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MADRAS RECORD OFFICE

Government of Madras

Public works.

DEPARTMENT

G.O. No.	394-(Ry)	Press
B.P. No.		Mis.
381-382.		
Dated	17. 2. 1874.	105

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
17th February 1874.*

No. 331. Read the following letter from Lieutenant-Colonel E. C. S. WILLIAMS, R.E., Deputy Secretary to the Government of India, Public Works Department, (Guaranteed Railways,) to Colonel G. W. WALKER, R.E., Secretary to the Government of Madras, Public Works Department, (Railway,) dated Fort William, 20th January 1874, No. 160 G. R.:—

I AM directed to acknowledge the receipt of your letter, No. 2,843, dated the 25th November 1873, submitting the Revenue Account of the Madras Railway for the half-year ended 30th June 1873.

2. The favour of explanation on the following points is requested:—

Abstract E.—The increases under Police and Electric Telegraph.

Statement of Rolling Stock.—The entries in column "total stock authorized" do not correspond with those in the previous return.

Statement XVI.—The delay in the realization of the earnings, the outstandings being large.

3. There is also another point to which I am desired to request attention. It appears from the time-table that the cooly class is attached to one train each way, daily, running at a speed of about 13 miles an hour, including stoppages, but this train does not run at night, so that passengers desiring to proceed by this class in any direction beyond Jollarpett must pass a night at that station. The service, moreover, has not been extended to the North-West Line, and on the South-West Line is not carried out west of Pothanore.

4. There are no figures before the Government of India to show what number of passengers of the third class (the only other class of vehicle attached to the cooly trains) travel by this service, but the facilities afforded to that class by other trains are so great as to suggest that only a small number of travellers, and they, probably, for short local journeys, are likely to avail themselves of the cooly trains.

5. But of this cooly class the number of passengers is given, viz., 234,755, yielding Rupees 93,641 of income, and as the train mileage of this service would appear to be about 94,550, the earnings per train mile are less than one rupee, so that the average number of cooly class passengers, at 2 Pies per mile, in these trains is under 96, and even allowing for a considerable third class traffic by this service, it seems doubtful whether it paid its working expenses.

6. It is further observed that, although this service extends over 390 miles of the South-West Line, the average mileage of the cooly class is only 38, with a fare of 2 Pies per mile, whereas the average mileage of the third class is 52, with a fare of 3 Pies per mile.

7. It is believed that the cooly class vehicles have no seats, but the Government of India would be glad to know what conveniences are allowed, and whether the carriages are covered and closed in at the sides. Be the conveniences what they may, however, it seems improbable that the mass of the passengers would pay the higher fare of 3 Pies, unless hindrances and other inconveniences, such as slow speed combined with long stoppages and compulsory breaks, render a through journey by such trains a matter of extreme hardship.

8. It may be argued that it is not the object of the Company to attract to the cooly class those who are willing and can afford to travel by the third class;

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but apart from the consideration that numbers of those who now travel third class might be induced to travel more frequently if there were greater facilities at lower fares, it is an object to increase the aggregate number of passengers, and make railway travelling generally more popular among the mass of the people. A means towards this is a low fare, but the experience of the last two years on English Railways shows that this is not the only means.

9. The Madras Government are doubtless aware of the enormous increase of third class passengers on the main lines of England that has resulted from attaching third class carriages to all but the express trains, and must, in a great measure, have resulted solely from the removal, thus effected, of those restrictions to through journeys at fair speed under which the Parliamentary trains were run. There has been no actual reduction of fare, but the facilities of performing a journey within less time are such as practically to amount to the same thing.

10. Time is not yet such an object to the natives of this country as to render it expedient to increase in any great degree, if it all, the running speed of the trains in question, but it seems to the Governor-General in Council to be worthy of the consideration of the Government of Madras whether the removal of the delays due to long stoppages at stations, and especially to the break at Jollarpett, would not lead to such a development of traffic as ultimately, and after no great interval of time, would prove very remunerative to the undertaking.

11. I am accordingly to invite the Government of Madras to consider these remarks.

No. 332.

ORDER THEREON, 17th February 1874, No. 394.

RAILWAY, No. 59.

COMMUNICATED to the Consulting Engineer for Railways with reference to G. O., No. 2,812, dated 25th November 1873, who will furnish the explanations required; and will report, after communication with the Railway Authorities, on the remarks of the Government of India regarding the present conditions under which the cooly class traffic is worked.

(True Extract.)

Colonel, R.E.,

Secretary to Government.

To the Consulting Engineer for Railways.

Exd. E. C. Shunker.

Spare Copies

Mr 1874 Dept

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
GUARANTEED RAILWAYS.

To

THE SECY. TO GOVT. OF MADRAS,
IN THE P. W. D. (RAILWAY).

No. 160 G—R.

Dated January 20, 1874.

Received - 26 -

Communicated to the Consulting Engineer for Railways with reference to G. O. No. 2812 dated 25th November 1873, who will furnish the explanations required; and will report after communication with the Railway Authorities on the remarks of the Govt. of India regarding the present conditions under which the cooly class traffic is worked.

C. E. for Rgo.

Recd with do 20/2/74.

MADRAS RAILWAY.

Acknowledges No. 2843, dated 25th November 1873, requests explanation on certain points connected with the Revenue Account for the first-half of 1873, and suggests a re-consideration of the conditions under which the cooly class traffic is worked.

P. W. D. Press—20-1-74—19.

With order

C/472
Govt. of Madras.
PUBLIC WORKS.

20. The Consulting Eng^s
for Railways

Dated

Recd.

Encl.

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G. O. 17th Feb^y 1874, No. 394

No. 331 / 332

Revenue Account. Letter
from the Prob^{le} India Re-
garding explanation on
certain points connected
with the Account of the
Madras Ry for the first
half of 1873 & suggesting a
reconsideration of the
conditions under which
the cooly class Traffic
is worked, com^d to the
com^{fr} with instructions.