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(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.**Government of Madras.***Public works* **DEPARTMENT.**

G.O. No.	348	Press
2125		Ms.
Dated	5. 3. 18	

Not to be folded or roughly handled

No. 24. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 7th January 1873, No. 7:—

I HAVE the honour to request that you will lay before His Excellency the Governor in Council the enclosed letter* from the Agent of the Great Southern of India Railway, in which Mr. Betts asks that the wishes of Government may be expressed upon the policy of running only two classes of passenger carriages.

He states his own opinion on the subject to be that any reduction in the number of classes would be unpopular with the travelling public; but that, on the other hand, the first and second class traffic is so small that the provision for it of two classes of accommodation causes the traffic to be worked at a loss.

2. This question does not now come forward for the first time in connection with the Great Southern of India Railway. The experiment of running only two classes of passenger vehicles has been twice tried: first, from the 11th March to the 31st August 1862, when the fares were respectively 10 pies and 3 pies per mile; and, second, from the 1st March to the 31st December 1867, when the fares were 12 pies and 5 pies. This last experiment, and its results, formed the subject of considerable discussion and correspondence, the greater part of which is recorded in the orders of Government noted in the margin.

No. 2,229, 14th July 1866.
" 2,508, 9th August ..
" 99, 11th January 1867.
" 3,305, 24th October ..
" 3,478, 11th November ..
" 3,936, 20th December ..

3. In the enclosed letter Mr. Betts alludes to two Indian Railways as having adopted the plan of having only two classes of passenger carriages. These are the Oude and Rohilkund Railway and the Calcutta and South-Eastern State Railway. With regard to the latter Railway the results of the measure are recorded in a note* by Major Luard, sent to me by the Consulting Engineer to the Government of India, and the results on the Oude and Rohilkund line are shown in a letter†

* Dated 28th October 1872. Enclosed.
† Dated 19th October 1872. Copy enclosed.

from the Agent, to the Agent of the Great Southern of India Railway.

4. In the case of the Calcutta and South-Eastern State Railway the circumstances are peculiar, and the reasons which led to the adoption of two classes of passenger carriages have little or no weight here. It may, however, be noticed that it has been found necessary to reserve a compartment for Europeans, who thus virtually form a third class of passengers. The fares upon this line are fixed at 9 pies and 3 pies per mile.

5. Upon the Oude and Rohilkund Railway there are nominally only two classes of passenger carriages, with fares of 9 pies and 2 pies per mile; but it will be seen that there is a third and entirely distinct class of accommodation with a 3 pies fare; in addition to which, in the various descriptions of composite carriages, separate accommodation is offered to the public at various rates, so that there are in reality a greater number of different rates of fare than upon the lines in this Presidency.

*Proceedings of the Madras Government, Public Works Department,
3rd February 1873.*

6. Looking at the question from a purely economical point of view, I am unable to see that any advantage which is expected from having only two classes of passenger accommodation cannot be as effectually secured by a judicious use of composite carriages, the existing three classes of accommodation being retained.

7. So far as the comfort and convenience of the public is concerned, I would strongly deprecate any proposal to reduce the number of classes of passenger accommodation. Upon this point I beg to draw particular attention to the papers printed with the Order of Government, dated the 24th October 1867, No. 3,305. They give the opinions formed by the leading officials of Tanjore and Trichinopoly, after the experiment of having only two classes of passenger accommodation had been in force for six months on the Great Southern of India Railway. I especially solicit attention to the opinion given by Mr. Seshia Sastriar, the present Dewan of Travancore, as to the result of that arrangement upon the native community. It should be borne in mind that the line upon which the experiment was tried was only 127 miles in length, with no through traffic; and that the Great Southern of India Railway is now on the point of being developed into a system with more than 630 miles of line, and with through communication from Madras to the extreme south of the Peninsula. Upon the short line the experiment was admitted to be a failure, and I cannot see that any advantage would result from now renewing it.

