M.R.O. 1—10,006—28-2-50.

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(3) Initials of the Referencer_____

MADRAS RECORD OFFICE

Government of Madras

Public works DEPARTMENT

G.O. No. 2789-90	Press
B.P.—No. 245-246-247	Mis.
Dated 18. 11. 1873.	195 .

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department, 18th November 1873.

No. 245. Read the following letter 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, 17th October 1873, No. 550:—

In compliance with the instructions conveyed in the Order of Government, dated the 17th July 1873, No. 1,829, I have the honour to submit letters* from the Agents of the Madras and the Great Southern of India Railways upon the subject of certain suggestions laid by Colonel Medley before the Government of India, for promoting traffic upon Indian Railways.

* From Agent, Madras Railway, No. 585, 6th August 1873.
From Agent, Great Southern of India Railway, No. 5,219, 1st October 1873.

2. It will be seen that Colonel Medley's first suggestion, that the number of Ticket Offices should be multiplied, is considered by both Agents to be unnecessary under the circumstances of the passenger traffic in this Presidency. So far as the ordinary passenger traffic is concerned, I agree with them; but it seems to me that, upon occasions of great festivals, when return tickets covering a period of several days are issued, and when the crush and scramble at the booking offices are generally very great, it would be well to give the suggestion a trial. The objections cited by the Traffic Manager of the Madras Railway would not apply to such cases.

3. The second suggestion, that a uniform travelling fare should be adopted throughout the country, is considered by both Agents to be undesirable, and in this I altogether agree with them.

4. The third suggestion, that passenger's luggage should be charged by the piece instead of by weight, is also objected to, and I think with reason. I agree with the Railway Authorities that the present system is the fairest mode of charging for extra luggage. The Agent of the Great Southern of India Railway says that he will not object to adopt this suggestion if considered desirable by Government.

5. The fourth suggestion, viz., that Goods Booking Offices should be opened in large towns, is opposed by the Railway Agents on the ground that work of this kind is better left to private enterprise. This proposal has often come forward for discussion, and I agree with the Agents that it is not desirable for the Companies to be engaged, as principals, in business of the kind suggested.

From W. B. 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, 6th August 1873, No. 585.

With reference to your letter No. 673 of the 23th ultimo and its enclosure,* I have the honour to forward herewith, for submission to Government, the copy of a report† made to me by the Traffic Manager with regard to the suggestions made by Colonel Medley for increasing traffic on lines of Railway in India.

* G. O., No. 1,829, 17th July 1873.
† No. C 588-523, 4th August 1873.

From H. E. CHURCH, Esq., Traffic Manager, to W. B. WRIGHT, Esq., Acting Agent and Manager of the Madras Railway Company, dated Madras, 4th August 1873, No. C 588-523.

Facilities for Traffic.

ORDER of Government, No. 1,829, dated 17th July, embodying Proceedings of the Government of India, Public Works Department, dated 20th June 1873, No. 975-81 G. R.

Colonel Medley's suggestions consist—

1*st*.—of increasing the number of Ticket Offices in all large towns.

2*nd*.—of fixing an uniform fare for passengers without reference to distance.

3*rd*.—of charging luggage by the piece instead of by weight.

4*th*.—of opening Goods Booking Offices in large towns.

2. With reference to the first suggestion, it is extremely doubtful whether, by establishing Ticket Offices in the large towns, natives could be induced to purchase their tickets beforehand. My reasons for thinking so are, that the native is at all times unwilling to part with his money until quite satisfied that he can have value for it, and before purchasing a ticket in the town he would calculate the contingencies of reaching the Railway station in time for the train, and failing to catch the train would feel that he must either lose the value of the ticket so purchased or lose time in obtaining a refund, and that either of these contingencies would be avoided by purchasing his ticket at the Railway station. It is of course assumed that the universal Railway rule that single tickets are only available for the day on which they are issued is held inviolable, for were it otherwise it would be almost impossible to provide such checks as would completely protect the Railway Companies against fraud, either directly on the part of passengers, or in collusion with the Company's native subordinates. But supposing the natives could be induced to purchase tickets beforehand, it would be necessary, as in the case of the Receiving Post Offices in London, to close the ticket issuing offices in the towns at certain intervals before the trains were timed to start, and unless tickets were purchased before the closing of these offices, the work would be thrown, as in the case of the London District Post Offices, on the Railway Station Booking Office.

3. The only way to mitigate the pushing and scrambling at the Railway station, for it seems almost impossible to suggest any complete remedy, is to open the doors of the Railway Station Booking Office one hour, instead of half an hour, before a third-class train is due to start. No arrangement that the Railway Companies can introduce will prevent excitable third-class passengers from yelling to one another, thereby intensifying the apparent confusion, but which after all is more ideal than real.

