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MADRAS RECORD OFFICE

Government of Madras

Public works

DEPARTMENT

G.O. No.	1639	Press
B.P. No.		Mis.
344-346		
Dated	23. 6.	1873.

Not to be folded or roughly handled

Railway Department.

CONSULTING ENGINEER'S OFFICE.

No. 311

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,

Port Saint George.

SIR,

Adverting to the proceedings of Government noted in the margin, I have the honour to submit, for the consideration of His Excellency the Governor in Council, a letter from the Agent of the Madras Railway Company enclosing a report from the Traffic Manager upon the second and third class passenger traffic between Coimbatore and Bangalore during the last four years.

G. W. W.

5th February 1893, No. 382.
1st March 1893, No. 664.
31st March 1893, No. 992.

Very respectfully,
J. H. M. Shaw Stewart

2. Mr. Church shows that the reduction in the local second class rate, from five to four pice per mile, has been attended with success; the number of travellers in that class having increased in four years by 43 per cent, and the receipts by 32 per cent. He also states that the local third class traffic has fairly developed during the same period; the numbers for 1869 being 277,747 while those for 1872 were 284,620, and the receipts for these two years having been Rs. 132,562, and Rs. 134,730 respectively.

3. Mr. Church concluded his

his report by stating that any attempt now to attach third class carriages to the local trains would prejudice the Company's receipts inasmuch 'as the passengers who now willingly pay the second class fare of 4 pice would be perfectly satisfied with the third class at 3 pice unless the numbers travelling were largely increased which in his opinion 'is extremely problematical'.

4. I still hold the opinion expressed in my previous letter, namely, that the existing arrangements of the train service between Coimbatore and Poypore inflict

2. inflict a hardship upon the people
of Malabar; inasmuch as, in
that important and populous
district, third class passengers
have only one opportunity in the
of 24 hours of travelling by rail,
and that the one train by
which they are allowed to travel
in each direction is incommo-
diously timed. A careful ex-
amination of the statistics
submitted by the Traffic
Manager will show that the
third class traffic upon this
part of the line has been
almost stationary during the
last four years: the only increase
having

having been in the second class.
I submit that to make the
third class arrangements as in-
convenient as possible is not a
legitimate or a healthy way to
increase the second class traffic:
and I hold that the argument
used by Mr. Church, namely,
that in the event of third class
carriages being attached to the local
trains most of the second class
passengers would move into them,
tells in favour of my recommen-
dation.

The Collector of Malabar,
who may be supposed to know
the district well, writes that
"he has no hesitation in
saying

2. "saying that the greatest inconvenience is occasioned by the existing arrangements: and he strongly advocates the measure recommended by me, namely, that third class carriages should be attached to what are called the two "local trains". Mr. Church is of opinion that there is no prospect of any material increase to the third class traffic; but Mr. Macgregor states that, if proper facilities were given, the passenger traffic is capable of very great expansion. Upon this point I have no doubt whatever

whatever that Mr. Macgregor is in the right.

I have the honour to be
Sir

Your most obedient servant.

Wm. L. C. B. R.

Genl. Insp. for Railways

Masra
5 June 1873

No. 385-

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 3rd June 1873

From

Mr Barton Wright Esq
Acty Agent and Manager. of the M.R.

To

Brutalant S. W. M. Shaw Stewart Esq.
Consulting Engineer for Railways.

Sir,

Referring to previous
Correspondence as to the Trade Relation
between Facilitators and Hypotheses
I have now the honour to forward
for submission to Government
the statistics furnished by the
Traffic & Manager, together with
a Report made by that Officer
on the subject.

I request that you
will be so good as to communicate
to me the final orders of Govern-
ment upon this matter at your
convenience.

I am, Sir, very respectfully,
Your obedient servant,
Acty Agent and Manager.

P. Barton Wright Esq
Agent and Manager of the M.R.

RAILWAY DEPARTMENT.

From

The Consulting Engineer

To

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

Dated 3rd June 1873.
Recd.

No. 311.

The undersigned
acknowledges receipt
of letter No 385 dated 3rd June
regarding the 3rd
class passenger
traffic between Connelton
& P. W. Department.

Dated 16 39-23 June 1873.

Madras Railway
Traffic Manager's Office
Madras 30th May 1873.

10/5/14
354.

To the Acting Engineer & Manager
M. R. Co.

Third Class Passenger Traffic
between Coimbatore and Beypoor.

With reference to the correspondence
referred to above, I beg to submit
3 statements marked A.B.C.
A shows the total second and
third class passenger traffic
between Coimbatore and Beypoor
for the years 1869, 70, 71 and 1872.

B exhibits the Local Traffic for the
same periods, and
C shows the "Through" Traffic for the
same periods.

The fare for 2nd class Local Passengers
was reduced from 5 to 4 pice per mile, and
the 1st all round 1869.

The fare for 2nd class Through Passengers
and the fare for 3rd class Passengers, was the
same in all the periods, viz. 5 pice and 3 pice
per mile respectively.

It may be seen from statement A
that the numbers travelling have increased
from 365,433 in 1869 to 394,612 in 1872, or
some thing less than 8 per cent, and that the
money has increased from Rs. 1,97,877 in 1869

From Coimbatore to Beypoor
1st class 16th July 1872
2nd class 15th July 1873
3rd class 10th July 1873
From Beypoor to Coimbatore
1st class 15th July 1872
2nd class 10th July 1873
3rd class 15th July 1873
From Coimbatore to Beypoor
1st class 15th July 1872
2nd class 10th July 1873
3rd class 15th July 1873

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

For Railways.

Dated
1873

30th May 1873.

By *[Signature]*

For forwarding copy
of the Report
from the Traffic
Manager to the
Agent and Manager
of the Madras Railway
for the period between
Coimbatore and
Beypoor.

