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MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No.	1643-44	Press
B.P. No.		Mis.
Dated	11-6-	1955

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
11th June 1875.*

No. 250. 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, 11th May 1875, No. 270:—

ADVERTING to the Proceedings of Government, dated the 18th December 1874, No. 9,653, and the 25th February 1875, No. 545, I have the honor to lay before Government, for consideration, the papers noted in the margin upon the subject of the passenger fares upon the South Indian Railway.

Extract of letter from Agent to Managing Director, No. 24, 4th March 1875.
Extract of letter from Managing Director to Agent, No. 34, 9th April 1875.
Letter from Agent to Consulting Engineer, No. 566, 3rd May 1875.

2. It will be observed that the Agent is of opinion that but two classes of passenger accommodation are required in India. He, however, states that he refrains from recommending the withdrawal of one of the existing classes, knowing that it would be most unpopular. Mr. Betts then proceeds to suggest that, as an experimental measure, the first class should be reduced to 8 Pies per mile, and the second class to 3 Pies; the third class remaining at 2 Pies, as now.

3. The Directors state that they are inclined to concur with their Agent in the opinion that two classes of carriages may be sufficient to accommodate the passenger traffic; but they consider that it would be preferable to try, at the outset, an intermediate course, "and to establish simply upper and lower classes, the former being charged less than the present first and higher than the present second; the latter consisting of two degrees, and charged, respectively, 3 Pies and 2 Pies per mile." From the 1st July 1875, they accordingly authorize the fares to be arranged experimentally as follows:—

Upper class	...	...	...	...	...	...	8 Pies per mile.
Lower { 1st degree	...	...	...	...	...	...	3 " "
Lower { 2nd " "	...	...	...	...	...	...	2 " "

The Directors leave two points to be settled by their Agent in communication with the Government—first, as to the removal of seats from the 2 Pies carriages; and, second, as to whether the three classes shall be run by all trains.

4. In sending forward the Board's letter, the Agent states that he proposes to confine the lower-class fare of 2 Pies per mile to the local trains, or in other words that this fare should not apply to the mail trains. He also states that he does not advocate the removal of seats from the third-class carriages. With these suggestions, he solicits the approval of Government to the introduction, as an experimental measure, from the 1st July 1875, of the scale of passenger fares authorized by his Board.

5. The fares at present in force, and the maximum scale within which the Board have power to vary the rates, are as follow:—

Board have power			
Class.	FARES NOW IN FORCE.		MAXIMUM SCALE.
	Pies per Mile.		
First	12	20	
Second	5	6	
Third	2	4	

*Proceedings of the Madras Government, Public Works Department,
11th June 1875.*

so that the alteration now proposed, which virtually consists in reducing the first, second, and third-class fares to 8, 3, and 2 Pies per mile, respectively, is within the power of the Directors to sanction without reference to Government.

6. The Board's proposal involves, however, more than a simple reduction in the fares for the first and second classes. It is brought forward with the avowed intention to accustom the public to only two classes of passenger accommodation; and the Agent's suggestion that the 2 Pies fare should apply only to the local trains amounts virtually to the withdrawal of one class from the mail trains.

7. A reference to the Proceedings of Government, dated the 3rd February 1873, No. 342, will show that at a comparatively recent date His Excellency the Governor in Council was strongly opposed to the suggestion that two classes only of passenger accommodation should be run on the South Indian Railway. It may be as well to again allude here to the fact that this experiment has been already twice tried—first, in 1862, with fares at 10 Pies and 3 Pies per mile, the results of which are recorded in G. O., dated the 15th August 1862, No. 437; and second, in 1867, with fares at 12 Pies and 5 Pies, the results of which are recorded in G. O., dated the 24th October 1867, No. 3,305.