From the Agent of the Great Southern of India Railway, to the Consulting Engineer for Railways, dated Negapatam, 13th December 1872, No. 4,843.

I SHALL feel much obliged if you will obtain the wishes of the Government of Madras upon the policy of running but two classes of passenger carriages upon this Railway. My letter No. 4,717 will have told you that my Directors require me to state my opinion on this subject. That opinion is that any reduction in the number of classes would be unpopular with the travelling public. On the other hand, the first and second class traffic is so small that the provision for it of two classes of accommodation causes the traffic to be worked at a loss according to the statistical statements compiled in your office.

2. The plan of having but two classes of passenger carriages is now followed on two Indian Railways, and you are in possession of the opinions given by the Managers of those lines.

From the Consulting Engineer to the Government of India for Guaranteed Railways, to the Consulting Engineer to Government of Madras for Railways, dated Calcutta, 30th October 1872, No. 2,169.

In reply to your letter No. 852, dated 8th October, I have the honour to forward for your information the accompanying copy of a Note by Major C. H. Luard, R.E., Deputy Consulting Engineer, on the results of the trial of running passenger trains of two classes only on the Calcutta and South-Eastern State Railway.

NOTE by Major C. H. LUARD, R.E., Deputy Consulting Engineer to the Government of India for Guaranteed Railways, on the results of the trial of running passenger trains of two classes only on the Calcutta and South-Eastern State Railway.

I do not know that the experience of the Calcutta and South-Eastern State Railway can be of much assistance to Colonel Stewart in the question of the number of classes on a Railway: but the following remarks will enable him to judge if its circumstances are sufficiently similar to those of lines in Madras to make it so.

*Proceedings of the Madras Government, Public Works Department,
3rd February 1873.*

2. At one time it was believed that Canning would be a considerable port, and that consequently there would be a large number of persons of all sorts interested in the port, and the line was opened with the usual number of classes of vehicles. As the prospects of the port faded the passengers fell off in numbers, and now that there is no shipping to Canning they are confined to hay and wood merchants, to office clerks, and to market gardeners. These last travel only for a short season of the year, in special trains, at a specially low rate, and need not be taken into account.

3. The passenger traffic proper consists, then, chiefly of the other classes mentioned, few of whom think of travelling first class. In re-arranging the fares their means were therefore considered, and the fares established at 9 and 3 pies for upper and lower class respectively. This took place in 1870. At first there was a loss in receipts, but increase in numbers. As might have been expected however, the numbers presently increased so much that the receipts also increased, and though the traffic has steadily declined during the last two years no one doubts the wisdom of the change.

4. It might have been supposed that there would have been complaints from people so sensitive as Hindoos, but I have received no complaint from the lower class, and from the upper but one from a Native gentleman, who objected to a compartment reserved for "Europeans only" as invidious.

28th October 1872.

Statement showing numbers and receipts from upper and lower class Passengers on the Calcutta and South-Eastern State Railway from 1st March 1870 to 30th June 1872.

Period.	UPPER CLASS.				LOWER CLASS.			
	Nos.	Receipts.			Nos.	Receipts.		
		RS.	A.	P.		RS.	A.	P.
1st Quarter of 1870*	569	463	2	9	24,335	4,199	14	0
2nd " "	1,308	1,094	6	6	79,973	13,201	4	4
3rd " "	2,366	1,804	9	9	139,470	21,551	5	9
4th " "	2,492	1,896	4	0	141,517 ½	21,627	15	0
1st " of 1871								
2nd " "	1,862	1,234	0	0	144,882	20,452	6	3
3rd " "								
4th " "	1,208 ½	1,305	14	0	118,641	18,828	13	6
1st " of 1872								
2nd " "	867	533	9	0	80,939	12,498	13	3

* From the 1st quarter of 1870 has been excluded the numbers and receipts from passengers during the two months of January and February, as the change into upper and lower classes was only introduced from the 1st March 1870.

