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MADRAS RECORD OFFICE

Government of Madras

Public Works

DEPARTMENT

G.O. No.	135	Press
B.P. No.		Mis.
Dated	16 - 1 -	195
		1875

*Original*Not to be folded or roughly handled

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*Proceedings of the Madras Government, Public Works Department,
16th January 1875.*

No. 286. 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, 5th December 1874, No. 3,070 R. —

I AM directed to forward, for consideration of the Railway Authorities concerned, the following extract from a note by the Deputy Consulting Engineer for Railways in Bombay, relating to through traffic between the East Indian, Great Indian Peninsula, and Madras Railways.

Extract from a Note on the Great Indian Peninsula and Bombay, Baroda and Central India Railway Revenue Accounts for first half of 1874.

THE percentage of average mileage to the length of the whole line shows that on the Bombay, Baroda and Central India goods travel over more than half the whole length of the railway on the average, while on the Great Indian Peninsula they do not travel on the average more than about one-fifth of it. The latter has, therefore, not such a good through traffic as the former as regards mileage, but it has a greater tonnage per mile.

Total Goods Traffic

	Miles open	Ton Miles	Tons per Mile	Receipts per Mile
Great Indian Peninsula	... 1,278	128,950,724	100,900	Rs 7,661
Bombay, Baroda and Central India	420	30,955,534	73,704	„ 5,351

But in regarding the question of average mileage, it must not be forgotten that figures which tend to show a good through traffic must necessarily lead to the consequent inference of deficient local traffic. There is no doubt but that the lines would be much more used for local consignments were it not for the check given by the terminal, which on a short mileage of goods renders the actual payment for service rendered higher than what is demanded by the owners of country carts. But, again, the longer mileage on the Bombay, Baroda and Central India Railway is in a considerable degree traceable to the unproductive country traversed between Bulsar and Bombay, over which such a large portion of the goods traffic must pass, while the shorter mileage on the Great Indian Peninsula is owing to the unproductive country between Sholapur and Raichore, and some parts of the Jabalpur line, over which goods do not pass, in sufficient quantity, and never can without low through rates which will tap the productive districts beyond the Great Indian Peninsula. A cordial understanding in this matter between the East Indian Railway, Jabalpur Branch, and the Madras Railway management, would doubtless bring a large accession of traffic to all the lines, whereas it is apparently now the mistaken policy for each to aim at the highest share of any traffic which begins to show a head, the immediate suppression of the whole body being the only result.

No. 287. ORDER THEREON, 16th January 1875, No. 135.

RAILWAY, No 35.

FORWARDED to the Consulting Engineer for communication to the Agent and Manager of the Madras Railway,

who will be requested to be good enough to favor the Government with such observations on the subject as he may wish to offer.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

To the Consulting Engineer for Railways.

Exd S. T. Austin.

Spare Copies

Extract from a Note on the Great
Indian Peninsula and Bombay Baroda
and Central India Railway Revenue
Accounts for 1st Half of 1874.

The Percentage of average mileage to the length of the whole line, shows that on the Bombay Baroda and Central India goods travel over more than half the whole length of the railway on the average, while on the Great Indian Peninsula they do not travel on the average more than about $\frac{1}{8}$ of it. The latter has, therefore, not such a good through traffic as the former, as regards mileage, but it has a greater tonnage per mile.

Total Goods Traffic

	miles open	ton miles	tons per mile	Receipts per ton
G.I.P.	1278	128,950,724	100,900	7,661
B.B. & C.I.	120	30,955,534	73,704	5,351

But in regarding the question of average mileage, it must not be forgotten that figures which tend to show a good through traffic must necessarily lead to the consequent inference of deficient local traffic. There is no doubt but that the lines would be much more used for

for local consignments, were it not for the check given by the Terminal, which on a short mileage of goods renders the actual payment for service rendered, higher than what is demanded by the owners of country carts. But, again, the longer mileage on the Bombay Borda and Central India Railway is in a considerable degree trippable to the unproductive country traversed between Bulsar and Bombay, over which such a large portion of the goods traffic must pass, while the shorter mileage on the Great Indian Peninsula is owing to the unproductive country between Sholapur and Raichur, and some parts of the Sabalpur line, over which goods do not pass, in sufficient quantity, and never can, without low through rates which will tap the productive districts beyond the Great Indian Peninsula. I cordially understand in this matter between the East Indian Railway Sabalpur Branch and the Madras Railway management, would doubtless bring a large accession of traffic to all the lines, whereas it is apparently now the mistaken policy for each to aim at the highest share of any traffic which begins

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To show a head, the immediate suppression of the whole body being the only result.

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P. M. 7879

highest share of any traffic [unclear]

Communications
should be submitted
to the Secretary

No 3070 R.
GOVERNMENT OF INDIA
PUBLIC WORKS DEPARTMENT.
RAILWAY

To THE SECRETARY TO THE GOVERNMENT OF Madras
PUBLIC WORKS DEPARTMENT (Railway)

FORT WILLIAM, 5th December 1874

SIR,

I am directed to forward, for consideration of the Railway authorities concerned, the following extract from a note by the Deputy Consulting Engineer for Railways in Bombay, relating to through traffic between the East Indian, Great Indian Peninsula, and Madras Railway.

I have the honor to be,
Sir,

Your Most Obedient Servant

A. Brannan Col. R.E.

Deputy Secretary.-

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7879
Govt. of 1875 Madras.
PUBLIC WORKS.

To The Chief Engineer

Dist

Recd

10/1

G.O. 16 Jan 1875, No 235

Nos. 286-287

Railways Letter from
the Govt of India for
winding for consider
ation, an Extract from
the ~~Inter-Station~~ Note
on through traffic
between the East Indian
Great Indian Peninsula
& Madras Railways,
forwarded to the Hon. Secy.

with the note

File in Order