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. 3043-44 Press
B.P. No. Mis.

C874

Dated 26-10- —195—.

Not to be folded or roughly handled

No. 556. 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, 28th September 1874, No. 572 :—

With reference to the Orders of Government marginally noted, I have the honor to submit a letter* from the Agent of the Madras Railway (with enclosure from the Traffic Manager) on the question raised by the Government of India of offering greater facilities for through journeys at the rate of 2 Pies per mile, and the extension of this rate to those portions of the Madras Railway to which it does not at present apply.

G. O., 17th February 1874, No. 394.
,, 22nd April ,, ,, 1,035.
,, 7th May ,, ,, 1,219.

* No. 813, dated 15th September 1874.

2. The Traffic Manager enters very fully into the matter, and from Mr. Church's intimate acquaintance with all the details of traffic over the different sections of the line, his views are entitled to much weight. The Government of India express the opinion that if the delays at stations, which at present occur to cooly class trains, were curtailed, and the compulsory break of journey at Jollarpett removed, the passenger receipts would in a short time be considerably increased. Mr. Church, however, explains that the break at Jollarpett seems to be appreciated by the class of travellers affected by it, as it affords them the opportunity for getting their food comfortably; and he further states his opinion that the cooly class traffic is essentially local, the number of passengers of this class making through journeys being small. Mr. Church is also of opinion that a large proportion of the third-class passengers who make long journeys do not proceed through to their destination, but purchase tickets for a portion of the distance only, and make one or two halts on the way. If this be the case, it is not probable that much good would result from offering facilities for performing through journeys at the 2 Pies rate.

3. With reference to paragraph 6 of the Government of India's letter, Mr. Church states that the cooly class train is the best paying on the line. It is like nearly all others on the Madras Railway, a mixed train, taking goods as well as passengers; and from the low rate of speed the engine is enabled to haul a maximum load, a point of very great importance where traffic has to be worked over such heavy gradients as are met with on this line. The delay at stations is necessary for shunting wagons, and for unloading road goods. The Traffic Manager is further of opinion that this is just the kind of train "which the circumstances of the people and country require, and which Indian Railways with a light traffic, incapable of paying the guarantee, should be confined to." This principle is fully recognized in the rules laid down for the working of the State Railways, and that it is the most profitable method of carrying a small traffic cannot be denied. Although the burden of making up the deficiency between the net profits and the guaranteed interest falls on the Government, and therefore on the people, it is disappointing to the Railway officers when, with no increase shown in the receipts, the working expenses are, for postal purposes or otherwise, enhanced by running trains at speed which is in advance of the requirements of the country. Great importance is justly attached to the reduction of fares in order that the largest numbers may enjoy the benefit of railway communication, but

in order to make low fares pay, cheap conveyance, and therefore a low rate of speed, is necessary.

4. In paragraph 7 of Mr. Church's letter he expresses the opinion that, if too great facilities are provided for travelling at the 2 Pies rate, this will be taken advantage of by the better-to-do classes, such as merchants travelling on business, who can afford to pay the third-class fare, and that the difference will be lost to the revenue. I suggested that probably some of the passengers who now travel third-class would be induced to make two journeys at the lower rate where now they make one, but Mr. Church's experience leads him to the conclusion that this is a fallacy, and that the difference of fare would in almost all cases be lost, and he thinks that this takes place at present to a certain extent.

5. From the accompanying statistics of traffic over the different sections of the line where the 2 Pies rate is in force, it will be observed that there has been a moderate development in the third and cooly classes between Madras and Pothanore, but that during the first six months, after the introduction of the lower fare on the Bangalore Branch, there was an increase in numbers but a decrease in receipts. It is probable, however, that sufficient time has not elapsed for its proper development on this section, and that future statistics will be found to give better results.

Agent's letters Nos. 610 and 734, dated 15th July and 19th August 1874.

