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MADRAS RECORD OFFICE

Government of Madras

Public Works

DEPARTMENT

G.O. No.

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Press

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Dated

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1875
195

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*Proceedings of the Madras Government, Public Works Department,
8th December 1875.*

No. 134. Read the following letter from Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, to Major-General G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Madras, 29th November 1875, No. 645:—

ADVERTING to the Proceedings of Government, dated 31st August 1874, No. 2,462, Letter from Agent and Manager, Madras Railway, dated 19th November 1874, No. 1,026, with one enclosure.
Letter from Collector of Malabar, dated 13th March 1875, No. 687.
Letter from Agent and Manager, Madras Railway, dated 9th November 1875, No. 1,126, with two enclosures.

I have the honor to submit, for the consideration of Government, the enclosed papers showing the results of the second and third-class passenger traffic between Pothenore and Belpore during the two halves of 1874.

2. Third-class carriages were attached to the local train from the 1st July 1873, and the effect of this measure on the traffic during the remainder of that year is recorded in the Proceedings of Government, dated 27th July 1874, No. 2,017. From some cause which it has been found difficult to explain, the number of passengers showed a falling off, and this was also the case during the first-half of 1874. In the second-half, however, the numbers exceed those of the corresponding period of 1872, and the reduction in receipt is very small indeed.

3. The following table shows the number and receipts from second and third-class ordinary passengers during the two halves of 1874, as compared with those for the last two half-years of the old service:—

First-half of 1874 as compared with first-half of 1873.

1874.				1873.	
	No.	RECEIPTS.		No.	RECEIPTS.
Second-class	5,246	3,929		36,746	19,005
Third "	189,014	94,056		163,164	79,162
Total	194,260	97,985		199,910	98,167
Decrease	5,650	171		...	...

Second-half of 1874 as compared with second-half of 1872.

1874.				1872.	
	No.	RECEIPTS.		No.	RECEIPTS.
Second-class	6,181	3,861		38,523	20,577
Third "	187,763	95,013		153,991	78,443
Total	193,944	98,874		192,514	99,020
Increase	1,430	...		...	...
Decrease	...	146		...	...

4. For the second-half of 1874 the results may be considered satisfactory, there being, as would naturally be expected, an increase in the number of passenger journeys; while the receipts almost reach those when the higher fare was in force. It will be observed that the Traffic Manager, in paragraph 6 of his letter, states that the Railway Company is a loser, inasmuch as "the

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quondam second-class passenger now travels third-class and pockets the difference in fare." Looking at the average fares paid, this appears to me to be an incorrect inference, for the average receipts from third-class passengers have not been appreciably diminished by the addition to their numbers of about 20 per cent., who were formerly all second-class passengers travelling a much shorter distance, the mileages based on the fares* being 25.6 and 32.6 respectively. The average mileage of second-class passengers has increased owing to the larger proportion which those performing the through journey now constitute, and the average

* Second-class, 4 Pies.
Third " 3 "

larger proportion which those performing the through journey now form of the total and the average mileage of third-class passengers remains practically the same, viz., 32.38. In other words, it would appear that the second-class passengers who formerly travelled 25.6 miles, now avail themselves of the third-class, and travel 32 miles at very nearly the same cost. This tends to show in my opinion that traffic was to a certain extent discouraged by the want of convenience for cheap journeys, and it seems fair to expect that the figures for the current year will show a still further development. Calculated from the numbers and average fares, it would appear that the passenger mileage between Pothanore and Baypore for the second-half of 1874 exceeds that of the corresponding period of 1872 by about 4 per cent., and although a small extra expenditure has been incurred in hauling vehicles of three classes instead of two in the local train, there can be little doubt of the benefit which has been conferred upon the community of the Western Coast.

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, 19th November 1874, No. 1,026.

2. The numbers of passengers and the receipts from each class during the two periods were as follow :—

2. The numbers of passengers and the receipts from each class during the two periods were as follow :—

Numbers of Passengers.

Period.				First-class.	Second-class.	Third-class.	Total.
Half-year ended June	1873	...	...	385	36,751	165,586	202,722
Do. do.	1874	...	...	485	5,287	189,063	194,835
Increase in	1874	...	...	100	...	23,477	...
Decrease in	"	...	...	...	31,464	...	7,887

Receipts from Passengers.

