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MADRAS RECORD OFFICE

Government of Madras

Public works. DEPARTMENT

G.O. No.	1434	Press
B.P. No.		Mis.
381-382		
383.		
Dated	27- 5-	1873.

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department, 27th May 1873.

Read the following letters :—

No. 381. From Lieutenant-Colonel J. H. M. SHAW-STEWART, R. E., Consulting Engineer for Railways, to Colonel G. W. WALKER, R. E., Secretary to Government, Public Works Department, dated Madras, 5th May 1873, No. 252.

WITH reference to the recommendation contained in the last paragraph of my letter No. 249, dated the 1st instant, I have the honour to observe that I lost sight of the fact that, under the maximum scale sanctioned in the Order of Government of the 18th June 1869, No. 1,989, which is still in force, the Railway Company have the power to modify the rate at which the third-class fare to and from Perambore is calculated, so as to make it the same as the fare to and from Madras. The fare for third-class passengers has hitherto never been charged at varying rates over different portions of the Madras Railway ; but, under the ruling of the Government of India conveyed in the Order of Government, No. 2,049, dated the 26th June 1868, the Railway authorities undoubtedly possess the power to vary the rates.

2. My reason for differing from the Traffic Manager in the matter of the proposed third-class fares to and from Perambore was the desire to protect third-class passengers from being charged a mileage rate for a portion of the line over which they do not travel.

No. 382. From the same Officer, dated Madras, 9th May 1873, No. 262.

ADVERTING to your telegrams dated the 6th instant, and to the correspondence previously laid before Government on the subject of the re-opening of the Perambore Station, I have the honour to submit, for the consideration of His Excellency in Council, the further letters, as per margin, which have passed between the Agent of the Madras Railway and myself on the subject. It will be seen that Mr. Barton-Wright requests a re-consideration of the opinion expressed by the Government regarding the fares to be levied from third-class passengers; and that, looking to the great convenience to the public of having the Perambore Station open for traffic during the Conjeveram festival, I have taken on myself to authorize that for the present the fares shall be the same as in the case of the Central Station, until His Excellency has had an opportunity of considering the Agent's letter.

Letter to Agent, Madras Railway Company, No. 420, 6th May 1873.
Letter from Agent, Madras Railway Company, No. 319, 8th May 1873.
Letter from Agent, Madras Railway Company, No. 320, 8th May 1873.
Letter to Agent, Madras Railway Company, No. 431, 8th May 1873.

2. In his letter No. 319* Mr. Barton-Wright states that, inasmuch as the new passenger terminus is more centrically situated, with reference to the mass of the population, than the old one at Royapooram, the effect of charging a lower third-class fare at Perambore will be " to divert from its legitimate course a considerable portion of the passenger traffic for which ample accommodation has already been provided at the Central Station on the understanding that Perambore was to be closed as a passenger station."

* Paragraphs 3 and 4.

3. Mr. Wright goes on* to say that "doubts have been expressed as to whether the re-opening of the Perambore Station will bring an increase of traffic equivalent to the expenditure that the measure will necessitate; the convenience that it will afford to the public is, however, a sufficiently cogent reason for its adoption, even should it result in a loss, which is very unlikely. The proposal that the fares from and to Perambore shall be lower than those from and to the Central Station will, if adopted, entail a loss upon the Company, the extent of which it will be almost impossible to gauge. Its adoption will also effectually prevent us from being able to form any reliable estimate as to the number of *bona fide* travellers from and to Perambore, and consequently as to the actual value of the station to the public."

* Paragraph 5.

4. I do not share the Agent's apprehensions that the effect of charging third class passengers at Perambore a fare lower by 1 anna than is charged at Madras would have the effect of withdrawing from the latter station an appreciable number of passengers who would have gone to it if the fares at the two stations had been the same. As a matter of principle, I am strongly of opinion that the fares levied from all passengers should be calculated in proportion to the mileage travelled, and that it is undesirable that any passengers, especially those of the lowest class, should be charged for a portion of the line over which they do not travel. In the particular case now in question, I am of opinion that the public have a right to demand that there should be at least one intermediate station between the terminus and Avady, a distance of thirteen miles; and that they should have the option of entering and leaving the trains at either station, being charged in proportion to the length of line over which they travel.