6. The Traffic Manager thinks that the cooly class fares might be extended to the local trains between Arconum and Cuddapah, and between Cuddapah and Bellary, and the Agent has undertaken to obtain the views of the Directors on this point. I am of opinion that this will be a great benefit to local passengers on these portions of the North-West Line, and that good financial results may be anticipated; but I agree with the Railway Authorities that it will not be advisable to introduce the 2 Pies rate between Pothanore and Beypore until the results of the change introduced in the local train service on the 1st July 1873 have been more definitely ascertained.

From R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Madras, 15th July 1874, No. 610.

With reference to the 17th paragraph of the Traffic Manager's half-yearly Report, dated the 10th of April last, I have the honor to subjoin, for the information of Government, comparative statements showing the progress of the third and cooly class traffic on different sections of the line, viz.:—

Between Madras and Jollarpett.

Half-year ending	Number. 3rd Class at 3 Pies per mile.	Cooly Class at 2 Pies per mile.	Total.	Receipts.
				Rs.
December 1868	357,456	.....	357,456	2,40,328
Do. 1869	298,597	88,690	387,287	2,44,668
Do. 1870	268,133	109,575	377,708	2,29,204
Do. 1871	265,925	133,678	399,603	2,37,914
Do. 1872	290,028	155,414	445,442	2,63,334
Do. 1873	296,308	178,617	474,925	2,74,730

Between Jollarpett and Pothanore.

Half-year ending.	Number. 3rd Class at 3 Pies per mile.	Cooly Class at 2 Pies introduced 1st August 1872.	Total.	Receipts.
				Rs.
December 1872	155,072	45,086	200,158	1,37,980
Do. 1873	176,401	70,166	246,567	1,66,686

Between Jollarpett and Bangalore.

Half-year ending	Number. 3rd Class at 3 Pies.	Cooly Class at 2 Pies introduced 31st August 1873.	Total.	Receipts.
				Rs.
December 1872	79,097	.....	79,097	64,862
Do. 1873	70,099	19,694	89,793	67,172

From the same Officer, dated Madras, 19th August 1874, No. 734.

With reference to your letter No. 750, dated the 18th of August 1873, I have the honor to enclose you a copy of the Traffic Manager's letter, No. C/663, dated the 17th instant, in which he gives the results of the introduction of the cooly class fare on the Bangalore Branch as shown by the number of 3rd and cooly class passengers and the receipts therefrom during the six months ending February 1874, as compared with the number of 3rd class passengers and the receipts during the corresponding period in 1872-73.

2. As regards the period mentioned, the experiment has resulted in an increase in the number of passengers carried, but a decrease in the receipts. I concur however with the Traffic Manager in thinking that a further trial should be allowed.

From H. E. CHURCH, Esq., Traffic Manager, to R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, dated Madras, 17th August 1874, No. C/$\frac{663}{A \& M}$.

Cooly Class Traffic.

With reference to the Consulting Engineer's letter, No. 750, dated 18th August 1873, I beg to submit a comparative statement furnished to me by the Chief Auditor, showing the third-class passenger traffic for the six months ending February 1873, and the 3rd and cooly class traffic for the six months ending February 1874, between Jollarpett and Bangalore, the cooly class fare having been introduced on the 31st August 1873.

2. Excluding the return fare or festival traffic, the numbers travelling stood as follows :—

Months.	1872-73.	1873-74.		
	3rd Class.	Third.	Cooly Class.	Total.
September	14,338	10,227	4,065	14,292
October	13,901	9,824	5,271	15,095
November	11,313	9,168	4,779	13,947
December	13,018	10,953	5,523	16,476
January	13,663	18,598	5,079	23,677
February	13,997	8,784	4,179	12,883
Total...	80,230	67,474	28,896	96,370
Increase in...	1873-74	.....	.....	16,140

