

(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.	664	Press
B.P. No.		Mis.
23-24		
Dated	1-3	1893

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
1st March 1873.*

No. 23. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 20th February 1873, No. 113:—

With reference to the Order of Government, dated the 5th instant, No. 382,

* No. 109, 11th February 1873.

„ 128, 17th „ „ with enclosure.

I have the honour to submit for consideration two letters* from the Agent of the Madras Railway. It will be seen

that instructions have been given to carry out the orders of Government by attaching, from the 1st proximo, third class carriages to all the passenger trains at present running between Coimbatore (Pothanore) and Beypore; but that, for reasons stated in the second of his letters, the Agent solicits a re-consideration of the subject.

2. The Traffic Manager refers to the fact that an exceptional second class fare of 4 pies per mile was introduced between Pothanore and Beypore from the 1st March 1869, in order to encourage a second class traffic among the inhabitants, who are represented as being generally "well to do," and the figures given by Mr. Church seem to show beyond doubt that the change has been attended with success. It is submitted by the Railway Authorities that the wants of the district are fully met by one third class train daily in each direction, and that the only results of attaching third class carriages to the second train will be to transfer to it some of the passengers from the other, and to enable a large proportion of those who now use the second class to travel in the third class, with the effect of reducing the Company's revenue.

3. These arguments do not however meet the objections to the existing arrangements, which, as explained in the papers printed with the Proceedings of Government under reference, are the cause of great inconvenience and hardship to the bulk of the population. I do not hesitate to say that at present the section of the Madras Railway between Pothanore and Beypore fails to afford to the people the accommodation which they have a right to expect, and I agree with the Collector of Malabar in the opinion that the measures upon which the Government have decided will in time be attended with a large increase to the passenger traffic. There are without doubt other portions of the railway system in this Presidency in which it would be possible to encourage a second class traffic by making the third class arrangements as inconvenient as possible, but I submit that this is not a legitimate or a healthy mode of developing passenger traffic.

4. I trust that the arrangements ordered by Government in their Proceedings of the 5th instant will remain in force.

From the Agent and Manager of the Madras Railway Company, to the Consulting Engineer for Railways, dated Madras, 11th February 1873, No. 109.

With reference to your letter No. 134, of the 10th instant, I have the honour to inform you that, in accordance with the order of His Excellency the Governor in Council, I have instructed the Traffic Manager to have third class carriages attached from the 1st proximo to all the passenger trains at present running between Coimbatore and Beypore.

2. I hope to be in a position shortly to submit the observations of the Traffic Manager upon this subject.

of the figures...

of the pictures - when

No. 128.

50
MADRAS RAILWAY.

AGENT AND MANAGERS' OFFICE

Madras, 17th February 187

From

R. D. Edwin Esqre,

Agent and Manager of the Madras Railway.

To

Lieut Col. John Shaw Stewart Esq

Consulting Engineer for Railways.

Sir,

With reference to my letter No. 11th instant I have the honour to forward herewith a copy of the Traffic Manager's letter No. 514/102 of the 15th instant in which Mr. Church explains as fully as he is at present in a position to do the objections which in his opinion exist to attaching 3rd class Carriages to the local trains between Coimbatore and Poypore.

2. As has already been reported to the Government it has been found impossible to prepare the statistics which would have enabled the Traffic Manager to go more fully into this subject, and the delay in replying to your letter No. 658 of the 16th of August last, which you inform me the Government consider has been unnecessary has been solely occasioned by the absence of the figures which, it was believed, would

7th
have shewn more plainly that the proposed
measure was unadvisable.

3 With our limited staff and
looking at the sickness which prevailed
last year, I can assure His Excellency
the Governor in Council that the powers
of the men have been taxed to the utmost
in order to keep up the current work
of the Accounts Department and that
the delay in question much as I regret
it has been quite unavoidable.

11. Instructions to give effect to the
orders of the Government on this subject
have been issued as reported in my
letter referred to above, but as I
fully concur with the Traffic Manager
in thinking that the change of carrier
out will have the effect of reducing
the Revenue of the Company I trust
that with the information now before
them the Government will be pleased
to reconsider their decision.

I have the honour to be
Sir,

Yours most obedient servant


Agent and Manager

Madras Railway
Traffic Manager's Office
Madras 15th Feb 1873

C/574
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To
The Agent and Manager,
M. R. Co.

Dear Sir,
3rd Class Passenger Traffic
between Coimbatore and Beypoor.
Consulting Engineer's letter No. 134 of the 10th instant

The inability to place before the
Government as fully as I could wish the
objections to the measure proposed, has
alone prevented me from replying to the
Consulting Engineer's letter No. 658 dated the
16th August 1872. In my letter No. 574
475 dated the 27th September 1872 and 574
33 of the 13th January, the difficulty of preparing the Statistics
of Traffic, which would probably enable
the Government to judge of the advisability
or otherwise of the measure, was explained,
and in the absence of these Statistics,
which is entirely due to circumstances beyond
the control of the Company's Officers, I
can only now express an opinion that the
effect of attaching 3rd Class Carriages
to the Local Trains between Coimbatore
and Beypoor will be to reduce the Revenue
derived at present from the 2nd Class Traffic
without commensurately increasing the
3rd Class.

2. In order to encourage a 2nd Class

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

PM 11/3/72

Dated 17th February 1873
Recd. 18.

No. 128.

Turning the
Traffic Manager
to Coimbatore as to
the objection to
his opinion
and to attaching
3rd Class Carriages
to Local Trains
between Coimbatore
and Beypoor -

Traffic on the Western Coast, where the inhabitants are generally "well to do", an exceptional fare of 4 pice per mile was introduced on the 1st of March 1869 and the following figures will, I think, show that the measure has not been altogether unsuccessful. The 2nd class fare from 1st January 1868 to the end of February 1869 was 5 pice per mile.

