M.R.O. 1—77,006—8-6-37.

(1) Number of pages_____

(2) Date of repair_____

(3) Initials of the Referencer_____

MADRAS RECORD OFFICE.

Government of Madras.

Public works **DEPARTMENT.**

G.O. No. 422-424	2503-2504	Press / Mis.
Dated	23-10-	1872.

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department, 23rd October 1872.

No. 422. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 3rd October 1872, No. 530 :—

WITH reference to the Order of Government, No. 2,117 of the 6th ultimo, I have the honour to request that you will be good enough to lay before Government the enclosed letters* from the Agent of the Great Southern of India Railway and the Officiating Deputy Consulting Engineer, containing their opinion upon the subject of carrying out, with a view to the expansion of traffic, the experiment suggested by the Government of India in their letter No. 1,355 G.R. of the 21st August 1872.

* From Agent, No. 4,694 of 23rd Sept. 1872.
" Officiating Deputy Consulting Engineer, dated 27th September 1872.

2. Mr. Betts and Captain R. Thompson are of opinion that the running of local pick-up trains, with frequent stoppages, would not be remunerative under the special circumstances of the Great Southern of India Railway.

3. I agree with them in that opinion, and recommend that the results of the present experimental reductions in the first and third classes be awaited before any further changes are made.

From the Agent of the Great Southern of India Railway, to the Consulting Engineer for Railways, dated Negapatam, 23rd September 1872, No. 4,694.

YOUR letter No. 377 of the 12th instant, I have discussed with Captain R. Thompson the suggestion made by the Officiating Deputy Secretary to the Government of India, Public Works Department, (Railway,) for "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."

2. It is not quite clear whether the running of *additional* trains, or the more frequent stoppages of existing trains, is suggested.

3. With regard to additional trains, so far as long-distance passengers are concerned, say those journeying from Negapatam to Tanjore and beyond, I do not think the running of an extra train daily would tend to increase the number of travellers. For people travelling short distances, the running of additional trains would no doubt be a convenience, but I am of opinion that additional passengers would be but few in number, and that the cost of working the trains would not be covered by their fares.

4. Regarding more frequent stoppages of existing trains. Two trains up and two trains down are run daily, and each train stops at every station on the line. More frequent stoppages could, therefore, only be provided for by pulling up the trains at places where we have no stations. Our stations are located at the following distances apart :—Miles 3, 4, 7, 4, 7, 5, 6, 3, 10, 15, 8, 9, 12, 6, 7, 11, 9, 8, 12 and 12. On the 15 miles run you will no doubt remember we had a trial station, Cottraputty, but we were compelled to close it on financial grounds.

5. We cannot have additional stopping places without supplying platforms, booking offices and booking clerks. Without a platform the old and infirm and young children could only climb into carriages with difficulty, and some amount of danger, especially if the stopping place was on an embankment ; without booking clerks, one check against fraud would be removed.

6. I am of opinion that the cost of working these additional stopping places would not be covered by the few additional passengers which they would bring to the line over and above those who would be drawn from existing stations. People will not use the Railway if they have but

a very short distance to walk; from Negapatam station to Sickle station for instance the distance is only three miles, and last month only 58 passengers were booked at the former for the latter place, which does not give an average of one passenger per train.

From Captain R. THOMPSON, R.E., Officiating Deputy Consulting Engineer for Railways, to the Consulting Engineer for Railways, dated Madras, 27th September 1872.

WITH reference to your letter No. 789 of the 12th September 1872, and the Orders of Government marginally noted, I have the honour to inform you that I have discussed with the Agent and Manager of the Great Southern of India Railway Company the question of the possibility of increasing the passenger traffic on the Great Southern of India Line by means of running "slow, local, pick-up trains with frequent stoppages."

G. O. No. 80 of 11th January 1872.
Do., „ 1,808 of 30th July „
Do., „ 2,117 of 6th September „

2. The Agent holds out but little hope of an experiment in this direction proving successful, and from a consideration of the line, distribution of stations, and the traffic returns, I am inclined to agree with him in thinking that the additional expenditure entailed in providing such accommodation would not be covered by the slight increase of passenger traffic which might be looked for.

3. The Agent informs me that the existing train service fully meets all requirements for transport of goods, so that any additional trains would be purely for passenger traffic.

4. The existing stations along the Great Southern of India Line between Negapatam and Erode are not at very inconveniently long distances apart. The maximum distance between any two being between Boodalore and Teroovembore, namely, 15 miles. An intermediate station was tried there for a period of about two years, but it was eventually closed, as so few persons availed themselves of it.

So far as my experience goes I feel sure that natives of the class for which "pick-up" trains would be run, prefer, as a rule, walking four or five miles to paying 8 or 10 Pies for being carried by train such short distances, and for longer distances the existing distribution of stations, arrangement of train service, and fares charged meet their wants as nearly as is possible.