The receipts were as follow :—

Months.	1872-73.	1873-74.		
	3rd Class.	Third.	Cooly Class.	Total.
September	11,778	8,528	1,645	10,173
October	10,586	7,927	2,069	9,996
November	8,978	7,606	1,943	9,549
December	10,550	8,952	2,429	11,381
January	11,175	9,538	2,196	11,734
February	11,250	6,852	1,813	8,665
Total...	64,317	49,403	12,095	61,498
Decrease in...	1873-74	.....	.....	2,819

The third-class traffic was manifestly influenced during the latter part of December and the whole of January by the Camp of Exercise at Bangalore, and it would, therefore, be unsafe to accept the figures for those months as an average of the traffic; on the other hand, the figures for February are much below the average of the first three months of the experiment, and are equally unreliable. There can be no doubt, however, about the increased numbers, irrespective of the Camp of Exercise, attracted to the line, and a further experiment is necessary to test the money value of those numbers.

From R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, to Lieut.-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Madras, 15th September 1874, No. 813.

ADVERTING to Order of Government, dated the 17th of February last, No. 394, forwarded with your letter, No. 437 of the 11th of May, I have the honor to enclose, for submission to Government, copy of a report* made to me by the Traffic Manager upon the subject of the manner in which the cooly class traffic is worked on the Madras Railway.

* No. C/386 A. and M., 7th September 1874.

2. I agree generally with the conclusions at which Mr. Church arrives, and I consider that to afford to the lower classes of passengers the opportunity of making long through journeys at the 2 Pies rate would certainly have the effect of drawing from the 3rd class passengers who can well afford to pay the higher fare, while judging from experience, and looking at the small value of [illegible] it appears to be very improbable that the class of passengers for which the cooly

class is intended would be induced to make a long through journey without stopping for food and rest at an intermediate station.

3. With regard to the extension of the cooly class rates on the South-West Line beyond Pothanore, I think that no steps should be taken until we are in possession of further experience of the result of increasing the opportunities of travelling by 3rd class in that district.

4. My own opinion is that the cooly class will never be suitable for that section of the line, as it is well known that the people on the West Coast have always shown a disposition to travel in a better description of carriage than the people on this side of the Presidency.

5. I will however ascertain the views of my Board with regard to Mr. Church's proposal as to the North-West Line, viz., the extension of the cooly class to the local train, between Arconum and Cuddapah and between Cuddapah and Bellary.

From H. E. CHURCH, Esq, Traffic Manager, to R. B. ELWIN, Esq, Agent and Manager of the Madras Railway Company, dated Madras, 7th September 1874, No. $C\frac{386}{A\ \&\ M}$.

Cooly Class Traffic.

WITH reference to the Consulting Engineer's letter, dated 11th May, No. 437, enclosing Order of Government, dated 17th February, No. 394, embodying a letter from the Government of India, dated 20th January, No. 160 G. R., I beg to offer the following observations.

2. Up to the present time the cooly class has been confined to one local train each way daily, between Madras and Jollarpett, between Jollarpett and Bangalore, between Jollarpett and Coimbatore, and these trains are run by day. Passengers proceeding in either direction beyond Jollarpett halt at that station for the night from 9 to 10 hours, and this break in the journey seems to be appreciated by Native travellers, as it affords them the opportunity of getting their food comfortably, and a few hours' rest. Experience of the working of the cooly class shows that it is patronised more by travellers moving from village to village, than by those taking long journeys, and may be regarded as essentially a local traffic.

3. My own observations, coupled with the opinions of Native travellers, lead me to think that, with the mass of the people, this kind of travelling is more acceptable than a comparatively fast through service, which cannot possibly be made to provide even for one halt sufficiently long for refreshment, and this remark more particularly applies to families. The average mileage of 3rd class passengers shows conclusively I think, bearing in mind the facilities at their disposal for making long and rapid journeys, the inclination of the Native traveller to *break* the journey, and this average mileage would be very much smaller but for the fact that long journeys are taken by men engaged in business pursuits, and to whom time is probably an object. There can be little doubt that, in the case of a very large proportion of the 3rd class traffic, *each* individual traveller is represented, in the account of numbers carried, as two and even three passengers, for where the European traveller takes one ticket for the whole journey and makes the journey direct, and so represents one passenger *only* in the accounts, the Native traveller makes two or three breaks in the same journey, and in this way represents three passengers.

