August 1872.
Sir,

I am directed to acknowledge the receipt of your docket N. 1809 dated the 30th July 1872, reporting experimental reductions from the 1st idem in the 1st and 3rd class passenger fares on the Great Southern of India Railway, and to state, in reply, that the Government of India are glad to see that this attempt has been made to increase the passenger traffic, and will look with interest for a report of the result.

2. The experimental 3rd class fare of 2 pies a mile is undoubtedly low

low, and its financial success must depend on the increase in the number of passengers. The precise arrangements by which this increase is most likely to be attained, must depend on the local knowledge and experience of the Railway Authorities and of the advisers of the Government of Madras, but I am directed to suggest for consideration, the possibility of increasing the passenger traffic by making railway travelling more convenient than it usually is to villagers by means of running slow, local, pick-up trains, with frequent stoppages:-

3. This subject is a large one. The slow expansion of the passenger traffic on many Indian Railways is a matter that has attracted attention, and cannot be effectually dealt with until traced to its source. Such experimental reductions as those now sanctioned by the Government of Madras will afford much help in this

the solution of the question, and I am therefore desired to suggest the consideration of such additional experiments as that briefly sketched in the preceding paragraph, the detail of which, if it should be thought practicable and advisable, can best be filled in by the Authorities on the spot.

I have the honor to be
Yours most obedt. Servt.
M. Brummell Col. R.E.
Offg. Deputy Secretary

g.f.c.

1872

P. R. 1872 Report.

No. 4189.

From.

The Govt of India.

Dated 21st } Sept 1872.
 Recd 29. }

No. 1355 of 1872
 No 2117-61 of 1872
 'Appropriation'
 with sanction, of

the experimental
 section in the
 1st and 3rd class
 passenger cars on
 the Great Southern
 Indian Railway,
 and dealing &
 repair of the
 result of the
 With an order

No. 2117 Communicated to the Consulting Engineer for Railways
 with reference to H.O. No. 1809 dated 30th July 1872,
 and for such remarks as he may have to offer
 on the suggestion in Para 2.

Ans. 13th Decr 11/9/72

13/12/72

Ans. 13th Decr 11/9/72

Ch 4189

Govt. of 1872 Madras

PUBLIC WORKS.

To The Consulting Engg
for Railways

Dated

Recd.

11. 0. September 1872. No 2117

Nos. 734 7/4

A. S. S. Railway Letter

From the post of India ap-
proving, with remarks, of
the experimental reduction
in the 7' x 3" Laps for
fairs in the G S of S. Ry. & de-
siring a report on the subject,
con. the 7' x 3" Laps with air-tight.