4. Any one who has been occupied in business in the city of London cannot fail to have seen the crushing and pushing that occur at the Lombard Street District Post Office, say for a quarter of an hour before the mail closes. The scene defies description, and certainly has no parallel at any Railway Station in India, but there is no way out of the difficulty, for if the receiving houses were kept open up to the same hour the mails could not be collected and despatched the same night.

5. The suggestion of fixing an uniform rate of fare for passengers, without reference to distance, requires, as observed by Colonel Maclagan, "a good deal of consideration." Upon no system that can be entertained is it possible, in my opinion, to fix an uniform fare for other than suburban traffic, without discouraging local traffic. The Railway Companies would expect a fare based upon the average mileage of each class of passengers, but this would be fatal to the development of a local traffic, while to accommodate the uniform fare to the local traffic would be equally ruinous to the Company's revenue.

6. The principal objection to the third suggestion is that the public would reduce the number of their packages by tying two or three together, and the Railway Companies would be the sufferers. Weight seems to be the fairest measure of computing the charge for luggage.

7. My experience with reference to the fourth suggestion is, that in this country the collection of goods in large towns will much better be left to private enterprise. If there is a demand for the industry, the supply will follow. The operations of small joint stock companies engaged in

Proceedings of the Madras Government, Public Works Department,
18th November 1873.

work of this kind in this Presidency convince me that the Railway Company could not compete with the native cartmen, and so long as the traffic can be secured to the railway, it does not seem politic to incur the risk of loss by organizing a carting establishment.

From W. S. BETTS, Esq., Agent of the Great Southern of India Railway, to Lieutenant-Colonel J. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Negapatam, 1st October 1873, No. 5,219.

YOUR letter No. 300, of the 28th July last, has, I regret to find, not been replied to through an oversight. I do not consider the multiplication of Ticket Offices to be necessary in this district for ordinary passenger traffic. The time allowed for booking is sufficient, and it rarely happens that all the passengers are not booked before the train arrives at a road-side station.

2. The Government of India do not call attention to Colonel Medley's suggestion regarding a uniform travelling rate; in my opinion its introduction here is undesirable.

3. Passenger's luggage should continue to be charged by weight, but I have no objection to adopt a rate per piece if desired. This traffic is insignificant, and the receipts therefrom do not average 10 rupees daily. Nearly all the luggage carried is conveyed in the carriage in which the passenger rides, and remains under his charge.

4. In the large towns adjoining this Railway offices have been established for several years past by a Carrying Company, and goods are there received from merchants and booked through to destination, the consignments being carted by the Carrying Company to our nearest station for transmission thence by railway. I do not think it would be to the advantage of the Railway Company to maintain a large cartage establishment. When I came to India, in 1861, I wished to form such an establishment, but my Board did not sanction the proposal, and subsequent experience has convinced me that it is well the suggestion was negatived

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No. 246. ORDER THEREON, 18th November 1873, No. 2,789.

RAILWAY, No. 39.

HIS Excellency the Governor in Council agrees with the Consulting Engineer in considering that on occasions of great festivals the establishment of temporary Ticket Offices at central points in the large towns affected might possibly be tried with advantage. The other suggestions made by Lieutenant-Colonel Medley do not appear suited to the circumstances of traffic in this Presidency.

(True Extract.)

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

No. 247. (DOCKET No. 2,790, dated 18th November 1873.)

COPY of the above forwarded for the information of the Government of India with reference to Resolution No. 975-81 G. R., dated 20th June 1873.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

Exd. S. T. Austin.
Spare Copies

Railway Department. CONSULTING ENGINEER'S OFFICE.

No. 550

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,

In compliance with the instructions conveyed in the Order of Government dated the 17th July 1873, No. 1829, I have the honour to submit letters[x] from the Agents of the Madras and the Great Southern of India Railways, upon the subject of certain suggestions laid by Colonel Medley before the Government of India for promoting traffic upon Indian railways.

2. It will be seen that Colonel

[x] From Agent Rs. R. No 585. 6 Augt. 73
C.S. of S.R. 5219. 1 Oct 73

Colonel Medley's first suggestion, that the number of ticket offices should be multiplied, is considered by both Agents to be unnecessary under the circumstances of the passenger traffic in this Presidency. So far as the ordinary passenger traffic is concerned, I agree with them; but it seems to me that, upon occasions of great festivals, when return tickets covering a period of several days are issued, and when the crush and scramble at the booking offices are generally very great, it would be well to give the suggestion a trial. The objections cited by the Traffic Manager of the Madras Railway would not apply to such cases.

3. The second suggestion, that a uniform travelling fare should be

be adopted throughout the country, is considered by both Agents to be undesirable, and in this I altogether agree with them.