4. For the mass of the people, and particularly for the poorer classes for which the cooly class was specially introduced, I am clearly of opinion that local trains are more convenient than through trains, and that a through cheap service would only enable those, who can afford to pay a higher fare, to travel at the cost of the poorer classes, a measure which, I would submit, can scarcely be considered as working the railways in the interests of the people.

5. With reference to paragraph 5 of the letter of the Government of India, I beg to observe that a very limited number of 3rd class passengers patronise the cooly trains, and it is very doubtful whether the receipts from that class pay for the running of the carriages. The train itself, however, is the best paying on the line, as it also carries "goods," and travelling at a low speed takes a much larger load than other trains. It is just the kind of train, in my opinion, which the

circumstances of the people and country require, and which Indian Railways, with a light traffic, incapable of paying the guarantee, should be confined to. It is run by day and does not therefore require, as in the case of the mail trains, a double staff for working the stations and watching the line, two very serious items of expenditure.

6 The cooly class vehicles have no seats, but they are protected by a roof and closed in at the sides.

7. With reference to paragraphs 8 and 9, I would respectfully suggest that in the interests of the people of the country, upon whom the burden of the guarantee must fall, it is essential, in making our arrangements, to attract the largest number of the poorer classes; that care is taken to prevent the better-to-do part of the community from taking advantage of these arrangements, and so indirectly injuring the poorer classes, by subscribing to the general revenues of the country *less* than their legitimate share of the taxes, for unless this is kept steadily in view the object of a low fare for the poorer classes may be entirely defeated. It does not seem possible to draw any equitable comparison betweeen European 3rd class travellers at home and 3rd class travellers in this country; the habits of the two races being so dissimilar. The European has no difficulty in taking his food with him, and does not hesitate to eat it when he is hungry, but the Native not only objects to eat his food before strangers, but actually wants time to prepare it, so that the facility of making a long and rapid journey would only be appreciated by a few of the Native travellers.

8. For the foregoing reasons I am of opinion that the break at Jollarpett in the case of cooly class passengers is no more than the habits and necessities of the people call for, and that any alteration of the existing service would not be regarded as a convenience to the masses, and would scarcely be attended with any improvement in our revenue.

9. The operation of the 2 Pies fare on the South Indian Railway, as shown in the reports of the Agent of that line, dated 6th December 1873 and 24th April 1874, clearly indicates, I think, that while the local traffic has been considerably developed, the lower fare has not induced long journeys, although the length of the whole line is only 168 miles.

10. On the Madras Railway the cooly class might with advantage be extended to the local train between Arconum and Cuddapah and between Cuddapah and Bellary. It does not seem desirable, at present, or until further experience has been gained of the working of the 3rd class traffic on the Western Coast to introduce the cooly class west of Pothanore.

No. 557. ORDER THEREON, 26th October 1874, No. 3,043.

RAILWAY, No. 80.

ORDERED that these papers be communicated to the Government of India, with remark that His Excellency the Governor in Council is satisfied that the subject has been thoroughly investigated by the Traffic Manager, Agent, and Consulting Engineer, and with the general conclusions at which they have arrived.

(Here enter No. 3,044, dated 26th October 1874.)

(True Extract.)

Colonel, R.E.,
Secretary to Government.

Consulting Engineer for Railways.

PUBLIC WORKS DEPARTMENT,
OOTACAMUND, 26*th October* 1874.

No. 558.

No. 3,044.

FROM

COLONEL G. W. WALKER, R.E.,
Secretary to the Government of Madras,
Public Works Department,

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,
Public Works Department.

RAILWAY, No. 81.