8. It is probably true that the withdrawal of one class of passenger accommodation would tend in some degree towards economy of working; although I am inclined to think that this point has been overrated, and that any advantage expected from having only two classes of carriages might be almost, if not quite, as effectually secured by the judicious use of composite carriages. It is, however, my duty to submit that any possible gain in the direction of economy would be far more than counterbalanced by the great inconvenience which would be entailed upon the travelling public. That the measure would be very unpopular is admitted by the Agent; and if additional proof be needed, I beg to refer to the Proceedings of Government, under date the 24th October 1867, in which are printed the opinions of the leading officials in Tanjore and Trichinopoly, after the experiment of having only two classes of carriages had been in force for six months between Caroor and Negapatam. It may also be mentioned that the evidence taken by the Madras Railway Traffic Inquiry Commission went to show that an increase, not a reduction, in the number of passenger classes is desired by the travelling public. Economy of working is without doubt an important consideration in the traffic arrangements of every Railway; but I submit that, especially in the case of a guaranteed Railway in India, it ought not to be the only consideration. If economy were the sole object to be looked to, it would not be difficult to prove that the abolition of first and second-class carriages would be a desirable measure, and that the maximum net passenger receipts would be earned by a Company whose scale of fares was limited to 2 Pies and 3 Pies per mile.

9. Looking at the Board's proposal simply as an experiment in the reduction of the existing fares, I am not disposed to think that it will be successful. I cannot see that any good object will be gained by reducing the first class from 12 Pies to 8 Pies, and the second from 5 Pies to 3 Pies. I regret that the Directors have not adopted one of the alternative suggestions recommended by the Government, either the creation of an intermediate class between the existing 5 Pies and 2 Pies rates, or the raising of the third-class fare to 3 Pies, making the 2 Pies fare a lower third class, as on the Madras Railway, and applicable only to local trains.

*Proceedings of the Madras Government, Public Works Department,
11th June 1875.*

10. If the Government see fit not to insist upon the adoption by the Company of one or other of these alternative measures, and to sanction the continued running of three classes of passenger carriages at the experimental rates named by the Board, I trust that they will direct that those three classes be run by every train, whether mail or local. I also strongly recommend that the old denominations of these classes be retained, and that they be named "first, second and third," as heretofore. In my opinion the names suggested by the Board, namely, "upper class, lower class first degree, and lower class second degree," are inconvenient and confusing.

Extract of letter from Agent, to the Board of Directors, No. 24, dated 4th March 1875.
Passenger Fares.

THE Government of India consider (see Government papers, February, Nos. 619, 620) that the result shown in the working of the decreased fares, up to 30th June last, is satisfactory, so far as the increase in number is concerned; and that the loss of revenue resulting therefrom is likely eventually to be rectified, "for, as passenger and goods traffic increase, the necessity for running special goods trains will disappear, and ordinary goods trains will take their place."

2. Notwithstanding this the Government of India fully agree in the view that the fares of the two lowest classes should be brought nearer together, and the introduction of a fourth class of accommodation is advocated. It is, however, left to the Government of Madras to decide which course shall be followed on the South Indian Railway, and the Government of Madras has asked "to be furnished with the views of the Agent of the Company after communication, if necessary, with his Board of Directors."

3. Understanding that the Board has had, on more than one occasion, lately the subject of our passenger fares under consideration, I wish, before communicating with Government hereon, to ascertain the wishes of the Directors.

4. The Board is doubtless aware that, so far from recommending an increase in the present number of classes of accommodation, my opinion always has been that but two classes of carriage are needed in India. Our first and second-class passenger traffic is extremely small, and it is carried at a loss. I am aware, however, the withdrawal of one of these classes would be a very unpopular measure, and, as the loss on our present working is not large, we might continue to bear it.

5. I cannot advocate the introduction of additional class of accommodation. If the fares of the two lowest classes require to be brought nearer together, I would much rather see the second-class fare reduced. The fare is at present 5 Pies per mile; a reduction to 3 Pies a mile would soon enable us to ascertain whether in this district merely, for the purpose of separation from those who by their habits or for other reasons are obnoxious to them, passengers are willing to purchase second-class tickets and pay the slight increase over the third-class fare. The total second-class traffic produces only about Rupees 280 per week; so that if many passengers are not drawn by this reduction from the lower to the higher class, we cannot lose much by the experiment.

6. The first-class traffic averages about Rupees 140 per week upon a fare of 12 Pies per mile; without any alteration in that fare a reduction of the second-class fare to 3 Pies per mile would, I believe, have the effect of increasing the number of passengers in that class, and also of slightly increasing the number of first-class passengers; still I do not deprecate, as an experimental measure, the reduction of the first-class fare to 8 Pies per mile.