5. The only argument which would induce me to support the proposal to charge uniform fares at Madras and Perambore is mentioned by Mr. Wright in the 5th paragraph of his letter, namely, that, if the third-class fare were fixed at a lower rate at Perambore, the Railway authorities would be unable "to form any reliable estimate as to the number of *bona fide* travellers from and to Perambore, and consequently as to the actual value of the station to the public."

6. In the event of His Excellency in Council being disposed to accede to the Agent's representations, I trust that the proposal to charge the higher fares from and to Perambore will be approved of as a temporary measure, subject to revision after such time as may be necessary to enable a correct opinion to be formed as to the value which the public set upon the station.

From W. BARTON-WRIGHT, Esq., Acting Agent and Manager of the Madras Railway Company, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R. E., Consulting Engineer for Railways, dated Madras, 8th May 1873, No. 319.

I HAVE the honour to acknowledge the receipt of your letter No. 420, dated 6th instant, conveying the approval of His Excellency the Governor in Council to the proposal to re-open the Perambore Station and to the stoppage thereat of certain trains.

2. With reference to my recommendation that, in the event of the re-opening of the station, the fares for third-class passengers from and to Perambore should be the same as the fares from and to Madras, I am informed in the 2nd paragraph of your letter "that His Excellency is of opinion that these passengers should be charged according to the mileage travelled by them, and

that the fares to be levied from them should be the same as they were before the 7th ultimo." Under ordinary circumstances, the correctness of the principle of charging according to mileage admits of no question, but there are exceptional cases where a deviation from ordinary practice is justifiable and even necessary, and I would beg to submit that, in the matter of fares, the Perambore Station is a case in point.

3. A reference to the map of Madras will render apparent the wide difference that exists between the circumstances under which the public are situated with regard to the relative positions of Perambore Station and the old terminus at Royapooram, and Perambore and the Central Station.

4. The greater portion of the thickly-populated districts of Vepery, Pursewalkum, New Town, Veeranatottum, and Egmore being situated somewhat nearer to the Central Station than to Perambore, it may be expected that the inhabitants of such parts would make use of the former station in preference to the latter, were the fares alike in both cases; but the position of the two stations with regard to each other is such as to render the difference of distance so unimportant as regards such portions of these districts as come within a radius of two miles from Perambore Station, that the difference of fare proposed would without doubt induce all third-class passengers within that radius to resort to Perambore instead of to the Central Station. The distance between the two stations being about three miles by road, whilst the third-class fare is 1 anna, it follows that in the case of all passengers living within two miles of Perambore, a saving of 1 anna, or a sum which will enable them to travel four additional miles by rail, will be effected by a road journey, which *at most* will not involve an additional mile. The effect, therefore, of the proposed measure would, in my opinion, tend to divert from its legitimate course a considerable portion of our passenger traffic for which such ample accommodation has already been provided at the Central Station on the understanding that Perambore was to be closed as a passenger station.

5. Doubts have been expressed as to whether the re-opening of the Perambore Station will bring an increase of traffic equivalent to the expenditure that the measure will necessitate; the convenience that it will afford to the public is, however, a sufficiently cogent reason for its adoption, even should it result in a loss, which is very unlikely. The proposal that the fares from and to Perambore shall be lower than those from and to the Central Station will, if adopted, entail a loss upon the Company, the extent of which it will be almost impossible to gauge. Its adoption will also effectually prevent us from being able to form any reliable estimate as to the number of *bona fide* travellers from and to Perambore, and consequently as to the actual value of the station to the public.

6. It may be as well to mention, for your information, that the Native gentlemen who called upon me to represent the views of the petitioners for the re-opening of the Perambore Station, voluntarily stated on their behalf that, in the event of their petition being acceded to, they would be willing to pay the same rates at Perambore as those charged from and to the Central Station.

7. I have, in obedience to the Orders of Government, written to the Traffic Manager requesting that officer to let me know the earliest date on which arrangements can be made for the re-opening of the Perambore Station, and in the meantime I have the honour to request that you will be good enough to refer the question of fares for the re-consideration of His Excellency the Governor in Council.

From the same Officer, dated Madras, 8th May 1873, No. 320.