No. 160 G. R., dated 20th May 1874.
,, 595 G. R., ,, 21st March ,,
,, 756 G. R., ,, 10th April ,,

SIR,—Adverting to your letters quoted in the margin, on the subject of the extension of the cooly class fare on the Madras Railway, I am directed to forward the accompanying reports which have evidently been made by the officers of the Company and the Consulting Engineer after careful investigation into the circumstances of this description of traffic. The conclusions at which they have arrived are, I am to say, generally concurred in by His Excellency the Governor in Council.

I have the honor to be,
Sir,
Your most obedient servant,

Colonel, R.E.,
Secretary to Government.

Exd. S. T. Austin.

Spare Copies

No. 610.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 15th July 1874.

From

R. O. Clarke Esqre

Agent and Manager. M. R. Co.

To

Lt Col. J. Hellshaw Stewart, RE

Consulting Engineer for Railways.

Sir,

With reference to the 17th paragraph of the Traffic Manager's Half Yearly Report dated the 10th of April last, I have the honour to subjoin for the information of Government Comparative Statements showing the progress of the Third and Coolly Class Traffic on different sections of the Line, namely.—

Between Madras and Jollarpett.

Half year ending	Number			Receipts
	3d Class passengers per mile	Coolly & Class passengers per mile	Total	Rupees
December 1868	257.456	"	357.456	240.328
do 1869	298.597	88.690	387.287	244.668
do 1870	268.133	109.575	377.708	229.204
do 1871	265.925	133.678	399.603	237.914
do 1872	290.020	155.414	445.442	263.334
do 1873	296.808	176.617	473.425	274.730

Between Jallarpett and Polhauoor.

Half year ending	Number 3rd Class at 3 pies per mile	Number 2nd Class at 2 pies increased to 3 pies 1st Aug. 72	Number Total	Receipts Rupees
December 1872	155.072	45.086	200.158	137.980
——do—— 1873	176.401	70.166	246.567	166.686

Between Jallarpett and Ramgoa Cave

Half year ending	Number 3rd Class at 3 pies	Number 2nd Class at 2 pies increased 31 Aug. 73	Number Total	Receipts Rupees
December 1872	79.097	-	79.097	64.862
——do—— 1873	70.099	17.694	89.793	67.172

I have the honour to be,
Sir,
Your most obedient Servt.

Agent and Manager.

MADRAS RAILWAY.

From

The Agent and Manager.

No. D 26 Cons/74

Dt. 13th Augt. 1874.

The Consulting Engineer

for Railways.

S. B. Hoppe Esq

Dated 15th July 1874

Recd. 16. Augt. 1874.

Forwarding Copies of Statements shewing the progress of the Bangalore Branch for the Early Class Experiment during different periods of the line.

MADRAS RAILWAY.

No. 734

AGENT AND MANAGER'S OFFICE.

Madras, 19 August 1874.

From

Robert B. Elwin, Esqr.

Agent and Manager. M. R. Co.

To

Lieutt. Colonel J. H. M. Shaw Stewart R.E.

Consulting Engineer for Railways.

SIR,

With reference to your letter No 450 dated the 18th of August 1873 I have the honour to enclose you a copy of the Traffic Manager's letter No C/663 dated the 19th instant in which he gives the results of the introduction of the Early Class fare on the Bangalore Branch as shown by the number of 3rd and Early Class Passengers and the receipts therefrom during the six months ending February 1874 as compared with the number of 3rd Class passengers and the receipts during the corresponding period in 1872-73.

2 As regards the period mentioned the experiment has resulted in an increase in the number of passengers carried

MADRAS RAILWAY.

From

The Agent and Manager.

To

Lieut. Colonel J. H. M. Shaw Stewart R.E.

The Consulting Engineer

for Railways.

Dated 15th July 1874

Recd. 16. " "

No. 6/0.

Forwarding Copy of a Letter No. 750 dated the 18th Instant with Copy of the Traffic Manager's Letter No. 6/663 dated the 14th Instant with Progress of the 30 Days Class Test on different Sections of the Line.

MADRAS RAILWAY.