Period.	First-class.	Second-class.	Third-class.	Total.
Half-year ended June 1873	RS. 2,815	RS. 19,032	RS. 80,280	RS. 1,02,127
Do. do. 1874	2,798	4,063	94,085	1,00,946
Increase in 1874	...	...	...	...
Decrease in „	17	14,969	13,805	...
			...	1,181

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Comparative Statement showing the Number and Amount of each Class of Passengers and Return Fares Traffic between Pothandur and Bangalore for the half-years ending June 1873 and 1874.

1873.										1874.									
Months.	1st-class.		2nd-class.		3rd-class.		Total.		1st-class.		2nd-class.		3rd-class.		Total.				
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.			
Jan....	Passengers ...	52	259 3 0	5,768	3,090 3 0	27,779	15,191 9 0	24,439	19,273 15 0	04	202 5 0	820	575 13 0	32,360	17,539 7 0	33,124	18,370 9 0		
	Return Fare.	6	55 5 0	...	...	45	27 15 0	54	93 7 0	16	130 5 7	3	11 12 4	...	...	19	142 4 11		
Feb....	Passengers ...	51	251 11 0	6,297	3,227 1 0	27,677	19,617 8 0	34,625	17,183 4 0	51	324 0 0	732	644 9 0	29,777	15,435 7 0	30,510	16,372 6 0		
	Return Fare.	10	130 10 0	1	6 8 7	2,374	1,109 5 0	2,355	1,255 7 7	24	61 0 1	19	46 6 1	...	...	36	107 8 2		
March.	Passengers ...	60	325 8 0	6,283	3,128 15 0	33,997	14,122 14 0	40,435	17,575 5 0	51	443 6 0	844	585 6 6	45,178	18,274 11 5	46,103	19,354 7 2		
	Return Fare.	11	126 14 0	2	14 1 0	...	...	13	140 15 0	21	153 12 2	5	6 7 2	47	32 15 11	73	151 3 10		
April.	Passengers ...	64	321 5 0	5,750	2,892 0 0	27,069	15,527 14 2	33,939	16,635 3 2	77	463 3 4	1,034	731 3 0	28,732	15,042 12 0	29,898	16,382 2 0		
	Return Fare.	14	100 10 3	2	7 11 10	...	...	16	105 6 1	14	139 1 1	15	49 0 0	2	4 6 2	21	179 12 3		
May....	Passengers ...	60	321 9 0	5,832	3,105 4 0	34,140	12,424 5 5	53,943	16,222 5 8	63	392 0 0	376	631 1 0	26,844	14,010 2 0	27,432	15,054 3 0		
	Return Fare.	16	140 9 0	...	...	...	...	13	140 9 0	4	39 5 9	2	7 9 0	...	...	7	45 14 9		
June....	Passengers ...	37	275 3 0	5,965	3,210 10 0	23,432	11,207 4 0	28,324	14,754 1 0	54	244 11 0	340	559 11 0	26,463	13,502 5 0	27,537	14,737 11 0		
	Return Fare.	13	100 5 2	...	...	...	...	13	100 5 2	7	56 1 1	2	12 8 2	...	...	10	58 9 3		
Total, Ordinary ...		313	2,760 7 0	26,746	14,005 1 0	163,164	79,151 10 4	200,335	100,317 2 4	349	2,201 15 0	2,246	2,228 11 0	1,89,014	94,456 12 2	191,559	100,191 6 2		
.. Return Fare.		70	654 5 5	5	27 5 5	2,422	1,123 4 0	2,457	1,810 1 10	86	392 12 9	41	134 1 4	43	28 6 1	176	755 4 2		

(Signed) J. W. MELLIS,
for Agent and Manager.

F. CHURCH,
Chief Auditor.

*Proceedings of the Madras Government, Public Works Department,
8th December 1875.*

From A. MACGREGOR, Esq., Collector of Malabar, to Lieutenant-Colonel J. H. M. SHAW-STEWART, R.E., Consulting Engineer for Railways, dated Calicut, 13th March 1875, No. 687.

I HAVE the honor to acknowledge your letters of the 8th December 1874, No. 1,166, and 25th February 1875, No. 219, enclosing certain statistics of passenger traffic in continuation of your letter of the 21st April last, No. 359.