7. It will be observed that a suggestion has been made to confine the 2 Pies class to local trains. This could, without inconvenience, be adopted, if the second-class fare be reduced to 3 Pies per mile.

8. Will you please let me have, as early as possible, an expression of the views of the Directors upon this subject?

(True Extract.)
(Signed) J. H. M. SHAW-STEWART, Lieut.-Colonel, R.E.,
Consulting Engineer for Railways.

*Proceedings of the Madras Government, Public Works Department,
11th June 1875.*

SOUTH INDIAN RAILWAY.

Extract of Board's letter, No. 34, dated London, 9th April 1875.

Passenger Fares.

THE Board are inclined to concur with you in opinion that two classes of carriages may be sufficient to accommodate the traffic in the districts traversed by this Company's lines; but it is desirable to make all these changes by degrees, and the Directors do not, therefore, propose at once to adopt that plan. They think it would be preferable to try an intermediate course, and to establish simply upper and lower classes, the former being charged less than the present first and higher than the present second class; the latter consisting of two degrees, and charged, respectively, 3 Pies and 2 Pies per mile.

2. From the 1st July next, when a portion of the Southern Extension is expected to be opened for public traffic, the Board accordingly authorizes the fares to be arranged as follows:—

Upper class 8 Pies per mile.

Lower { do. 3 " " "

do. 2 " " "

3. It may be desirable, as suggested by Colonel Shaw-Stewart, to confine the 2 Pies fare to "local" trains, by which the Directors understand to be meant trains working over certain selected portions of the Railway at low rates of speed. They are of opinion that no alteration should be made in the character of the existing accommodation in the 2 Pie carriages by the removal of the seats; but this is a point which they will leave you to settle in communication with the Government authorities. It will also be for you to consider whether it is expedient that the three classes should be run with all trains.

4. A very short experience will enable the Company to ascertain whether there exists any considerable class of passengers who merely for the purpose of separation from those who, by their habits or for other reasons they consider objectionable, are willing to pay the slight increase of fare (3 Pies per mile), and whether they are sufficiently numerous to justify the Company in providing such accommodation at the higher rate.

5. It must be understood that the scale of fares now authorized is intended to be an experimental character; and that should the results, after a fair trial has been given, not prove financially successful, the question will be re-considered by the Board in the light of the experience gained, with a view to the re-adjustment of the tariff.

(True Extract.)

(Signed) W. S. BETTS,
Agent.

From W. S. BETTS, Esq., Agent of the South Indian Railway, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Negapatam, 3rd May 1875, No. 566.

My Directors have given careful consideration to the Government papers (February, Nos. 619-620) which accompanied your letter, No. 123, of the 27th February last, and the attached extract from the Managing Director's letter, No. 34, of the 9th ultimo, contains their views on the subject of the scale of passenger fares.

2. You have already been furnished with a copy of my letter, No. 24 of the 4th March last to the Managing Director, which contains my opinion on this subject.

3. I propose that the lower-class fare of 2 Pies per mile should be confined to the local trains, or in other words that this fare should not apply to the mail trains which run from Erode to Negapatam and *vice versa* at a higher rate of speed than that at which the local trains are worked.

4. I do not advocate the removal of seats from the third-class carriages, and I trust that Government will not wish for this accommodation to be withdrawn.

*Proceedings of the Madras Government, Public Works Department,
11th June 1875.*

5. Will you kindly obtain, as early as possible, the approval of Government to my introducing, as an experimental measure, from the 1st of July next, the scale of passenger fares authorized by my Directors?

No. 25.

ORDER THEREON, 11th June 1875, No. 1,643.

RAILWAY, No. 42.

G. O., No. 3,569, dated 18th December 1874, recapitulates the circumstances under which a change in

the passenger fares on the South Indian Railway was considered desirable; and records the results of an experimental reduction of fare of the first and third classes, commencing from 1st July 1872 and continued to 30th June 1874. The conclusion arrived at on a review of these results was that, notwithstanding an increase in the working expenses of the Company due to the haulage of extra passenger carriages and the running of special goods trains, the increase in numbers which followed the reduction of fares was satisfactory, and indicated the popularity of the measure which placed the Railway within the limited means of the poorer classes of the community. The Government of India concurred in this view, as well as in the necessity of correcting the disparity between the fares of the two lowest classes, and offered the suggestions contained in paragraph 5 of their letter recorded with G. O., No. 545, dated 25th February 1875, which were remitted for an expression of the views of the Agent of the Company in communication, if necessary, with his Board of Directors. The correspondence now submitted is the result of the reference made.