No. 734

AGENT AND MANAGER'S OFFICE.

Madras, 19 August 1874.

From

Robert B. Sloan, Esqr.

Agent and Manager. M. R. Co.

To

Lieut. Colonel J. H. M. Shaw Stewart R.E.

Consulting Engineer for Railways.

Sir,

With reference to your letter No. 750 dated the 18th of August 1873 I have the honour to enclose you a copy of the Traffic Manager's letter No. 6/663 dated the 14th instant in which he gives the results of the introduction of the Body Class fare on the Bangalore Branch as shown by the number of 3rd & Body Class Passengers and the receipts therefrom during the six months ending February 1874 as compared with the number of 3rd Class passengers and the receipts during the corresponding period in 1872-73.

2 As regards the period mentioned the experiment has resulted in an increase in the number of passengers carried

carried, but a decrease in the receipts. I concur however with the Traffic Manager in thinking that a further trial should be allowed.

I have the honour to be
Sir
Your most obedient Servant.

W. F. Lowe

Agent and Manager.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

Dated 19th August 1874

Recd. 20. " "

No. 1314

Reporting the Cooly class traffic vide the Blue Return for March.

P. Br. 11774

4

Rr. D 26 Oct 74

A 13 Nov 356.

S P 11

Madras Railway

Traffic Manager's Office

17th August 1874

B/663

A & W.

Agent and Manager

M. R. C.

Dear Sir,

Cooly Class Traffic

With reference to the Consulting Engineer's letter No 750 dated 18th August 1873, I beg to submit a Comparative Statement furnished to me by the Chief Auditor, shewing the Third class Passenger Traffic for the 6 months ending February 1873 and the 3rd and Cooly class traffic for the 6 months ending February 1874, between Tellicherry and Dungalore, the Cooly class fare having been introduced on the 31st August 1873.

Excluding the Return Fares on Season Tickets, the numbers travelling stood as follows:

Months	1872-3	1873-4		
	Third class	Third	Cooly Class	Total
September	14.338	10.227	4065	14,292
October	13.901	9824	6271	15,095
November	11.319	9168	4779	13,947
December	13.018	10.953	5523	16,476
January	13.663	18.598	5079	23,677
February	13.997	8784	4179	12,883
Totals	80.230	67.474	28896	96,370
Increase in	1873-4	----	----	16,140

The Receipts were as follows.

Months	1872-3	1873-4.		
	3rd Class	Third	Early Class	Total
September	11778	8528	1645	10,173
October	10586	7927	2069	9,996
November	8978	7606	1943	9,549
December	10550	8952	2429	11,381
January	11175	9538	2196	11,734
February	11250	6852	1813	8,665
Total	64317	49403	12095	61,498
Decrease in 1873-4				2,819

The 3rd Class Traffic was manifestly influenced during the latter part of December & the whole of January, by the Camps of Exercise at Ravensdale; and it would therefore be unsafe to accept the figures for those months as an Average of the Traffic; on the other hand the figures for February are much below the average of the first 5 months of the experiment, and are equally unreliable. There can be no doubt, however, about the increased numbers, & the attractive of the Camps of Exercise, attracted to the Line, and as further experiment is necessary, to test the money value of those numbers.

I have &c

Yours faithfully
(sgd) W. E. Hewett
Traffic Manager

W. E. Hewett
Agent & Manager

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10

SP 13

No. 813

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 15th September 1874

From

R. D. Elwin Esqre

Agent and Manager. M. R. Co.

To

Robt. Stl. Mac Stewart Esq.

Consulting Engineer for Railways.

Sir,

I have the honour to acknowledge the receipt of your letter No. 394, forwarded with your letter No. 437 of the 11th of May, forwarding to Government copy of report made some time by the Traffic Manager upon the subject of the manner in which the Coolly Class traffic is worked on the Madras Railway.