2. The accounts show an item in February 1873 of 2,374 third-class return tickets. I have ascertained that these were all issued at Palghat on the occasion of the Mamajam feast at Combaconum, which took place in February 1873, and occurs only once in twelve years. In addition to the passengers thus shown, a great many would travel between other stations on account of the feast and be merged in the lump returns of traffic. Thus nearly all the falling off in money is at once accounted for.

3. The fluctuations between the receipts of the months of March and April in the two years are partly due to the fact that in 1873 the Kodungalore (Oranganore) Cook feast occurred on 31st March, thus dividing the receipts between the two months, while in 1874 the day fell on the 21st March bringing all the receipts into that month.

4. The proportional falling off in number of passengers is greater than in the value of receipts, though from the decrease in second-class passengers, owing to the putting on of third-class carriages, an opposite result might have been expected.

5. It is difficult to account for this, which, in the absence of other change of rates, amounts to an increased average mileage travelled per passenger.

6. It has occurred to me that in the previous year, on the occasion of the Combaconum feast, a great number of those who took return tickets at Palghat appeared four times in the returns, having to book to and from Palghat, the only station at which return tickets were given.

This would artificially reduce the mileage per passenger of that year.

7. The only general cause that can be assigned for a decrease in passenger traffic is the prevalence of small-pox.

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, 9th November 1875, No. 1,126.

IN accordance with the request contained in your letter, No. 330, of the 18th of March last, I have the honor to send you herewith a comparative statement showing the passenger traffic between Pothanore and Beypore for the second halves of 1873 and 1874.

2. I also enclose you a copy of a report* made to me by the Traffic Manager, in which he

* C 567 of 1874 A & M of 3rd November 1875, 1,446

shows how the results of the half-year ending December 1874 compare with those of the corresponding half-year in 1872 before the change in the rates was made, and I shall be glad to be informed of the orders passed by the Government on the subject.

From H. E. CHURCH, Esq., Traffic Manager, to R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, dated Madras, 3rd November 1875, No. C 567 of 1874 A. and M. 1,446

Passenger Traffic between Pothanore and Beypore.

WITH reference to the Consulting Engineer's letter, No. 330, dated 18th March, I beg to submit a comparative statement furnished to me by the Chief Auditor, showing the passenger traffic between Pothanore and Beypore, for the half-years ended December 1873 and 1874.

2. Compared with 1873 there was an increase in the ordinary traffic of 7,979 in numbers, and of Rupees 4,667 in money. The first-class numbers increased 44, the second-class 496, and the third-class 7,439. The first-class decreased in money Rupees 13, the second-class increased Rupees 620, and the third-class increased Rupees 4,060.

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3. Comparing the December half-year of 1874, when the change in the constitution of the trains had been in operation one year, with the December half-year of 1872 before the change was made, we have the following result, viz., an increase in number in the first-class of 121, a decrease in the second-class of 32,342, and an increase in the third-class of 33,772. The first-class increased in money Rupees 504, the second-class decreased Rupees 16,717, and the third-class increased Rupees 16,571, or a total increase in number of 1,561, and in money of Rupees 358.

4. The average receipt per passenger from each class during the two half-years was as follows:—

Half-year ending—					First-class.			Second-class.			Third-class.		
					RS.	A.	P.	RS.	A.	P.	RS.	A.	P.
December 1872	...	...	...	...	5	11	8	0	8	6-5	0	8	1-8
Do. 1874	...	...	...	...	5	3	2	0	9	11-9	0	8	1-15

5. It is satisfactory, under the circumstances, to find that, during the half-year under review, we have not only recovered our original number, but have added about 0-8 per cent. to them. The small increase in money in 1874 as compared with 1872 was entirely due to the first-class, the revenue from the second and third-class being actually less by Rupees 146. It is, however, to be hoped that the change in the constitution of the local trains, so strongly advocated by Mr. Macgregor, will in time develop a more satisfactory state of things than this return shows, or little good will have resulted.

6. Looking at the average fare paid by each third-class passenger before and after the change, it would appear that the quondam second-class passenger now travels third-class and pockets the difference in fare. He has evidently not been induced up to the present time to lay out the same amount of money as formerly in travelling by increasing the length of his journeys, and this would lead to the inference that the old system afforded all the convenience he wanted and at a price which he could well afford.