2. The Directors of the Company authorize, from the 1st July 1875, a reduction of the fares of the first and second classes from 12 and 5 Pies to 8 and 3 Pies, respectively, and propose to alter the nomenclature of the classes into "Upper" and "Lower," with the avowed object of ultimately reducing the number of classes to two.

3. The Governor in Council observes that the fares authorized by the Board are within the differential scale within which they are at liberty to vary the rates, and he does not, therefore, desire to interfere with the determination at which they have arrived; but he would have preferred the alternative of raising the third-class fare to 3 Pies, making the 2 Pies fare a lower third class as on the Madras Railway, and applicable only to local trains. The provision or otherwise of seats in the lowest class might have remained an open question. Under present circumstances the old denomination of first, second and third class must be preserved. The Government are as decidedly opposed now as they were in February 1873,* to the introduction of only two classes as advocated by Mr. Betts, and they must insist on carriages of the three classes

* G. O., No. 342, 3rd February 1873.

being run by every train, whether mail or local.

4. The alterations sanctioned by the Board are stated to be experimental only. A report of the result will be awaited.

(True Extract.)

(Signed) J. O. HASTED, Major, R.E.,
Offg. Joint Secretary to Government.

Proceedings of the Madras Government, Public Works Department,
11th June 1875.

No. 252.

(DOCKET No. 1,644, dated 11th June 1875.)

COPY of the above forwarded to the Government of India with reference to their
letter, No. 184 R., dated 21st January 1875.

(True Extract.)

Major, R.E.,

Offg. Joint Secretary to Government.

South Indian Railway. Extract of Board's letter, dated London
7th April 1875.

Papenger fares.

The Board are inclined to enquire with you an opinion that
two classes of carriages may be sufficient to accommodate the traffic in the
Districts traversed by this Company's lines, but it is desirable to consider
all these changes by degrees, and the Directors do not therefore propose at
once to adopt that plan. They think it would be preferable to try an
intermediate course, and to establish simply, upper & lower classes, the
former being charged less than the present 1st and higher than the present
2nd Class, the latter consisting of 2 degrees, and charged respectively
3 pence and 2 pence per mile.

From the 1st July next, when a portion of the Southern Extension is
expected to be opened for public traffic, the Board accordingly authorise
the fares to be arranged as follows:

Upper Class	8 pence per mile
Lower { 1 st degree	3 " " "
Lower { 2 nd degree	2 " " "

It may be desirable as suggested by Colonel Shaw Stewart to confine the
2 pence fare to "local" trains, by which the Directors understand to be meant
trains working over certain selected portions of the Railway at low rates of
speed. They are of opinion that no alterations should be made in the
character of the existing accommodation in the 2 pence carriages by the removal
of the seats, but this is a point which they will leave you to settle in
communication with the Government authorities. It will also be for you
to consider whether it is expedient that the three classes should be run
on all Trains.

A very short experience will enable the Company to ascertain
whether there exists any considerable class of Papengers, who, merely for the
purpose of separation from those who, by their habits or for other reasons
they consider objectionable, are willing to pay the slight increase of fare
(3 pence per mile), and whether they are sufficiently numerous to justify the
Company in providing such accommodation at the higher rate.

It must be understood that the scale of fares now

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authorized is intended to be an experimental character, and that should
the results, after a fair trial has been given, not prove financially suc-
cessful; the question will be reconsidered by the Board in the light
of the experience gained, with a view to the re-adjustment of the
tariff.

(True Extract)

William B. Bell.

Agent

No. 566

GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

NEGAPATAM,

1875

From

THE AGENT,

~~Great Southern of India Railway,~~

To

The Consulting Engineer for Railways.

SIR,

My Directors have given careful consideration to the Government Papers (Libraries N^o 619, 620) which accompanied your letter N^o 123 of the 27th February last, and the attached extract.

From the Managing Director's letter N^o 34 of the 9th Feb, contains their views on the subject of the scale of Passengers fares.