5. The traffic returns appear to bear me out in the opinion I have expressed in the foregoing paragraph; for instance, taking the three stations next to Negapatam in the order in which they stand, namely, Sickle, Keevalore, and Trivalore, distant respectively from Negapatam, 3, 7, and 14 miles. Between Negapatam and Sickle there is scarcely any third-class passenger traffic; between Negapatam and Keevalore there is considerably more, and between Negapatam and Trivalore it is believed that as many third-class passengers travel as would, under any circumstances, avail themselves of the Railway.

No. 423. ORDER THEREON, 23rd October 1872, No. 2,503.

RAILWAY, No. 58.

HIS Excellency the Governor in Council, on consideration of the arguments adduced in these papers as to the little advantage which would be derived on the Great Southern of India Railway from more frequent stoppages of existing trains or the running of additional trains, does not think it expedient to sanction at present any further experimental measures for the development of the passenger traffic beyond those now undergoing a trial.

2. A copy of these papers will be forwarded to the Government of India, with reference to their letter, No. 1,355 G. R., dated 21st August 1872.

(True Extract.)

(Signed) G. W. WALKER, Colonel, R.E.,
Secretary to Government.

No. 424. (DOCKET No. 2,504, dated 23rd October 1872.)

COPY of the above forwarded to the Government of India.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

Exd. E. C. Shunker.

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RAILWAY DEPARTMENT. CONSULTING ENGINEER'S OFFICE.

No. 530.

From

Lieut.t Colo.l J. H. Th. Shaw Stewart, R.E.,
Consulting Engineer for Railways,

To

Colonel G. W. Walker, R.E.,
Secretary to Government,
Public Works Department,
Fort Saint George.

SIR,

With reference to the Order of Government No. 2117 of the 6.th ultimo, I have the honour to request that you will be good enough to lay before Government the enclosed † letters from the Agent of the Great Southern of India Railway and the officiating Deputy Consulting Engineer, containing their opinion upon the subject of carrying out, with a view to the ex-pansion of traffic, the experiment suggested by the Government of India

in

† From Agent No. 4694. 23.rd September 1872.
— Officiating Deputy Consulting Engineer dated 27.th September 1872.

in their letter No: 1356 G.P. of the 31st August 1873.

2. Mr Betts and Captain Rose Thompson are of opinion that the running of local pick-up trains, with frequent stoppages, would not be remunerative under the special circumstances of the Great Southern of India Railway.

3. I agree with them in that opinion, and recommend that the results of the present experimental reductions in the first and third classes be awaited before any further changes are made.

I have the honour to be
Sir
Your most obedient servant

Madras
3rd October
1872

Lieut. Colo, R.E.,
Cons. Engineer for Railways.

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From.
Captain Rose Thompson
R.E. Engrs.
Offg. Dy. Cons. Engr. Railways

To
Lt. Col. J.H.M. Strachey
Consulting Engineer
for Railways.

Sir.

With reference to my
Letter No. 789 of the
12th September 1872
and the Orders of
Govt. thereon
I have the
honour to inform you
that I have discussed
with Mr Agent and
Manager of the G.I.P.
Railway Co. the
possibility of
increasing the
traffic on the G.I.P.
Line by means of
running "Slow, local, pas-

G.O. No 80 of 11th January 1872
G.O. No 1808. 30th July 1872
G.O. No 2117. 6th Septr. 1872

being carried 3 train
such short distances,
and for longer distances
the existing distribution
of Stations, and
arrangements of
train service, and
fares charged must
their wants as
nearly as is possible.

(5). The traffic returns
appear to me
not to be of much
value in forming
an opinion as to
the number of
trains required in
the several sections
of the line. Taking
the Down Trains
only, I find that
between Negapatam
and Trichinopoly
there are
Sickle
Kivalore
Tirutoreyoor
Ariyalur
Vellore
Trichinopoly
Negapatam.
3
7
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between Negapatam
and Sickle there is
scarcely any 3rd

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No. 4694 GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,
NEGAPATAM, September 23rd 1872

From
THE AGENT,
Great Southern of India Railway,

To
The Officiating Engineer
for Railways
Madras

SIR,

Your letter No. 377 of the 12th instant - I have discussed with Captain Ross Thompson the suggestion made by the Officiating Deputy Secretary to the Government of India, Public Works department (Railway) for "increasing the passenger traffic by "making railway travelling more con "venient than it usually is to villagers "by means of running slow local, "pick-up trains, with frequent stoppages

It is not quite clear whether the running of additional trains, or the more frequent stoppages of existing trains, is suggested.

With regard to additional trains. So far as long distance passengers

Pick up trains on the
frequent stoppages.

(2) The Agent holds out
little hope of an
experiment in this
direction proving
successful: and
from a consideration
of the Line, distribution
of stations, and the
traffic returns
can see no chance
of this ever being
that the additional
expenditure entailed
in providing such
accommodation would
not be covered by
the slight increase
of passenger traffic
which might be
looked for.