From the Agent of the Oude and Rohilkund Railway Company, to the Agent of the Great Southern of India Railway, dated Lucknow, 19th October 1872, No. 4,350.

I FIND some difficulty in giving you information regarding the success financially of running only two classes of passenger carriages for the following reasons:—

1st.—I reduced the upper class fare to the second class rate, namely, 9 pies per mile, thereby losing the 1st class fares of 1½ anna. Hence although we may carry numerically a greater number of passengers in the upper class than formerly in the 1st and 2nd classes, our receipts are less unless the number is very greatly exceeded. But then the haulage of carriages should be much less.

*Proceedings of the Madras Government, Public Works Department,
3rd February 1873.*

My plan was based upon having the carriages arranged for the upper class business composite, and carrying as many lower class passengers as would pay for the haulage of the vehicle.
We can always fill up the lower class compartments of the composite, and the upper class fares would then be clear profit.

2nd.—Instead of carrying this idea out, I have by circumstances been obliged to begin by running upper class carriages built for first class fares with some composites for first and second class fares, and as there have been run on sections of lines newly opened and leading only to villages they have been run empty, and the proposed advantages of the plan has thus been for a time defeated. Still, judging from the length of line between Lucknow and Cawnpore (42 miles), which has now been open for upwards of five years, I am satisfied that the arrangement on two classes is a good one, and that it will be a success when completely carried out.
I enclose a printed paper on the subject.

Extract from a letter No. 16, dated 19th April 1872, from the Agent, Oude and Rohilkund Railway Company, Lucknow, to the Managing Director Oude and Rohilkund Railway Company, London.

"10th. You appear to think the arrangement described in your Memorandum of the 29th January, of having only two classes of passenger traffic, upper and lower with reserved compartments for those desiring better accommodation at an increased charge, will find favour with the public. In any case it will be worthwhile giving it a fair trial."

Referring to the 10th paragraph of your letter No. a/9, of the 8th March 1872, extracted for easy reference in the margin, the following figures will show at once the great importance of the alteration as an economical arrangement:—

	1871.	1872.
1st Class	10,774	2,073
2nd do.	34,839	5,019
or 7,092 persons carried, who might all have been carried first class with advantage saving the haulage of second class carriages with 34,839 places.		

In January and February 1872, 1,514 persons were carried in the upper class with only 2,516 provided, showing the great economy of the recent arrangement in haulage against which has to be placed the higher rates paid for first class fares, and now lost, the upper class fare being that of the second class.

(True Extract.)

(Signed)

G. HARTWELL,
Deputy Agent.

Oude and Rohilkund Railway Company.

The classes of passengers to be two only. Upper and lower with reserved compartments for those who look for more room and privacy than can be properly given for single tickets.

The lower class fare to be 2 pies a mile, and the upper class fare 9 pies; a reserved compartment in the lower class carriages to be given for 16 pies a mile or 1½ annas; an upper class reserved compartment to be given for 3 annas a mile, the number of passengers in each reserved compartment not exceeding eight and four respectively.

Composite carriages will be built to carry out this system more completely, and have been designed with special regard to the convenience of travellers making long journeys. The lower class compartment in these, one at each end, large and affording superior accommodation, will be "reserved" at the rate of 2 annas a mile for not more than eight persons.

For the accommodation of those who take single tickets for the lower class, but desire to avoid the risk of being crowded, there will be special compartments to be filled with only three persons on each side, at the fare, for each person, of 3 pies a mile.

The object of this change in the classification of passengers is to avoid running empty carriages, and, at the same time, to provide space and privacy at low rates to those who will pay a little more for these advantages.

*Proceedings of the Madras Government, Public Works Department,
3rd February 1873.*

The better class of natives will be able to obtain suitable separate accommodation, as well as the large European community which must travel and can ill-afford the higher fares.

It is obvious that with this system the compartments must be filled up. Travellers who object to this should take reserved accommodation, the rates for which are purposely made as low as possible.

LUCKNOW,
29th January 1872.