7. It is scarcely necessary to say that, up to the present time, the Railway Company has been a loser by the experiment, by being compelled to haul more carriages under the new arrangement than there was any necessity for under the old one, thereby increasing working expenses without any increase on the other side of the revenue account.

Comparative Statement showing the Number and Amount of each Class of Passengers and Return Fare Traffic between Pothenore and Beypore for the half-year ending December 1873 and 1874.

1873.										1874.																	
1st-class.			2nd-class.			3rd-class.			Total.	1st-class.			2nd-class.			3rd-class.			Total.								
No.	Amount.	Rs. A. P.	No.	Amount.	Rs. A. P.	No.	Amount.	Rs. A. P.		No.	Amount.	Rs. A. P.	No.	Amount.	Rs. A. P.	No.	Amount.	Rs. A. P.									
July ...	42	228 13	61,045	625 14	0	29,653	12,040 15	0	30,746	12,815 10	0	47	259 4	0	507	225 12	0	28,494	14,555 4	0	29,048	12,417 4	0				
Return Fares...	13	104 0	0	7	57 6	9	2,489	3,108 12	0	2,563	3,265 8	9	20	158	2	0	8	30 2	1	2,970	4,753 5	3	3,003	4,959 9	4		
Augt. ...	45	289 0	0	986	508 6	0	30,863	14,994 4	0	31,905	15,881 10	0	45	205 4	0	856	627 11	0	50,619	14,958 1	0	31,320	15,792 0	0			
Return Fares...	16	112 14	0	1	8 3	3	472	391 9	0	492	512 19	3	26	125 12	6	4	11 7	4	2	31,220	16,792 0	0	26	140 10	6		
Sept. ...	64	281 15	0	820	555 4	0	26,621	13,742 8	0	27,405	14,579 11	0	62	261 11	0	973	242 2	0	25,622	13,569 4	0	29,009	16,973 4	0			
Return Fares...	18	124 6	6	2	5 8	6	103	99 12	3	123	229 11	2	18	140 12	11	7	20 5	6	266	155 8	5	204	302 7	10			
Oct. ...	56	347 6	0	884	480 5	0	31,820	15,982 8	0	32,750	16,810 3	0	41	218 14	0	1,000	657 1	0	29,250	15,927 2	0	30,027	15,953 1	0			
Return Fares...	13	97 6	7	4	21 14	0	...	...	...	17	119 4	7	10	52 8	1	21	61 13	2	...	...	...	31	17 0	4			
Nov. ...	43	291 5	0	750	449 0	0	29,874	15,055 0	0	30,697	16,356 5	0	111	345 10	6	1,016	883 5	0	37,056	18,507 12	0	29,312	19,953 11	0			
Return Fares ..	12	112 13	7	6	19 6	10	...	...	...	15	132 4	5	10	163 6	1	5	11 1	10	...	...	...	39	133 9	11			
Dec. ...	73	430 5	0	1,160	561 10	0	31,493	15,568 12	0	32,726	16,763 11	0	61	330 1	0	318	653 8	0	33,155	16,293 5	0	33,155	17,258 13	0			
Return Fares...	35	231 4	2	16	47 5	8	74	20 9	7	125	459 3	5	33	202 6	0	24	45 14	2	59	55 13	5	119	443 2	7			
Gross Total...	420	2,741 14	105,721	3,400	4	0	183,335	94,639	9	189,065	100,781	12	5	437	2,740 19	6	2,248	4,079	0	2,191,058	104,032	7	10	102,795	100,849	8	
Total of Return Fares ...	107	873 2	10	36	159 13	0	3,201	3,645	10	3,344	4,713	10	5	149	310 14	6	67	269 12	2	3,237	4,953	13	10	3,494	6,119	5	
Total exclusive of Return Fares ...	313	1,868 12	95,085	3,240	7	0	180,224	90,988	15	0	180,322	96,062	2	0	327	1,555 12	0	6,817,506	10	0	187,763	95,012	10	0	100,730	9	0
																						(Signed) F. CHURCH,			Chief Auditor.		

(Signed) F. CHURCH,
Chief Auditor.

Proceedings of the Madras Government, Public Works Department,
8th December 1875.

No. 135. ORDER THEREON, 8th December 1875, No. 3,479.

RAILWAY, No. 22.