Madras Railway
Traffic Manager's Office
Madras 30th May 1873.

10/5/14
354.

To the Acting Engineer & Manager
M. R. Co.

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between Coimbatore and Beypoor.

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The former's 3rd class Local Passengers
was reduced from 5 to 4 pice per mile, and
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The former for 2nd class Through Passengers
and the former for 3rd class Passengers, was the
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It may be seen from statement A
that the numbers travelling have increased
from 365,433 in 1869 to 394,612 in 1872, or
some thing less than 8 per cent, and that the
money has increased from Rs 1,97,877 in 1869

From Coimbatore to Beypoor
1st class 16th May 1872
2nd class 15th May 1873
3rd class 10th May 1873
From Beypoor to Coimbatore
1st class 15th May 1872
2nd class 14th May 1873
3rd class 13th May 1873
From Coimbatore to Beypoor
1st class 15th May 1872
2nd class 14th May 1873
3rd class 13th May 1873

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

For Railways.

Dated
1873

30th May 1873
1873

1873

For forwarding copy
of the Report
from the Traffic
Manager to the
Agent and Manager
of the Madras Railway
for the period between
Coimbatore and
Beypoor.

1. The 306 bag in 1872 is equivalent to an increase of 45 per cent.

From the statement B. it will be seen that the 306 bag, the 1872 is equivalent to an increase from 331,700 in 1869 to 331,700 in 1872, equivalent to an increase of 10 per cent. and that the money has increased from Rs 16,390 in 1869 to Rs 17,142 in 1872, equivalent to 7 per cent.

The Through (The Great) (B. it will be seen) has decreased in number from 33,633 in 1869 to 33,684 in 1872, and the money from Rs 32,583 in 1869 to Rs 34,742 in 1872.

The falling off in the Through office seems to be due to a very small amount of fares on Trains, which the money is not so much as in all former years, and the only reasonable way of accounting for the falling off is the opening of the Railway communication with Bombay.

At this inquiry, however, the reference to the 306 bag (Traffic only, I will) compares may be made to a consideration of the statement B. (It will be seen that the effects of the 306 bag of 4 paces per mile, introduced in the 1st week 1869 was not only to improve the character of the Traffic, but also the number travelling. The number in the 2nd Class has gone on steadily increasing year by year from 34,033 in 1869 to 47,308 in 1872, equivalent to an increase of 43 per cent, while the money

has increased from Rs 31,733 in 1869 to Rs 42,166 in 1872, equivalent to 32 per cent. At the same time it will be observed that the 306 bag has fairly developed, the number for 1869 being 277,447 while those for 1872 were 284,420. The increase in the aggregate of both classes, as before stated, being nearly 10 per cent in number and 7 per cent in money.

If these figures are accepted, and judging by the Traffic on other parts of the line, I think they must be, as indicating a fair development of the Passenger Traffic, I would submit that though one 306 bag Train each way daily, fully meets the wants of the District and that any further accommodation would not improve the number travelling.

The times of these Trains are somewhat arbitrarily fixed, to meet the Through service from and to Chaldesi but with the exception of the time of arrival at Bepoor, viz 6 p.m., but which it has been proposed to alter to 4.30 p.m., I do not think a better service could be organised to meet the wants of the general community. The service as at present arranged enables a Traveller to leave Bepoor at 8.15 am to travel 50 or 60 miles by Railway to transit his business and return to his home at night, and to effect this there can be no hardship, if he is a resident of Chaldesi.

PN 3289/30.

Statements of the second and third class passengers' traffic between Calcutta and Port Blair in the years 1869, 1870, 1871, 1872, 1873.

Madras Railway.

Total years	Half yearly Total				Yearly Totals			
	First class		Third class		Second class		Third class	
	Number	Duties	Number	Duties	Number	Duties	Number	Duties
June 1869	13600	111000	84108	11401				
December	13208	100227	80335	10387	3412	2528	311021	43331
June 1870	30020	19339	155061	79636	184081	29175		
December	34744	1906	14321	81866	179965	101522	68764	39245
June 1871	33370	20129	157586	81431	192956	11660		
December	3965	21261	147899	78649	187064	90910	44335	41390
June 1872	38681	21628	160664	82373	201645	104001		
December	39311	21731	153656	80907	192967	102638	77992	43359
							316620	163280
							3943612	206639

Traffic Managers Office }
Madras 30th May 1873

True Copy
[Signature]
Ag. Agent and Manager

sd. H. B. Church
Traffic Manager

P.M.D.

1839

Pro. of the Madras Govt.

Read the following:-

From the Mysore, 27 - (H.E. No 311 of 5 June 73)

Having taken into
consideration the fi-
-gures submitted by
the Traffic Manager
of the Madras Railway
relative to the Local
Passenger Traffic in
Malabar at 3rd class
and reduced 2nd class
fares, His Excellency
the Governor in Council

MR

For

I would add
"The result should
be submitted after
3 months trial"
For

P.M.D. 2289/73.
No 23 June 73/13
344.

Directs that 3rd class
carriages be attached
to both trains running
each way between Co-
imbatore and Mysore
in conformity with G.O.
No 382 of 5th February -

To commence from the
1st July, and the
~~results~~
results to be re-
ported after
sufficient trial -
GMM

To Genl. Engineer

N^o 344.45.

Md. Asif 23/6/73
S. C. P. 8/7/73

C 23289

The Consulting Engineer
for Railways

23 June 1839.

3444345

As the Railway. Directly
the ^{3d} ~~car~~ carriages be
attached to the train
running each way
between Cambridge
and Ely in conformity
with G.O. 2382. 1873
from ~~the~~ "May" Station
for a short time the
last of the year.