4. The third suggestion, that passengers' luggage should be charged by the piece instead of by weight, is also objected to; and I think with reason. I agree with the Railway authorities that the present system is the fairest mode of charging for extra luggage. The Agent of the Great Southern of India Railway says that he will not object to adopt this suggestion if considered desirable by Government.

5. The fourth suggestion, namely, that goods booking offices should be opened in large towns,

in

is opposed by the Railway Agents on the ground that work of this kind is better left to private enterprise. This proposal has often come forward for discussion, and I agree with the Agents that it is not desirable for the Companies to be engaged, as principals, in business of the kind suggested.

I have the honour to be
Sir
Your most obedient servant
Madras 17 Oct 1853
Arthur Cotton Lt Col RE
Chief Engineer for Railways

P. W. 1873 Depart
Pro. of Govt for Mrs

RAILWAY DEPARTMENT.

1873.
From No. 5663.

The Consulting Engineer
for Railways,

To

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

Dated 7th October 1873.
Recd. 18th October 1873.

Encl: 3.

No. 550

Nos 2789-2790-18-11-73
Submitting letters
from the Agents Madras
and Great Southern of
India Railways upon the
subject of certain sug-
gestions laid by Colonel
Medley before the G of I
for promoting traffic
upon Indian Railways

No 245

R. to Govt 17-3
Issued to Rlys 18 Oct 73

No. 585

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 6th August 1873

From

W. D. Wright Esqre
Acting Agent and Manager of the M. R. Co.

To

Lt Col. J. Hall. Chief Steward &c &c.
Consulting Engineer for Railways.

Sir,

With reference to your letter of 6th
G. O. No. 1829 of the 28th Ultimo and its enclosure I have
17th July 1873. the honour to forward herewith for
submission to Government the copy
No C/588 of a Report made to me by the Traffic
523 Manager with regard to the suggestions
4th Aug 6/73. made by Colonel Medley for increasing
Traffic on Lines of Railway in India

I have the honour to be,
Sir,
Your most Obedient Servt

Ag. Agent & Manager

Hmcd

No. 5219

GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM, 1st October 1873.

13B

From

THE AGENT,

Great Southern of India Railway,

To The Consulting Engineer for Railways
Madras

SIR,

Your letter No 300 of the 28th July last has I regret to find not been replied to through an oversight. I do not consider the multiplication of ticket offices to be necessary in this district for ordinary passenger traffic. The time allowed for booking is sufficient, and it rarely happens that all the passengers are not booked before the train arrives at a road side station.

The Government of India do not call attention to Colonel Medley's suggestion regarding a uniform travelling rate; in my opinion its introduction here is undesirable.

Passengers luggage should continue to be charged by weight, but I have no objection to adopt a rate per piece if desired. His traffic is insignificant and the receipts therefrom do not averaged ten Rupees daily. Nearly all the luggage carried is conveyed in the carriage in which the passenger rides, and remains under his charge.

In the large towns adjoining ~~this railway~~ K ~~that railway~~ offices have been established for several years past by Carrying Cos, and goods are there received from merchants and booked thro' to destination, the consignments being carted by the Carrying Company to our nearest station for transmission.

Turned

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer
for Railways.

Dated 7th August 1873.
Recd. 7 " "

No. 585.

Forwarding for submission to Govt. copy of Traffic Managers letter of 29th ult. regarding reference to Rates & Fares and to suggestion of Colonel Medley for reciprocating Tickets on Lines of 2 Railway Cos

Rec'd 8th Aug. 1873.
P.D. 585/73

stance by Railway. I do not think it would be to the advantage of the Railway Company to maintain a large Cartage establishment. When I came to Ludia in 1861 I wished to form such an establishment, but my Board did not sanction the proposal, and subsequent experience has convinced me that it is well the suggestion was negatived

I have the honor to be
Sir
Your Most Obedient Servant
[signature]
Agent

No. GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM, _____ 186

From

THE AGENT,

Great Southern of India Railway,

To

SIR,

Regarding the means of increasing the Traffic

Dated 13th October 1876
Read 5 Do

From The Agent
G.S.I. Rly.
To The Consulting Engr. for Railways

No 5219

P.W. 5663/75.
Ans 2756 - 16-10-76

Madras Railway
Traffic Manager's Office
Madras 4th Augt 1876.

C/588/523. 17B

The Acting Agent & Manager, M. R. Co.

Dear Sir,

Facilities for Traffic.

Order of Government No. 1829 dated 17th July, embodying Proceedings of the Government of India P. W. D. dated 20th June 1873 No. 975-81 G. R.

Colonel Medley's suggestions consist
1st of increasing the number of Ticket Offices in all large Towns.
2. of fixing one uniform fare for Passengers without reference to distance
3. of charging Luggage by the piece instead of by weight.
4th of opening Goods Booking Offices in large Towns.