You have already been furnished with copies of my letter N^o 24 of the 4th of March last, to the Managing Director, which contains my opinion on this subject.

I propose that the lower class fare of two pice per mile should be confined to the Local Trains, or in other words that this fare should

1/11 0002/75
2/75
G.S. 11 June 1875
in N^o 1250

not apply to the Great Train
which run from Ross & Reg-
ham and vice versa at a
higher rate of speed than that
at which the local trains are
worked.

I do not advocate the
removal of seats from the
third class carriage; and
I trust that Government will
not wish for this reason
action to be withdrawn.

Will you kindly obtain
as early as possible the approval
of Government to my in-
troducing, as an experimental
measure from the 1st of July
next, the sale of passengers
tickets authorized by my
Directors.

I have the honour to be
Sir
Yours most obedt. servt.

William B. B. B.

Appt.

Extract of letter from Agent
to the Board of Directors No 24,
dated 4 March 1875.

Passenger Fares

The Government of
India consider (see Government
papers February Nos 619-620)
that the result shown in the
working of the decreased fares up
to 30 June last is satisfactory,
so far as the increase in num-
ber is concerned; and that the
loss of revenue resulting therefrom
is likely eventually to be recti-
fied for as passengers and goods
traffic increase, the necessity for
running special goods trains will
disappear, and ordinary goods trains
will take their place.

Notwithstanding this the
Government

Government of India fully agree in the view that the fares of the 2 lowest classes should be brought nearer together and the introduction of a fourth class of accommodation is advocated. It is however left to the Government of Madras to decide which course shall be followed on the South Indian Railway, and the Government of Madras has asked "to be furnished with the views of the Agent of the Company, after communication if necessary, with his Board of Directors."

Understanding that the Board has had, on more than one occasion lately the subject of our passenger fares under consideration, I wish, before communicating with Government

Government hereon, to ascertain the wishes of the Directors.

The Board is doubtless aware that so far from recommending an increase in the present number of classes of accommodation, my opinion always has been that but two classes of carriages are needed in India. Our 1st and 2^d class passenger traffic is extremely small, and it is carried at a loss. I am aware however the withdrawal of one of these classes would be a very unpopular measure and as the loss on our present working is not large we might continue to bear it.

I cannot advocate the introduction of additional class of accommodation. If the fares

of

of the two lowest classes require to be brought nearer together, I would much rather see the 2^d class fare reduced. The fare is at present 5 pias per mile, a reduction to 3 pias a mile would soon enable us to ascertain whether in this district merely for the purpose of separation from those who by their habits or for other reasons are abhorrent to them, passengers are willing to purchase 2^d class tickets and pay the slight increase over the 3^d class fare. The total 2^d class traffic produces only about Rs 280 per week, so that if many passengers are not drawn by this reduction from the lower to the higher class, we cannot lose much by the experiment.

The

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The 1st class traffic averages about Rs 140 per week upon a fare of 12 pias per mile without any alteration in that fare a reduction of the 2^d class fare to 3 pias per mile would I believe have the effect of increasing the number of passengers in that class and also of slightly increasing the number of 1st class passengers. Still I do not deprecate as an experimental measure the reduction of the 1st class fare to 8 pias per mile.

It will be observed that a suggestion has been made to confine the 2 pias class to local trains. This could without inconvenience be adopted if the 2^d class fare be reduced to 3 pias per mile.

Will you please let me have as early as possible an expression

expression of the views of the Direc-
tors upon this subject.

(True Extract)

Manitwa

Cons. Eng. for Railways

Mr 2202/75

From:
The Agent
of
The Consulting Engineer
for Railways

Dated 3rd May 75
Recd 5th May 75
No 516

Re The Passenger
Law

Mr 2202/75

Letter from the Consulting Engineer
for Railways No. 270 dated 11th May 1875.

For Orders

I gather from the Consulting
Engineer's letter para 5. that
the Board of Directors of the South
Eastern Railway can sanction
without reference to Govt. the
change they advocate, namely
upper class — 8 piers per mile

Lower 1st degree. 3 —
2 do 2.