I HAVE the honour to inform you that it has been represented to me that the early re-opening of the Perambore Station would be a great convenience to the public, especially as the Conjeveram festival takes place during the ensuing week.

2. If, therefore, you see no objection to its being re-opened, and to the same fares being levied on all passengers as those now charged at the Central Station, pending the reference to Government on that subject, I will request the Traffic Manager to make arrangements to re-open the Perambore Station at as early a date as possible.

Proceedings of the Madras Government, Public Works Department, 27th May 1873.

No. 383. ORDER THEREON, 27th May 1873, No. 1,434.

RAILWAY, No. 56.

His Excellency the Governor in Council is pleased to confirm the proceeding of the Consulting Engineer in authorizing the same fares for third-class passengers being charged at the Perambore Station as are levied at the new Central Station.

(True Extract.)

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

To the Consulting Engineer for Railways.

Railway Department. CONSULTING ENGINEER'S OFFICE,

No. 252

From

LIEUT.-COLONEL J. H. M. 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 recommendation contained in the last paragraph of my letter No. 249, dated the 1st instant, I have the honour to observe that I do not object to the fares mentioned in the order of Government of the 18th June 1869, No. 1989, which will still remain in force, the

the Railway Company have the power to modify the rate at which the third class fare to and from Trichinopoly is calculated, so as to make it the same as the fare to and from Madras. The fare for third class passengers has hitherto never been charged at varying rates over different portions of the Madras Railway, but under the ruling of the Government of India conveyed in the order of Government No. 2049, dated the 26th June 1868, the Railway Authorities undoubtedly possess the power to vary the rates.

May

by reason for differing from the Traffic Manager in the matter of the proposed third class fares to and from Trichinopoly, and the desire to protect third class passengers from being charged a mileage rate for a portion of the line over which they do not travel.

I have the honour to be

Sir

Your most obedt. Servant

Illegible

Chief Engineer for Rys.

Madras
5th May 1873.

MADRAS RAILWAY.

From

The Agent and Manager.

To

Col. Hall

Dated Fort St. George, 1873.

Received 8 May 1873.

No. 420

Referring to the 2nd para. of the Government Resolution, No. 1,
No. 1,
No. 1,

and exceptional cases where a deviation from ordinary practice is justifiable and even necessary, and I would beg to submit that in the matter of fares the Perambore Station is a case in point.

3. A reference to the map of Madras will render apparent the wide difference that exists between the circumstances under which the Public are situated with regard to the relative positions of Perambore Station and the old Terminus at Royapooram, and Perambore and the Central Station.

4. The greater portion of the thickly populated Districts of Vepery, Purasawalkum, & Few Town Veranda etta, and Egmore being situated somewhat nearer to the Central Station than to Perambore it may be expected that the inhabitants of such parts would make use of the former station in preference to the latter, were the fares alike in both cases; but the position of the two stations with regard to each other is such as to render the difference of distance so unimportant as regards such portions of these Districts as come within a radius of two miles from Perambore Station that the difference of fares proposed would without doubt induce all 3d class Passengers within that radius to resort to

to Perambore instead of to the Central
Station - The distance between the two
Stations being about ¾ miles by road
while the 3d class fare is one anna
it follows that in the case of all passengers
living within 2 miles of Perambore or
saving of one anna or a sum which
will enable them to travel 4 additional
miles by rail will be effected by a
road journey which at most will not
involve an additional mile. The effect
therefore of the proposed measure would
in my opinion, tend to divert from
its legitimate course a considerable
portion of our passenger traffic for
which such ample accommodation
has already been provided at the
Central Station on the understanding
that Perambore was to be closed as
a Passenger Station.

5. Doubts have been expressed
as to whether the re-opening of the
Perambore Station will bring an increase
of traffic equivalent to the expenditure
that the measure will necessitate, in
the convenience that it will afford
to the Public is however a sufficiently
cogent reason for its adoption even
should it result in a loss, which is
very unlikely. The proposal that
the fares from and to Perambore shall
be lower than those from and to the

Central Station will, if adopted, entail a loss upon the Company, the extent of which it will be almost impossible to gauge. Its adoption will also effectually prevent me from being able to form any reliable estimate as to the number of town & country travellers from and to Perambore and consequently as to the actual value of the station to the Public.