2. I agree generally with the conclusions at which Mr. Church arrives, and I consider that to afford to the lower Classes of Passengers the opportunity of making long through journeys at the cheapest rate, would certainly have the effect of drawing from the 3d. Class, Passengers who can well afford to pay the higher fare, while judging from experience and looking at the small value of time to them it appears to be very

No. 186 ext'm 7th September 1874.

Rec'd 26 Oct. 1874

A. B. No. 559.

Ry. 813/74

12

improbable that the class of passengers
for which the Cooly class is intended
would be induced to make a long through
journey without stopping for food and
rest at any intermediate station.

3. With regard to the extension
of the Cooly class rates on the South
West Line beyond Pathaverai, I think
that no steps should be taken until
we are in possession of further experience
of the result of increasing the opportunities
of travelling by 3rd Class in that District.

4. My own opinion is that the
Cooly class will never be suitable for that
section of the line, as it is well known
that the people on the West Coast have
always shown a disposition to travel
in a better description of carriage than the
people in this side of the Presidency.

5. I will however ascertain the
views of my Board with regard to the
Chairman's proposal as to the North West
Line, namely the extension of the Cooly
class to the Local train between Arconum and
Cuddapah and between Cuddapah and
Bellary.

I have the honour to be,
Sir,
Your most obedient Servant
W. J. Thom
Agent and Manager

Copied

CONSULTING ENGINEER'S OFFICE.

Railway Department.

No.

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,

I have the honour to be, &c.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer

for Railways.

P.G. d 26 Oct 74
In B.N. 556.

Dated 15th September 1874

Recd. 16. "

No. 813

Forwarding Copy of Report from the Way Manager upon the subject of the manner in which the Coal Class traffic is worked on the Mad. Railway.

P. W. 6107/74

2

of the Madras Railway to which it does not at present apply.

2. The Traffic Manager enters very fully into the matter, and from Mr. Church's intimate acquaintance with all the details of traffic over the different sections of the line, his views are entitled to much weight. The Government of India express the opinion that if the delays at stations which at present occur to coolie class trains were curtailed, and the compulsory break of journey at Jollarpett removed, the passenger receipts would in a short time be considerably increased. Mr. Church however, explains

explains that the break at Jollarpett seems to be appreciated by the class of travellers affected by it, as it affords them the opportunity for getting their food comfortably; and he further states his opinion that the coolie class traffic is essentially local, the number of passengers of this class making through journeys being small. Mr. Church is also of opinion that a large proportion of the third class passengers who make long journeys, do not proceed through to their destination, but purchase tickets for a portion of the distance only, and make one or two halts on the way. If this be the case, it

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it is not probable that much goods would result from opening facilities for passing through journeys at the two fries rate.

3. With reference to paragraph 6 of the Government of India's letter No. 6 dated 8th March 1905 stating that the poorly clad hawkers the best paying customers on the line. This is likely nearly all there on the Madras Railway, also mixed train taking goods as well as passengers did from the low rates of speed the engine was enabled to haul a maximum load, a point of very great importance where traffic has to be worked over such heavy gradients as are met with on this line. The delay at stations is necessary for shunting wagons and for interchanging goods traffic. The Manager is further of opinion that this is not the kind of traffic which the circumstances of the people and country require and which Indian Railways such a light traffic, incapable of paying the guarantee should be confined to. The principle so fully recognised and the rules laid down for the working of the State Railways, and that it is the aim of profitable method of carrying a small traffic cannot be denied. Although the burden of making up the deficiency between

between the net profits and the guaranteed interest falls on the Government and therefore on the people. it is disappointing to the Railway officers when with no increase shown in the receipts the working expenses are for postal purposes or otherwise enhanced by running trains at speed which is in advance of the requirements of the country. Great importance is justly attached to the reduction of fares in order that the largest numbers may participate in the benefits of railway communication but in order to make low fares pay, cheap conveyance, and therefore

therefore a low rate of speed is necessary.