HIS EXCELLENCY the Governor in Council is of opinion, upon consideration of these reports, that the accommodation afforded to the community of the Western Coast by attaching third-class carriages to the local trains has been sensibly appreciated; and that while the receipts of the Railway Company have not continued below their normal amount, the additional working expenses due to haulage of extra vehicles will be more than compensated for by the increased popularity of the arrangement, as evinced by the larger numbers of third-class passengers who now avail themselves of the cheaper trains.

2. The papers will be forwarded for the information of the Government of India.

(True Extract.)

(Signed) G. W. WALKER, Major-General, R.E.,
Secretary to Government.

No. 136. (DOCKET No. 3,480, dated 8th December 1875.)

COPY of the above forwarded to the Government of India with reference to their letter, No. 1,910 R., dated 11th August 1874.

(True Extract.)

Major-General, R.E.,
Secretary to Government.

Ed. E. C. Shunker.
Spare Copies

Malabar Collectors Office
Calicut 13th March 1875

N^o 687.

From

The Collector of Malabar

To

The Consulting Engineer
for Railways, Madras.

Sir

I have the honor to acknowledge
your letters of the 8th December '74, N^o 1166, and
25th February 1875, N^o 219, enclosing certain statistics
of passenger traffic in continuation of your
letter of the 21st April last N^o 359.

2. The accounts show an item in February
1873, of 237¹/₂ 3rd class return tickets. I have as-
certained that these were all issued at
Palghat on the occasion of the Mamamam
Feast at Gombaconum which took place
in February 1873 and occurs only once in
12 years. In addition to the passengers
thus shown, a great many would travel
between other stations on account of the
Feast and be merged in the lump returns
of traffic.

2. Thus nearly all the falling off in
money is at once accounted for.

3. The fluctuations between the receipts of the months of March and April in the two years are partly due to the fact that in 1873 the Kodungaloor (Cranganore) Cosh feast occurred on 31st March, thus dividing the receipts between the two months, while in 1874 the day fell on the 21st March bringing all the receipts into that month.

4. The proportional falling off in number of passengers is greater than in the value of receipts, though from the decrease in second class passengers, owing to the putting on of 3rd class carriages, an opposite result might have been expected.

5. It is difficult to account for this, which, in the absence of other change of rates, amounts to an increased average mileage travelled per passenger.

It has occurred to me that in the previous year, on the occasion of the Combasomun Feast, a great number of

those who took return tickets at Palghat appeared 4 times in the returns, having to book to and from Palghat, the only station at which return tickets were given.

This would artificially reduce the mileage per passenger of that year.

6. The only general cause that can be assigned for a decrease in passenger traffic is the prevalence of small-pox—

I have the honor to be
Sir

Yours most obedient servant.

Alwarner
Collector

The first of these is the fact that the
 system is not a simple one. It is a
 complex one, and it is one that is
 not easily understood. It is a system
 that is not easily understood, and it
 is one that is not easily understood.

15. Wash

12/20/01

10/20/25

Comparative Statement showing the number and
 Tonnage between Southampton and Belfast amount of each class of Passengers and Return
 the Half years ending December 1873 and 1874.

1873

1st Class 2nd Class 3rd Class
 Amount of Amount of Amount of

July	Passengers	42	228 13	10415	123 10	29153 150000
	Return Tonnage	13	104 6	7	57 6 9	2489 3103 12
August	Passengers	43	289	996	568 6	30263 149900
	Return Tonnage	16	112 14	1	8 3 3	475 291 9
September	Passengers	54	281 15	820	555 4	26621 13702 2
	Return Tonnage	18	124 6 6	2	5 8 6	163 99 12 3
October	Passengers	56	347 6	884	480 2	31020 12902 5
	Return Tonnage	13	97 6 7	4	21 14	
November	Passengers	43	291 5	780	449	29874 15625
	Return Tonnage	12	112 13 7	6	19 6 10	
December	Passengers	73	430 5	1160	561 10	31093 15568 12
	Return Tonnage	35	321 4 2	16	47 5 8	74 90 9 7
Grand Total		420	2741 14	105721	3400 10	183525 70639 9 10
Total of Return Tonnage		107	873 3	10 36	159 13	3201 3685 10 10
Exclusive of Return Tonnage		313	1868 12	5665	3240 7	180324 90953 15