6. It may be as well to mention for your information that the native gentlemen, who called upon me to represent the views of the petitioners for the re-opening of the Perambore Station, voluntarily stated on their behalf that in the event of their petition being acceded to they would be willing to pay the same rates at Perambore as those charged from and to the Central Station.

7. I have in obedience to the Orders of Government written to the Traffic Manager requesting that officer to let me know the earliest date on which arrangements can be made for the re-opening of the Perambore Station; and in the meantime I have the honour to request that you will be good enough to refer the question of fares for the re-consideration of his

Bordeaux, le [illegible] Janvier 18[illegible]

Monsieur le Directeur,

Je vous prie de bien vouloir me faire
savoir,
pour quand on attend le service

[illegible]

de votre agent à Bordeaux.

Railway Department

Civil Engineer's Office

No. 4431

To

The Agent and Manager

Midland Railway Company

Sir

In reply to your letter
dated this day, No. 320, I have
the honor to inform you that,
under the circumstances, I see
no objection to the Strawboro
Station being opened at once and
to the stand fares being levied for
the present upon all passengers as
are now charged at the Central
Station, until His Excellency
the Governor in Council has had

an

Railway Department
Received 8 May 1913

Marine and Railways
Ottawa, 7th May 1913.

Sir,

Referring to your letter of the 5th instant, No. 320, I am directed to say that the Minister sees no objection to the Strawboro Station being opened at once and to the stand fares being levied for the present upon all passengers as are now charged at the Central Station, until His Excellency the Governor in Council has had

Your obedient servant

Per Secretary

Mr. Albert Railway
Toronto

Chief Engineer's Office
Ottawa, 8th May 1913.

Sir,

I am directed by the Minister of Marine and Railways to transmit herewith for your information a copy of a letter from the Midland Railway Company, dated 5th instant, asking for permission to open Strawboro Station and to charge stand fares for the present upon all passengers as are now charged at the Central Station, until His Excellency the Governor in Council has had an opportunity of considering the matter.

I am, Sir,
Your obedient servant

Per Secretary

Mr. Albert Railway
Toronto

Ry 3114/13

and opportunity of considering your
letter No. 319 which shall be laid
before him without loss of time.

I have &c.

Madras
8th May
1873

(Signed) J. H. M. Shaw-Stewart Stratford Rs.
Cons Eng. for Railways.

True Copy

Shaw-Stewart Stratford Rs.
Cons Engs for Railways

Ry 3111/73

cpS.
Read

1

Railway Deptt

Cons: Engrs: Office
No. 1420

To

The Agent and Manager
Madras Railway Company.

Sir,

Your letter dated the 29th
ultimo, No. 291, has been laid
before the Government, and with
reference thereto I am directed
to inform you that His Excel-
lency the Governor in Council
approves of your proposal to
re-open the Perambore station,
and to arrange for the despatch
thereof of certain trains. His
Excellency trusts that the pro-
posal will be carried into
effect with all possible despatch

2

23 a

Railway Department. CONSULTING ENGINEER'S OFFICE,

No. 252

From

LIEUT.-COLONEL J. H. M. 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,

Adverting to your telegram dated the 1st instant, and to the correspondence previously held before Government on the subject of the reopening of the Perambore station, I have the honour to submit for the consideration of His Excellency in Council the further letters, as per margin, which have passed between the Agent of the Madras Railway and myself on the subject. It will be seen that Mr. Barton Wright requests a reconsideration of the opinion expressed

Sy.

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2 With reference to the Traffic Manager's recommendation that, in the event of the reopening of the station, the fares for third class passengers from and to Perambore shall be the same as the fares from and to Madras, I am directed to state that His Excellency is of opinion that these passengers should be charged according to the mileage travelled by them, and that the fares to be levied from them should be the same as they were before the 1st ultimo.

I have &c

Madras
6th May 1873 *(signed) J. H. Shaw Stewart Lieut Colonel R.E.*
Cons Engr for Railways
(True Copy)

Secretary

Lieut Colonel R.E.