4. In paragraph 4 of Mr Church's letter, he expresses the opinion that, if too great facilities are provided for travelling at the 2 pies rate, this will be taken advantage of by the better-to-do classes such as merchants travelling on business who can afford to pay the third class fare and that the difference will be lost to the revenue. I suggested that probably some of the passengers who now travel third class would be induced to make two journeys at the lower rate where now they make one, but Mr. Church's

esperience

experience leads him to the conclusion that this is fallacy and that the difference of fare would in almost all cases be lost and he thinks that this takes place at present to a certain extent.

5. From the accompanying statistics of traffic over the different sections of the line where the present rate is in force it will be observed that there has been a moderate development in the third and only classes between Madras and Pothanoor but that during the first six months after the introduction of the lower fare on the Bangalore branch, there was an increase in numbers but a decrease in receipts.

Agents letters Nos 610 & 734 of 15 July and 19 August 74.

It

It is probable, however, that sufficient time has not elapsed for its proper development and this seems and that future statistics will be found to give better results.

6. The Traffic Manager thinks that the only class fares might be extended to the local trains between Arconum and Cuddapah and between Cuddapah and Bellary, and the Agent has undertaken to obtain the views of the Directors on this point. I am of opinion that this will be a great benefit to local passengers on these portions of the South-west line, and that good

good financial results may be
anticipated; but I agree with the
Railway Authorities that it
will not be advisable to introduce
the Bus fares rate between
Pothanore and Peyfore until
the results of the change
introduced in the local train
service on the 1st July 1873 have
been definitely ascertained.

I have the honour to be
Sir.
Your most obedt Servt

Madras
28 Septr
1874

Lieut Colonel Engineer for
Railways

P. W. Dept.
Proceedings of the Madras Government
and the following

From the Cr: Engr: for Rys: (W.G. No. 572 of 28 Sept/74)

3043

Entered Std
Have taken into communi-
cated to the Government
of India with reference
Std No 1613 Secretary the
Govr: in Council is re-
tested that Std
ject has been thoroughly
investigated by the Engr:
Manager Agent and Com-
aulting Engineer, and
with the General conclu-
sions at which they
have

P. W. 1874 Depart
No. 9800 for Oct
RAILWAY DEPARTMENT.

From No. 6107.
The Consulting Engineer
for Railways,

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

Dated 28 Sept 1874.
Recd. 30 Sept 1874.

No. 572.

Enclosures - 5

Submitting letter
from the Agent-Ne Ry
reporting upon the
subject of the manner
in which the work class
of coffee is worked on
the Ne Ry
No 3044 dated 26 Aug 74

No. 536

Despd 6 Oct 30 Sept 74

have the honor to be arrived.

C.R. for Rys. V
d. Capt. dispd. 3/11/74.

No. 3044

To

The Secretary to the
Govt. of India
P.W.D.

Sir

Adverting to your letters quoted in the margin on the subject of the extension of the Cooly class fare on the Madras Railway I am directed to forward the accompanying reports which have evidently been made by the Officers of the Company and the Consulting Engineer after careful investigation into the circumstances of this description of traffic. The conclusions at which they have arrived are, I am to say, generally concurred in by His Excellency the Governor in Council.

Q.W.W.

× No 160 G.R. dy 20 May /74
" 595 " — 21st March /74
" 756 " — 10 April "

Rec'd 26/11/74
No. 3044
dated 20th Nov. 74

Rec'd to Govt. 30th Nov. 74

6 d. Capital & 30 Copies of previous
Proceedings dispd. 3/12/74.

6107

Govt. of {1874} Madras.

PUBLIC WORKS.

To The Secretary to the Govt of India

Dated

Read. Encl. 5

G. O. 2 bastn. No. 3043 x
3044

Nos. 556-557 x 558

Traffic - M - Ry

Papers submitted by the Consr. for Ry reporting on the subject the manner in which the Coolly class traffic is worked on the Madras Ry, ordered to be forwarded to the Govt of India with certain remarks -

Submitting papers reporting the manner in which the Coolly class traffic is worked on the Madras Ry -