(Signed) J. P. BEADLE, Major-General R. E.,
Agent, Oude and Rohilkund Railway Company.

No. 25. ORDER THEREON, 3rd February 1873, No. 342.

RAILWAY, No. 6.

His Excellency the Governor in Council fully concurs with the Consulting Engineer for Railways as to the

inexpediency of running but two classes of passenger carriages upon the Great Southern of India Railway.

2. There are no grounds whatever for supposing that the experiment tried in 1866 would be more successful now than it was then, and, on the other hand, the contemplated extension of the Railway system affords an additional argument against the measure.

(True Extract.)

Colonel, R.E.,

Secretary to Government.

To the Consulting Engineer for Railways.

Ed. S. T. Austin.

Railway Department.

CONSULTING ENGINEER'S OFFICE,

No. 7

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,

X No 4843 3
13. Dec/72 3

I have the honour to request that you will lay before His Excellency the Governor in Council the enclosed letter from the agent of the Great Southern of India Railway, in which Mr. Bute asks that the wishes of Government may be expressed upon the policy of running only two classes of passenger carriages. He states his own opinion on the subject to be that any reduction in the number of classes would be unpopular with the travelling public; but that, on the other hand, the first second class

class traffic is so small that the provision for it of two classes of accommodation causes the traffic to be worked at a loss.

2. This question does not now come forward for the first time in connection with the Great Southern of India Railway. The experiment of running only two classes of passenger vehicles has been twice tried. First, from the 11th March to the 31st August 1862, when the fares were respectively 10 pice and 3 pice per mile; and second, from the 1st March to the 31st December 1867, when the fares were 12 pice and 5 pice. This last experiment and its results formed the subject of considerable discussion and correspondence, the greater part of which is recorded in the Orders of Government noted in the margin.

3. In the enclosed letter Mr. Betts alludes to two Indian Railways as

x No 2229- 14 July 1866
2508- 9 August 1866
99- 11 January 1867
2305- 24 October 1867
3478- 11 November 1867
3936- 20 December 1867

2
as having adopted the plan of having only two classes of passenger carriages. These are the Oude & Rohilkund Railway, and the Calcutta and South Eastern State Railway. With regard to the latter railway the results of the measure are

x Dated 28 Oct.
1872.
Inclosed.

recorded in a note by Major Seward sent to me by the Consulting Engineer to the Government of India: and the results on the Oude & Rohilkund line are shown

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Copy enclosed.

in a letter from the agent to the agent of the Great Southern of India Railway.

4. In the case of the Calcutta and South Eastern State Railway the circumstances are peculiar, and the reasons which led to the adoption of two classes of passenger carriages have little or

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with fares of 9 pice and 2 pice per mile;
but it will be seen that there is a third
and entirely distinct class of accommoda-
tion, with a 3 pice fare: in addition to
which, in the various descriptions of
composite carriages, separate accommo-
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various

various rates; so that there are in reality
a greater number of different rates of fare
than upon the lines in this Presidency.
6

Looking at the question
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I am unable to see that any advantage
which is expected from having only two
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So far as the comfort and
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papers printed with the Order of
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1867, No. 3305. They give the opinions
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It should be borne in mind that the
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the short line the experiment was admitted
to be a failure; and I cannot see that any
advantage would result from now
renewing it.

I have the honour to be,

Sir

Your most Obedient Servant.

Wm. Stevenson Esq. (C.R.R.)
Gen. Engineer for Railways

Madras
7 January 1873

No. 2169.

From

The Consulting Engineer to the Government of India
for Guaranteed Railways

To

The Consulting Engineer to Govt.
of Madras
for Railways

Calcutta, 30 October 1872.

Sir,

In reply to your letter No. 852 dated
8th October I have the honor to forward for
your information the accompanying copy of
a Note by Major C. K. Grand C. E. Deputy
Consulting Engineer on the results of the
trial of running passenger trains of two
classes only on the Calcutta & South Eastern
State Railway. —

I have the honor to be
Sir,

Your most obedt. servt.