The only direction which it
would seem necessary for
the Govt. to make is that
the old denomination should
be preserved and that the
classes should be called 1st
2nd & 3rd and I would
repeat the decided opinion
of the Govt. that they are
opposed to the abolition
introduction of only two classes

G.O. No. 3569 dated
18th December 1874 recapitu-
lates the circumstances
under which a change
in the passenger fares
on the South Indian
Railway was considered
desirable, and records
the results of an ex-
perimental reduction
of fare of the 1st and 3rd
classes, commencing from
1st July 1872, and continued
to

to 30th June 1874. The conclusion arrived at on a review of these results was that, notwithstanding an increase in the working expenses of the Company due to the haulage of extra passenger carriages and the running of special goods trains, the increase in numbers which followed the reduction of fares was satisfactory and indicated the popularity of the measure which placed the Railway within the limited means of the poorer classes of the community. The Govt. of India concurred in this view as well as in the necessity of correcting the

as advocated by Mr. Betts. I think the Govt. should also insist on the three classes being run by every train whether mail or local. - I am in favor of giving the 3rd class seats, which is also advocated by Mr. Betts. - While I do not think we should be justified in refusing ^{to allow} (if we have the power) the experiment now proposed. I would prefer the alternative of raising the third class fare to 3 pias, making the 2nd class fare lower than the Madras class as on the Madras Railway and applicable only to local trains. M.

I quite concur in the reduction in the 1st & 2nd class fares appears to be uncalculated for a

inadvisable. But together from the first. I hope to let us that it is within the competence of the Comptroller to look after & fix.

I think the proper scale to adopt is the 1st } at present 2nd }

3rd 3 pias 2 pias

the provision or otherwise of seats in the 1st & 2nd class being left an open question. This class being confined to local traffic. L.B.

I concur. 28/12/74 M.

the disparity between the fares of the two lowest classes, and offered the suggestions contained in para 5 of their letter recorded with G.O. No. 545 dated 25th February 1875 which were remitted for an expression of the views of the Agent of the Company in communication, if necessary, with his Board of Directors. The correspondence now submitted is the result of the reference made. It will be observed that the Consulting Engineer is not in accord with the Railway authorities as to the requirements of the passenger

passenger traffic on the
South Indian Railway
either as regards the scale
of fares or the denomina-
tion and number of
charges proposed to be
introduced.

The views of Govt
on the subject are
solicited.

St. Col. C.E.

Off. Secy. to Govt.

Col. Secy. to Govt.
of Madras 1875

CP-11 June/75

in B. 1. 250

Railway Department.

Madras 11 May 1875
CONSULTING ENGINEER'S OFFICE.

No. 270

From
LIEUT.-COLONEL J. H. M. SHAW, R.E.,
Consulting Engineer for Railways,

To
COLONEL G. W. WALKER, R.E.,
Secretary to Government,
Public Works Department,
Fort Saint George.

SIR,

Adverting to the Pro. class
ceedings of Government dated the 18th mile
December 1874, No. 3569, and the 25th over of
February 1875, No. 545, I have the honour
to lay before Government for
consideration, the papers noted in formal
the margin upon the subject of the simple
passenger fares upon the South Indian first
Railway. right

It will be observed intention
that the Agent is of opinion that 4 two
but two classes of passenger accommo- relation,
dation are required in India. after and
however

Extract of letter from Agent to Managing Director
No. 24, 4 March 1875
Extract of letter from Managing Director to Agent
No. 34, 9 April 1875
Letter from Agent to Col. Secy. No. 166 - 3 May 1875

however states that he refrains from recommending the withdrawal of one of the existing classes, knowing that it would be most unpopular.

Mr. Petto then proceeds to suggest that, as an experimental measure, the first class should be reduced to 8 pice per mile, and the second class to 3 pice; the third class remaining at 2 pice, as now.

3. The Directors state that they are inclined to concur with their Agent in the opinion that two classes of carriages may be sufficient to accommodate the passenger traffic; but they consider that it would be preferable to try, at the outset, an intermediate course, "and to establish simply upper and

lower

"lower classes, the former being charged less than the present first and higher than the present second; - the latter consisting of two degrees, and charged respectively 3 pice and 2 pice per mile." From the 1st July 1875, they accordingly authorize the fares to be arranged experimentally as follows:-

Upper class	8 pice per mile
Lower {	1 st degree 3 " "
	2 ^d degree 2 " "

The Directors leave two points to be settled by their Agent in communication with the Government, - first, as to the removal of seats from the 2 pice carriages, - and, second, as to whether the three classes shall be run by all trains.

