

(1) Number of pages _____

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MADRAS RECORD OFFICE

Government of Madras

Public Works

DEPARTMENT

G.O. No.	116	Press
B.P. No.		Mis.
Dated	14. 1-	195
		1875

Not to be folded or roughly handled

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*Proceedings of the Madras Government, Public Works Department,
14th January 1875.*

No. 249. Read the following letter from Colonel H. DRUMMOND, R E, Deputy Secretary to the Government of India, Public Works Department, (Railway,) to Colonel G W. WALKER, R E, Secretary to the Government of Madras, Public Works Department, (Railway,) dated Fort William, 8th December 1874, No 3,108 R. —

I AM directed to acknowledge the receipt of your letter, No 3,044, dated the 26th October 1874, and enclosures, furnishing a report on the working of the cooly class traffic on the Madras Railway.

2. The cooly class traffic has hitherto been carried on in mixed trains at a slow speed, one each way daily, between Madras and Coimbatore and on the Bangalore Branch, with a compulsory halt at night at Jollarepett. It is now proposed to extend this class to the local trains between Arcunum and Cuddapah and between Cuddapah and Bellary on the North-West Line.

K.M.S.

3. In Public Works Department No. 160 G R, dated the 20th January 1874, the Government of India suggested a consideration of the question whether it was not desirable, in order to develop this class of traffic, to remove all hindrances and inconveniences, such as slow speed, long stoppages, and compulsory breaks. It is now stated by the Traffic Manager that the native travellers are generally disinclined to perform long journeys, and that the break at Jollarepett seems to be appreciated by them, as it affords them the opportunity of getting their food comfortably. He further adds that the cooly class traffic is essentially local, the number of passengers of this class making through journeys being small. It is not known how far these statements are based upon ascertained facts, but as the question is one of importance, touching, as it does the convenience and comfort of the masses, it seems to demand further investigation. In the opinion of the Governor-General in Council it would be desirable to try the experiment of running these mixed trains at a slow speed through to Bellary and Coimbatore, without stopping at night at Cuddapah and Jollarepett. Such through trains will not interfere with the convenience of those 3rd and cooly class passengers who wish to break their journey by stopping at Cuddapah and Jollarepett, and will at the same time confer a great benefit on those who are disinclined to halt.

4. The remark by the Traffic Manager, in paragraph 5 of his letter, about the cost of a double staff for working the stations and watching the line, being saved by running these mixed trains only by day, is doubtless true to some extent, but as some trains do run at night, and some station staff has to be maintained for attending to these, there would, it is presumed, be little, if any, additional cost, if one more additional train is run both ways at night.

5. I am to state that the Governor-General in Council looks hopefully to the result of the increased facilities proposed to be extended to the lower class passengers, and I am to add that, with these remarks, it is left to the Government of Madras either to insist on the introduction of through mixed trains, or to allow the Railway Company to work out the experiment in their own way, by continuing to run these trains only by day on the South-West Line, and by extending the experiment to the North-West Line in a similar manner.

Proceedings of the Madras Government, Public Works Department,
14th January 1875.

No. 250

ORDER THEREON, 14th January 1875, No. 116.

RAILWAY, No. 31.

COMMUNICATED to the Consulting
Engineer for Railways, with reference to
G. O., No. 3,043, dated 26th October 1874.

2. It will be observed that the Government of India are unwilling to accept, without further investigation, the conclusions at which the Railway Authorities have arrived as to the appreciation, by native travellers generally, of short journeys, and as to the essentially local character of the cooly class traffic. Inquiry will accordingly be made, and the result reported with all facts which the Agent may be able to collect in support of existing arrangements. On receipt of this information His Excellency the Governor in Council will be in a better position to judge of the expediency, or otherwise, of the introduction of the changes recommended by the Government of India.

3. The additional cost which the arrangements are calculated to involve should also be clearly stated.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

No. 3108 R.

GOVERNMENT OF INDIA

PUBLIC WORKS DEPARTMENT.

RAILWAY

To

THE SECRETARY TO THE GOVERNMENT OF Madras
PUBLIC WORKS DEPARTMENT

FORT WILLIAM, 8th Decr 1874

SIR,

I am directed to acknowledge
the receipt of your letter No. 3044 dated
the 26th October 1874, and enclosures,
furnishing a report on the working
of the Cooly Class traffic on the
Madras Railway.