W. Seward Major
for Cons. Eng. to the Govt. of
India

On 11th July/66 No 332-333
" 9th Aug/67 " 152-154
" 11th Jan/67 " 205-207
" 24th Oct/67 " 519-520
" 11th Nov " 172-173
" 20th Dec " 407-408

To

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

From

The Consulting Engineer
for Railways,

1872

C. K. Grand

Dated 7th January 1873
Recd. 9th

Encl. 4.

No. 342-3 "Feb 11/73
Railway

a letter from the

Agent of the C. & S.

of 20th August 1872

the results of the trial

may be seen in the report

of the trial of running

passenger trains of two

2169

2169

2169

7
Note by Major G. H. F. Ward, R. E. Deputy
Consulting Engineer to the Govt. of India for
Guaranteed Railways on the results of the trial
of running passenger trains of two classes only
on the Calcutta & South Eastern State Railway.

I do not know that the experience of the
Calcutta & South Eastern State Railway, can
be of much assistance to Colonel Stewart, in
the question of the $\frac{1}{2}$ of classes on a railway;
but the following remarks will enable him
to judge, if its circumstances are sufficiently
similar to those of lines in Madras to make
it so.

At one time it was believed that Canning
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quently there would be a large number of per-
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line was opened with the usual number of
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to office clerks, and to market-gardeners. -
These last travel only for a short season of the
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The passenger traffic proper consists then
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P. M. 11/7/32

re-arranging the fares, their means were therefore considered and the fares established at 9 and 3 pice for upper & lower class respectively. This took place in 1870. At first there was a loss in receipts, but increase in numbers. As might have been expected however, the numbers presently increased so much that the receipts also increased and tho' the traffic has steadily declined during the last two years, in one doubtless the wisdom of the change.

It might have been supposed that there would have been complaints from people so sensitive as Hindoos; but I have received no complaints from the lower class, and from the upper but one from a native gentleman who objected to a compartment reserved for "Europeans only" as injudicious.

28 October 72

Statement showing numbers and receipts from Upper and Lower class passengers on the Calcutta & South Eastern State Railway from 1st March 1870 to 30 June 1872.

Period	Upper class.		Lower class	
	No.	Receipts.	No.	Receipts.
1 st Quarter of 1870.*	569.	463. - 2. - 9	24,335.	4,199. - 14. - 0.
2 nd Quarter of 1870.	1308.	1094. - 6. - 6.	79,973.	13,201. - 4. - 4.
3 rd Quarter of 1870.	2,366.	1804. - 9. - 9.	139,470.	21,551. - 5. - 9.
4 th Quarter of 1870.				
1 st Quarter of 1871.	2,492.	1895. - 4. - 0.	141,517½	21,627. - 15. - 0.
2 nd Quarter of 1871				
3 rd Quarter of 1871	1862.	1234. - 0. - 0.	144,882.	20,452. - 6. - 3.
4 th Quarter of 1871.				
1 st Quarter of 1872.	1208½	1305. - 14. - 0.	118,641.	18,828. - 13. - 6.
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P.R. 11/1/73-

in Nov. 72
Any

No. 312 P.R. D.
Proceedings of the Madras Local
Read the following:-
From
The Consulting Engineer
for Railways } (H.E.D. 7/7/73 Jan 1/72)

W.S.C.

His Excellency
the Governor in Council
fully concurs with the
Consulting Engineer
for Railways as to the
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system affords an addi-
-tional argument against
the measure.

C.L.
G.M.

To
The Cong Engr for
Railways—
Respd 6/2/73.

L. No. 111

Govt. of 1873 Madras.
PUBLIC WORKS.

*To the Honble the Eng^r
for Railways*

Dated

Recd.

Encl. 4

G. O. 3 Feb 73, No. 342

No. 24 & 25

*Paperen carriages
Intimating
that it is inexpedient
to run but two classes
of paperen carriages
upon the Great Southern
of India Railway -*

2/73.