4. In sending forward the

the Board's letter, the Agent states that he proposes to confine the lower class fare of 2 pios per mile to the local trains, or in other words, that this fare should not apply to the mail trains. He also states that he does not advocate the removal of seats from the third class carriages. With these suggestions, he solicits the approval of Government to the introduction, as an experimental measure, from the 1st July 1875, of the scale of passenger fares authorized by his Board.

The fares at present in force, and the maximum scale within which the Board have power to vary the rates, are as follow:-

class	Fares now in force Pios per mile	Maximum scale Pios per mile
First	12	20
Second	5	6
Third	2	4

so that the alteration now proposed, which virtually consists in reducing the first, second, and third class fares, to 8, 3, and 2 pios per mile respectively, is within the power of the Directors to sanction, without reference to Government.

6. The Board's proposal involves however more than a simple reduction in the fares for the first and second classes. It is brought forward with the avowed intention to accustom the public to only two classes of passenger accommodation, and

and the Agents' suggestion that the 2 pice fare should apply only to the local trains amounts virtually to the withdrawal of one class from the mail trains.

7. A reference to the Proceedings of Government dated the 3rd February 1873, No 342, will show that at a comparatively recent date His Excellency the Governor in Council was strongly opposed to the suggestion that two classes only of passenger accommodation should be run on the North Indian Railway. It may be as well to again allude here to the fact that this experiment has been already twice tried: first,

in

in 1862, with fares at 10 pice and 3 pice per mile, the results of which are recorded in G. O. dated the 15. August 1862, No 434; and second, in 1864, with fares at 12 pice and 5 pice, the results of which are recorded in G. O. dated the 24. October 1864, No 3305.

8. It is probably true that the withdrawal of one class of passenger accommodation would tend in some degree towards economy of working; although I am inclined to think that this point has been overrated, and that any advantage expected from having only two classes of carriages might be almost, if not quite, as effectually secured by the judicious use of composite carriages.

If

It is however my duty to submit
that any possible gain in the
direction of economy would be far
more than counterbalanced by
the great inconvenience which
would be entailed upon the
travelling public. That the
measure would be very unpopu-
lar is admitted by the Agent;
and if additional proof be needed,
I beg to refer to the Proceedings of
Government under date the 26th
October 1867, in which are printed
the opinions of the leading officials
in Tanjore and Trichinopoly, after
the experiment of having only two
classes of carriages had been in
force for six months between Caroor
and

and Negapatam. It may also be
mentioned that the evidence taken
by the Madras Railway Traffic
Inquiry Commission went to
show that an increase, not a
reduction, in the number of
passenger classes is desired by the
travelling public. Economy of
working is without doubt an im-
portant consideration in the traffic
arrangements of every railway; but
I submit that, especially in the
case of a guaranteed railway in
India, it ought not to be the
only consideration. If economy
were the sole object to be looked to,
it would not be difficult to prove
that the abolition of first and
second class carriages would be a
desirable

desirable measure, and that the maximum net passenger receipts would be earned by a Company whose scale of fares was limited to 2 pice and 3 pice per mile.

9. Looking at the Board's proposal simply as an experiment in the reduction of the existing fares, I am not disposed to think that it will be successful. I cannot see that any good object will be gained by reducing the first class from 12 pice to 8 pice, and the second from 5 pice to 3 pice. I regret that the Directors have not adopted one of the alternative suggestions recommended by the Government, either the creation of an

an intermediate class between the existing 5 pice and 2 pice rates, or the raising of the third class fare to 3 pice, making the 2 pice fare a lower third class, as on the Madras Railway, and applicable only to local trains.

10. If the Government see fit not to insist upon the adoption by the Company of one or other of these alternative measures, and to sanction the continued running of three classes of passenger carriages at the experimental rates named by the Board, I trust that they will direct that those three classes be run by every train, whether mail or local. I also strongly recommend that the old denominations

denominations of these classes be retained, and that they be named "first, second, and third," as heretofore.

In my opinion, the names suggested by the Board, namely, "Upper class, lower class 1st degree, and lower class 2^d degree," are inconvenient and confusing.