(3) The
Agent informs
me that the existing
train service fully
meets all requirements
for transport of goods
so that any additional

6

train would be
purely for
traffic

(4). The existing stations
along the G.S.W. Line
between Nagapatam
and Erode are
not at uniform
long distances apart-
the maximum distance
between any two
being between Bodalur
and Perambore
viz. 15 miles. An
intermediate station
was tried there for a period
of about two years
but was eventually
closed as not
permanently availed
themselves of it.
So far as my
experience goes I
feel sure that Natives
of this Class (whether
they pick up trains on
the run, prefer as
a rule, walking for
or 5 miles to paying
eight or ten pice for

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passengers are concerned - say those journeying from Negapatam to Tanjore and beyond - I do not think the running of an extra train daily would tend to increase the number of travellers. For people travelling short distances, the running of additional trains would no doubt be a convenience, but I am of opinion that additional passengers would be but few in number, and that the cost of working the trains would not be covered by their fares.

Regarding more frequent stoppages of existing trains. Two trains up, and two trains down, are run daily, and each train stops at every station on the line. More frequent stoppages could therefore only be provided for by pulling up the trains at places where we have no stations. Our stations are located at the following distances apart. Miles 3, 4, 7, 4, 7, 5, 6, 3, 10, 15, 8, 9, 12, 6, 7 11, 9, 8, 12 and 12. On the 15 miles run you will no doubt remember

we

we had a trial station, Bottrapitty, but we were compelled to close it on financial grounds.

We cannot have additional stopping places, without supplying platforms, booking offices, and booking clerks. Without a platform the old and infirm, and young children, could only climb into Carriages with difficulty, and some amount of danger, especially if the stopping place was on an embankment. Without booking clerks, no check against fraud would be ensured

I am of opinion that the cost of working these additional stopping places would not be covered by the few additional passengers which they would bring to the line over and above those who would be drawn from existing stations. People will not use the Railway if they have but a very short distance to walk; from Negapatam station to Sickle station for instance the distance is only 3 miles, and last months only 58

passengers

Cir. Pub. Works. Railways.

P.W. Dept

No 2503.

Proceedings of the Madras Government

Under date the 23. October 1872.

Read the following

From the Const. Engineer

for Railways. Forwarded No 3307 3. Oct 1872.

His Excellency

the Governor in Council

has considered the

arguments adduced in

these papers as to the

little advantage which

would be derived on

the Great Southern of

India Railway from

more frequent stoppages

of existing trains or

the

passengers were booked at the former for the latter place, which does not give an average of one passenger per train

I have the honor to be
Sir
Your most obd Servt
William L Betts
Agent

No 4694

From

The Agent

G.S.W.R.

To

The Consulting Engr

for Railways

Dated 23rd
Rec'd 25. } September 1872

P.W. 4831/72.

Regarding the
experimental reductions
in the 1st and 3rd class
passenger fares.

Rec. 23rd October 1872 L.B. No 322

Dy 6. Rept/72 Rly 3-74

P. W. 1872 Depart
Dpo: 7 Govt for Octr

No 4831.

RAILWAY DEPARTMENT.

1872.

From

The Consulting Engineer
for Railways,

To

The Secretary to Government,
P. W. Department,
Fort Saint George.

Dated 3d October 1872.
Recd. 4th

Encl: 2. No. 530.

No 422
Dupd 6 Rept/72 Rly 3-74

No: 2503-2504-23-10-
Submitting letters
from the Agent of the
G. I. P. Ry and the Offg
Dy Cons: Engr for Rlys
containing their opinion
on the subject of carrying
out the experiment suggested
by the Govt of India regarding the
extension of traffic

3d Class Passenger
Traffic. Between
Negapatam and
Tiruvalore. This is
considerably some
and between
Negapatam and
Tiruvalore this
between that as
many 3rd Class
Passengers travel
as would under
any circumstances
avail themselves
of the Railways

I have the honour
to be Sir
Your most Obedt Servt.
R. Bell Thompson
Captain R.E. Engrs
Offg. Dy. Cons. Engr.
for Railways

Madras September 27th 1872

the running of additional
trains does not [illegible]
in objections to sanction
the proposed further
experimental measures
for the development of
the passenger traffic be-
yond those now under-
going a trial the
result of which is
awaited with interest.

A copy of these
papers will be forward-
ed to the Government
of India with reference
to their letter No 1355
G. P. dated 21st August
1872.

No 2504 [illegible]
P. E. No 5

To
The Consulting Engr
for Railways
Dept 28/10/72.

A Copy of the
above forwarded to
the Government of
India.

Dept 28/10/72 Lett 764
Pl Gen 2503 & 04/72

No 4831

Govt. of {1872} Madras.

PUBLIC WORKS.

To The Commanding Engr for Railways and To the Secretary to the Govt of India

Dated

Recd. Encl. 2

G. O. 23rd Oct. N 2503-254

Nos. 422-423 & 424

Railways - Passing Miles

with letter from the Engr. Railways & Harbours & the Inspector of the Ports of India for Commercial, Local, Pilot & Steamers with frequent Passages with reference to the Expansion of Traffic -

Forward Copy of Proc. on the letter from the Engineer Railways

Cir 11 Oct
Sent to Rails & Harbours