The Cooly class traffic has
hitherto been carried on in mixed
trains at a slow speed, one each
way daily, between Madras and
Coimbatore and on the Bangalore
Branch with a compulsory halt at

night at Jollorpett. It is now proposed to extend this Class to the local trains between Arcum and Cuddapah and between Cuddapah and Bellary on the A. W. Line. -

In P. W. D. No. 1604. H dated the 20th January 1874, the Govt. of India suggested a consideration of the question whether it was not desirable in order to develop this class of traffic, to remove all hindrances and inconveniences, such as slow speed, long stoppages and compulsory breaks. - It is now stated by the Traffic Manager that the Native travellers are generally disinclined to perform long journeys and that the break at Jollorpett seems to be appreciated by them as it affords them the opportunity of getting their food comfortably. - He further adds that the Early Class traffic is essentially

57
local, the number of passengers of this Class, making through journeys, being small. It is not known how far these statements are based upon ascertained facts, but as the question is one of importance, touching, as it does the convenience and comfort of the masses, it seems to demand further investigation. - In the opinion of ^{the} Governor General in Council it would be desirable to try the experiment of running these mixed trains at a slow speed through to Bellary and Coimbatore, without stopping at night at Cuddapah and Jollorpett. Such through trains will not interfere with the convenience of those 3^d and Early Class passengers who wish to break their journey by stopping at Cuddapah and Jollorpett and will at the same time confer

a great benefit on those who are disinclined to halt. —

The remark by the traffic manager in para 5 of his letter about the cost of a double staff for working the stations and watching the line, being saved by running these mixed trains only by day, is doubtless true to some extent, but as some trains do run at night and some station staff has to be maintained for attending to these, there would, it is presumed, be little, if any, additional cost if one more additional train is run both ways at night.

I am to state that the Gov^r. General in Council looks hopefully to the result of the increased facilities proposed to be extended to the lower class passengers and I am to add that, with these remarks, it is

is left to the Govt of Madras either to insist on the introduction of through mixed trains or to allow the Railway Company to work out the experiment in their own way by continuing to run ^{these trains} only by day on the south west line by extending the experiment to the Northwest line in a similar manner.

Have the honor to be,

Li,

Your Most Obedt. Servant

H. Munnich Coll. R. E.

Deputy Secretary.



Jan 18-12-94
Chas. H. G.

Opening into
the bank of the
walling of the
city slope to the
on the Madras
Railway -
No. 16. 14-1-95

Notes 8"
Recd 1/10 1/2 Recd 1/10
No 31088

From
the bank of India.
To Mr. 1874 10/10/10
No 10888
Dec 7 87 85

Public Works Department
Proceedings of the Madras Govt.
Read the following

From
The Govt. of India - (H. E. No 3108 P. 78 Dec 1/10)

Communicated to
the Consulting Engineer
for Railways with
reference to H. E. No 3043
dated 26 October 1874.

It will be observed
that the Government
of India are unwilling

I think that the
proposed of the Govt. to accept without fur-
ther investigation the
once. Most used results
before us we cannot judge
of the reliability or otherwise of the Railway Authorities
of the allegations made. Have arrived as to the
MR results the question
may be deferred till a, if appreciation by native
one way or the other
1872

travellers

18-12-74

Chetty

travellers generally of short journeys, and as to the essentially local character of the Cooly class traffic. Enquiry will accordingly be made and the result reported with all facts which the Agent may be able to collect in support of existing arrangements. On receipt of this information His Excellency the Governor in Council will be in a better position to judge of the expediency or otherwise of the introduction of the changes recommended by the Government of India.

The

[Faint handwritten notes and signatures]
 (H. F. ...)
 ...
 ...

The additional cost which the arrangements are calculated to involve should also be clearly stated.

C.M.W.

[Faint handwritten notes]
 ...
 ...

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 The Cong. ...
 for ...
 15/1/75.

18-12-74

Genl. Secy. to Govt. of Madras.
Public Works.
18-12-74

7878

Govt. of 1875 Madras.
PUBLIC WORKS.

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The Cossingr.
J. H. H.

Letd

Re d

For

G. O. 14 Jan 75 No 117

Nos. 249-250

Traffic - Madras Pz

Letter from the Govt.
of India passing orders
on the report of the working
of the Cooly Class Traffic
on the Madras Pz, Comd
to the Genl Secy for Pz
~~with certain~~