With reference to the 1st suggestion
2. it is extremely doubtful whether, by establishing Ticket Offices in the large Towns, Natives could be induced to purchase their Tickets before hand. My reason for thinking so are, that the Native is at all times unwilling to part with his money until quite satisfied that he can have value for it; and before purchasing a Ticket in the Town he would calculate the contingencies of reaching the Railway Station in time

for the Train, and failing to catch the Train would feel that he must either lose the value of the Ticket so purchased, or lose time in obtaining a refund, and that either of these contingencies would be avoided by purchasing his Ticket at the Railway station. It is of course assumed that the universal Railway Rule that Single Tickets are only available for the day on which they are issued is held inviolable, for were it otherwise it would be almost impossible to provide such checks as would completely protect the Railway Companies against fraud, either directly on the part of Passengers, or in collusion with the Company's Native Subordinates. But supposing the Natives could be induced to purchase Tickets before hand, it would be necessary as in the case of the Receiving Post offices in London, to close the Ticket issuing Offices in the Towns at certain intervals before the Trains were timed to start, and unless Tickets were purchased before the closing of these Offices, the work would be thrown, as in the case of the London District Post Offices, on the Railway station Booking Office.

3. The only way to mitigate the pushing and scrambling at the Railway Station, for it seems almost impossible to suggest any complete remedy, is to

open the Doors of the Railway Station Booking Office one hour, instead of half an hour, before a 3rd class Train is due to start. No arrangement that the Railway Companies can introduce will prevent excitable 3rd Class Passengers from Yelling to one another, thereby intensifying the apparent confusion, but which after all is more ideal than real.

4. Anyone who has been occupied in business in the city of London cannot fail to have seen the crushing and pushing that occur at the Lombard Street District Post Office, say for a quarter of an hour before the mail closes. The scene defies description, and certainly has no parallel at any Railway Station in India, but there is no way out of the difficulty, for if the Receiving Houses were kept open up to the same hour, the mails could not be collated and despatched the same night.

5. The suggestion of fixing an uniform rate of fare for Passengers, without reference to distance, requires as observed by Colonel Macnaghten, "a good deal of consideration". Upon no system that can be entertained is it possible in my opinion to fix an uniform fare for other than Suburban Traffic, without discouraging Local Traffic. The Railway Companies would expect a fare based upon the average mileage of each

class of Passengers, but this would be fatal to the development of a Local Traffic, while to accommodate the uniform fare to the Local Traffic would be equally ruinous to the Company's Revenue.

6. The principal objection to the 3rd suggestion is that the Public would reduce the number of their Packages by tying 2 or 3 together, and the Railway Companies would be the sufferers. Weight seems to be the fairest measure of computing the charges for Luggage.

7. My experience with reference to the 4th suggestion is that in this Country the collection of Loads in large towns will much better be left to private enterprise. If there is a demand for the industry, the supply is sure to follow. The operations of small Joint stock Companies engaged in work of this kind in this Presidency convince me that the Railway Company could not compete with the Native Carters, and so long as the Traffic can be secured to the Railway, it does not seem politic to incur the risk of loss by organizing a carting Establishment.

Yours faithfully,
(Sd) H. E. Church,
Traffic Manager.

(True Copy)

Asst. Agent & Manager.

P.W. 2789 - 1873
Rec'd 13th Nov.

P.W. Dept
21/5

No. 2789

Proceedings of the Madras Government
Under date the October 1873.
Read the following.

From the Consg Engineer
for Railways.

(Here enter No. 5506/17. Oct. 73

His Excellency
the Governor in Council
agrees with the Consulting
Engineer in considering
that on occasions of
great festivals the Esta-
blishment of temporary
Ticket Offices at central
points in the large
towns affected might
possibly be

No. 2210

be tried with advantage.
The other suggestions
made by Lieutt Colonel
Medley do not appear
suited to the circumstances
of traffic in this Presi-
dency.

H.E. No 2990

Copy of the above
forwarded for the informa-
tion of the Government
of India with reference
to Resolution No 975-81.
P.R. of 20th June 1873.

Chas

To
The Consg Engineer
for Railways.
Dated 25/11/73

Dated as d.o. 25/11/73

No 245. 47.

R. 26/11/73

Containing Suggestions
for promoting Traffic
on Indian Railways.

Ge 5663

Govt. of {1873} Madras.

PUBLIC WORKS.

To The Committee Reps for Railways & To The Secretary to the Govt of India

Dated

Rec'd. Encl 3

Ans 18th Nov. No 2789-2790.

Nos. 245-246 & 247

Traffic. Passing orders on letter from the Govt. Engr. reporting on Memo. by Lt Col Medley R.E. containing Suggestions for promoting traffic on Indian Railways

Forwarding Copy of Rr. on Reports on Memo. by Lt Col. Medley R.E.