Cons Engr for Railways

by the Government regarding the fares to be levied from third class passengers: and that, looking to the great convenience to the public of having the Perambore station open for traffic during the Conjeeveram festival, I have taken on myself to authorise that for the present the fares shall be the same as in the case of the Central station, until His Excellency has had an opportunity of considering the Agents letter.

2. In his letter N: 319[x] [x] Paragraph No. 3 & 4. Mr. Barton Wright states that, inasmuch as the new passenger terminus is more centrically situated, with reference to the mass of the population, than the old one at Royapooram, the effect of charging a lower third class fare at Perambore will be "to divert from "its legitimate course a considerable "portion of the passenger traffic for "which ample accommodation has al-"-ready been provided at the Central "station on the understanding that "Perambore was to be closed as a pas-"-senger station".

3. Mr. Wright goes on to say that "Doubts have been expressed as to whether "the reopening of the Perambore station "will bring an increase of traffic "equivalent to the expenditure that the "measure will necessitate; the convenience "that it will afford to the public is "however a sufficiently cogent reason "for its adoption even should it result "in a loss, which is very unlikely. The "proposal that the fares from and to

Perambore

Perambore shall be lower than those from and to the Central station will, if adopted, entail a loss upon the Com-pany, the extent of which it will be almost impossible to gauge. The adoption will also effectually prevent us from being able to form any reliable estimate as to the number of bona fide travellers from and to Perambore and consequently as to the actual value of the station to the Public.

4. I do not share the Agent's apprehensions that the effect of charging third class passengers at Perambore a fare lower by one anna than is charged at Madras would have the effect of withdrawing from the latter stations an appreciable number of passengers who would have gone to it if the fares at the two stations had been the same. As a matter of principle, I am strongly of opinion that the fares levied from all passengers should be calculated in proportion to the mileage travelled, and that it is undesirable that any passengers, especially those of the lowest class, should be charged for a portion of the line over which they do not travel. In the particular case now in question, I am of opinion that the public have a right to demand that there should be at least one intermediate station between the terminus and Avady, a distance of 13 miles; and that they should have the option of entering and leaving the trains at either station, being charged in proportion to the length of line over which they travel.

5. The only argument which would

would induce me to support the proposal to charge uniform fares at Wadras and Perambore is mentioned by Mr. Dwright in the 5th paragraph of his letter, namely, that, if the third class fare were fixed at a lower rate at Perambore, the Railway Authorities would be unable to form any reliable estimate as to the number of bona fide travellers from and to Perambore, and consequently as to the actual value of the reduction to the public.

6. In the event of His Excellency in Council being disposed to accede to the Agents' representations, I trust that the proposal to charge the higher fares from and to Perambore will be approved of as a temporary measure, subject to revision after such time as may be necessary to enable a correct opinion to be formed as

as to the value which the public set upon the reduction.

I have the honour to be
Sir
Your most obedient servant
J. Price
Lt. Col. R.E.
Consulting Engineer for Railways.

To
The Secretary to Government
Public Works Department
Fort St. George

Rd.

No 1434

Rec. 10th March 1873.

Read 11th do Answered.

Forwarded for Signature & R.S. No 252 dated 5 March 73

No ——— do ——— 262 dated 7 do 73

His Excellency the
Governor in Council is
pleased to Confirm the
proceeding of the Commit-
-ting Engineer in author-
-ising the same Rates
for 3rd Class Passengers
being Charged at the
Peermabre. Attakam as are
levied at the New Central
Station.

Express

To

Con: Engineer for Railways

R.S. Dept 27-3-73.
Ld. " 31-3-73

Rec.

Railway Department.

1873

From

The Consulting Engineer
for Railways,

To

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

Dated 6th March 1873

Recd. 7th do

No. 262.

Sir

I have the honor to request that you will be pleased to move the Government to confirm the proceeding of the Committing Engineer in authorising the same Rates for 3rd Class Passengers being Charged at the Peermabre. Attakam as are levied at the New Central Station.

I have the honor to be
Sir
Your most obedient Servant
Consulting Engineer

Govt. of India.

PUBLIC WORKS.

Dated

Read. Encl. 4

30 May 1854.

Fares. The proceedings of the Agent in authorizing the same fares for 50 lbs. of Passengers being charged at the Perambore Station as are levied at the Jeerkunda Station, Madras, Confirmed.