Period	1/2 year ending June		1/2 year ending December		Annual Total	
	Rs	Ps	Rs	Ps	Rs	Ps
1868	8,379	6,526	16,036	11,791	24,415	18,317
1869	22,204	13,696	32,158	18,749	54,362	32,445
1870	34,020	19,539	34,744	19,706	68,764	39,245
1871	35,370	20,129	39,165	21,261	74,525	41,390
1872	38,681	21,627				

3. The large increase since the introduction of the reduced rate is due either to a transfer to the 2nd class of the Local Train of some of the 3rd class passengers formerly using the Through Train, or to a new traffic altogether; and this point would have been made clear by the statistics of traffic which we are unfortunately unable to submit at present.

4. If, as I believe, one 3rd class train each way daily fully serves the District, and that further facilities will not increase the number of travellers,

it is only reasonable to suppose that by attaching 3rd class Carriages to the Local Trains which now convey 1st and 2nd class passengers only, we shall simply transfer a few of the 3rd class passengers now using the through train to the Local Train; while at least 90 per cent of the passengers who find the Local Train a convenience and now readily pay 4 pice per mile for the 2nd class will be perfectly satisfied with 3rd class accommodation which they will be able to secure for 3 pice per mile, and the difference between these fares will be lost to the Company.

1871 H. C. Church
Traffic Manager

1 True Copy 1

W. J. L. L. L.
Agent & Manager.

Wm.

24.11.1913
13.11.1913

I think the order to
attach 3rd class carriages
to the local trains
between Coimbatore
& Beypore had better
be held in abeyance
until their papers
have been circulated
& considered. A steadily
increasing 2nd class
passenger traffic from
the Western Coast at

Railway Department.

CONSULTING ENGINEER'S OFFICE,

No. 113

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
Order of Government dated the 5th instant,
N^o 382, I have the honour to submit
for consideration, two letters from the Agent
of the Madras Railway. It will be
seen that instructions have been given
to carry out the orders of Government by
attaching, from the 1st proximo, third
class carriages to all the passenger trains
at present running between Coimbatore

(Pothanore)

x N^o 109 - 11th February 1873.

128 - 17th

with enclosure.

Pothanore and Beypore; but that, for reasons stated in the second of his letters, the Agent solicits a reconsideration of the subject.

2. The Traffic Manager refers to the fact that an exceptional second class fare of 4 pice per mile was introduced between Pothanore and Beypore from the 1st March 1869, in order to encourage a second class traffic among the inhabitants, who are represented as being generally "well to do"; and the figures given by Mr. Church seem to show beyond doubt that the change has been attended with success. It is submitted by the Railway Authorities that the wants of the district are fully met

by

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by one third class train daily in each direction; and that the only results of attaching third class carriages to the second train will be to transfer to it some of the passengers from the other, and to enable a large proportion of those who now use the second class to travel in the third class, with the effect of reducing the Company's revenue.

3. These arguments do not however meet the objections to the existing arrangements, which, as explained in the papers printed with the Proceedings of Government under reference are the cause of great inconvenience and hardship to the bulk of the population. I do not hesitate to say that at present the section of the Madras

Railway

Railway between Pothanore and
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people the accommodation which
they have a right to expect, and I
agree with the Collector of Malabar
in the opinion that the measures
upon which the Government have
decided will in time be attended
with a large increase to the passenger
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other portions of the railway system
in this Presidency in which it would
be possible to encourage a second class
traffic, by making the third class arrange-
ments as inconvenient as possible, but
I submit that this is not a legitimate
or a healthy mode of developing passenger
traffic.

4. I trust that the arrange-
ments ordered by Government in their
Proceedings of the 5th instant will
remain in force.

I have the honour to be
Sir

Your most obedient servant

Madras
20th February 1873

Mountstuart Dunt, Esq.

Loco. Engineer for Railways

Public Works Department
 Proceedings of the Madras Government
 664 Read the following
 From The Consulting Engineer
 for Railways. } J. E. No. 113 of 20th Feb 1873

The Order of the 5th February No. 382, will be held in abeyance for a limited period to allow of the submission of complete statistics of the traffic both in 2nd and 3rd Class Carriage. The Consulting Engineer will ascertain from the Railway Agent and report within what date the returns may be expected -

For Ref. Engr for Rly
 An. 8. des. 21/3/73.
 P-C - 19/3/73.

Wm.

for modifying the order passed in G.O. of 11th Dec 72. No. 382.
concurring with the Engr. as no account.
The Excellency the Governor in Council fully

Let him that has the sword draw from the scabbard. The Engr. is to draw from the scabbard. The 3rd Class Carriage being a track for passengers to and from the 1st Class Carriage.
10/4/73
Nathan Gordon

No. 113
 Dated 21st July 1873
 Recd. 21st July
 The Secretary to Government,
 P. W. Department,
 Fort Saint George.

To
 The Consulting Engineer
 for Railways,
 1872.

RAILWAY DEPARTMENT.

*P. W. Engr. for Rly
 No. 113 of 20th Feb 73*

*P. W. Engr. for Rly
 No. 113 of 20th Feb 73*

C/2/173

Govt. of 1873

PUBLIC WORKS.

The Consulting Engineer
for Railways

Notes

And

Part 3

0.01" elements 664

Nov. 23 & 24

Trains. G. O. 387 & 388

Feb/73 ~~12~~ 12th

Class Carriages being

attached to passenger

trains running between

Simbatore and Seypre

ordered to be held in
obeyance pending sub-
mission of certain in-
formation.