I have the honor to be,
Sir,

Your most obedt. servt.

Wm. H. L. L.

Genl. Engineer for
Railway Service

Public Works Dept.

Proceedings of the Madras Government

Under date the 18th

Read the following

From The Const. Engineer for Railways } (Hb. No. 270 of 11th May 1875)

1643
G.O. No. 3509 dated 18th December 1874 re-
capitulates the circum-
stances under which
a change in the passenger
fares on the Southern
Indian Railway was
considered desirable,
and records the results
of an experimental re-
duction of fare of the
1st and 3rd Classes, com-
mencing from 1st July 1872,
and

1875 Aug/24 No 392-394
25th 1875 196-672
3rd 80/73 - 26-26
26th 1875 67 - 579-570
26th 1875 157/24/62 No 66. 67
26th 1875 of 15/2/1875-1875

G. W. 1875 Sept. 11

RAILWAY DEPARTMENT.

No. 2202

From The Consulting Engineer,
for Railways,
To The Secretary to Government,
P. W. Department,
Fort Saint George.

Dated 11th May 1875
Recd. 13

23 No. 240

86. No. 1643. 11-6-75

Submitting

certain papers upon
the subject of the
passenger fares upon
the South Indian
Railway

No 250

Dec. 27/5/75 (No. 20/75)
Jan. 17/5/75 (No. 20/75)
Feb. 14/5/75-5-75

And continued to 30th
June 1874. The conclusion
arrived at on a review
of these results was that,
notwithstanding an increase
in the working expenses of the
Company due to the haulage
of extra passenger carriages
and the running of special
goods trains, the increase
in numbers which follow-
ed the reduction of fares
was satisfactory, and
indicated the popularity
of the measure which
placed the Railway
within the limited means
of the poorer classes of
the community. The
Govt. of India concurred
in this view, as well as
in

in the necessity of correcting
the disparity between the
fares of the two lowest
classes, and offered the
suggestions contained in
para 5 of their letter
recorded with G. N. 545
dated 25th February 1875,
which were remitted
for an expression of the
views of the Agent of
the Company in commu-
nication of necessity with
his Board of Directors.
The correspondence now
submitted is the result
of the reference made.
The Directors
of the Company autho-
rize from the 1st July
1875 a reduction of the
fares

fares of the 1st and 2nd Clases from 12 and 5 pias to 8 and 3 pias respectively, and propose to alter the nomenclature of the Clases into "Upper" and "Lower," with the avowed object of ultimately reducing the number of Clases to two.

The Governor in Council observes that the fares authorized by the Board are within the differential scale within which they are at liberty to vary the rates, and he does not therefore desire to interfere with the determination

determination at which they have arrived, but he would have preferred the alternative of raising the 3rd Class fare to 3 pias, making the 2nd pias fare a lower third class as in the Madras Railway, and applicable only to Local Trains. The provision of otherwise of seats in the lowest class might have remained an open question.

Under present circumstances the old determination of 1st, 2nd & 3rd Class must be preserved. The Govt are as decidedly opposed now as they were

were in February 1873 * G.O. No. 342 - 3rd Feby. 1873.

to the introduction of
only two classes as ad-
vocated by Mr. Betts,
and they must insist
on the three classes being
run by every train, whether
Mail or Local.

The alterations
sanctioned by the Board
are stated to be experi-
mental only. A report
of the result will be
awaited.

(Doc. No. 144 dated

Copy of the above
forwarded to the Govt of
India with reference to
their letter No. 184 R dated
21st Jan. 1875.

J. H.

Comp. Engr. for Ry. ✓
Ex. Ry. Accounts. ✓
S. C. Desp.
19-6-75

30 S C Desp
19-6-75

2nd Edition

3202
 Govt. of Madras.
 PUBLIC WORKS.

To

Secretary to the

Government of India

Is en

Recd.

Encl.

G.O. 11 Jan 1875, No.

1143

1144

Nos. 250-251

252

Forwarding Copy of
 Proceedings in connection
 with the passenger fares
 upon the South Indian
 Railway.

*Passenger Fares upon
 the South Indian Rail.*

*Passing order
 the letter of the
 the Engineer
 the papers on
 subject of the*