1874

1st Class 2nd Class 3rd Class
 Amount of Amount of Amount of

	Passengers	47	230 4	907	528 12	28094 14658 4
	Return Tonnage	30	186 2	8	30 2 1	2970 4753 5 3
	Passengers	45	206 4	856	627 11	30619 14958 1
	Return Tonnage	20	125 13 8	4	11 7 4	2 3 5 6
	Passengers	52	261 11	925	542 5	28622 15569 4
	Return Tonnage	18	110 12 11	7	26 5 6	266 185 5 5
	Passengers	41	218 14	1060	687 1	29586 15027 2
	Return Tonnage	10	62 3 1	21	64 13 3	31 127 4
	Passengers	111	548 10	1515	839 5	37686 18567 12
	Return Tonnage	16	135 8 1	3	11 1 10	19 146 9 11
	Passengers	61	390 1	918	635 8	33156 16233 3
	Return Tonnage	36	290 6 9	24	65 14 2	39 86 13 8
	Passengers	487	2766 10	6248	4070 6 2	191060 100012 7
	Return Tonnage	130	910 14 6	67	209 12 2	3297 4998 13 10
	Passengers	357	1855 12	6181	3860 10	187763 95013 10
	Return Tonnage	163 2				194301 100730

True Copy
 H. B. Church
 Traffic Manager

For Sir Gordon C. Church
 Chief Clerk

True Copy
 H. B. Church
 Agent & Treasurer

Handwritten initials or mark.

No. 1026

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 19th November 1874.

From

The Agent and Manager, of the M. R. Co.

To

Lt Col J Hall Stewart, R.E.

Consulting Engineer for Railways.

Sir,

With reference to your letter No. 721, dated the 1st of August 1874, I have the honour to enclose a Comparative Statement showing the Passenger Traffic between Pothenore and Bayapore for the Half years ending the 30th of June 1873 and 1874 respectively.

The numbers of passengers and the receipts from each class during the two periods were as follows:-

Number of Passengers.

Period	1 st Class	2 ^d Class	3 ^d Class	Total
Half year ended June 1873	385	36751	165586	202722
do do 1874	485	5227	189063	194855
Increase in 1874	100	"	23477	"
Decrease in 1874	"	31464	"	7227

Receipts from Passengers. B

Period	1 st class	2 nd class	3 rd class	Total
Half year ended June 1873	Rs 2815	Rs 19032	Rs 80280	Rs 102127
Do Do 1874	2798	4063	94085	100946
Increase in 1874	"	"	13805	"
Decrease in 1874	17	14969	"	1181

I have the honour to be,
Sir,
Your most Obedient Servant.

J. W. Nellis.
for the Agent & Manager.

1780/5

3. Comparing the December Halibut of 1874, when the change in the Constitution of the Beaver had been in operation some years, with the December Halibut of 1872 before the change was made, we have the following results: an increase in number in the 1st class of 10, a decrease in the 2d class of 10, and an increase in the 3d class of 277. The 1st class balance increased, in money value, the 2nd class balance decreased. In 1877 and the third class increased to 167, in total appearance.

of 1851 and in money of Rs 358

4. The average receipt per passenger from each class during the two half years was as follows:-

Half year ending	First Class	2 ^d Class	3 ^d Class
	Rs as p	Rs as p	Rs as p
December 1872	5 11 8	8 6 5	8 1 8
— " — 1874	5 5 2	7 11 9	8 1 15

5. It is satisfactory, under the circumstances, to find that during the half year under review we have not only recovered our original number, but have added about 0.8 per cent to them. The small increase in money in 1874 as compared with 1872 was entirely due to the First Class, the Revenue from the 2^d and 3^d classes being actually less by Rs 46. This however has led to the change in the constitution of the Local Trains, so & being advocated by Mr. Macgregor will in time develop a more satisfactory state of things than this Return shows, or little good will have resulted.

6. Looking at the average fare paid by each Third Class Passenger, before and after the change, it would appear that the groundswell 2^d Class Passenger now travels 3^d Class and pockets the difference in fare. He has evidently not been induced, up to the present time, to lay out the same amount of money as formerly in travelling by increasing the length of his journey, and this would lead

to the inference that the old system afforded all the convenience he wanted, and at a price which he could well afford.

7. It is scarcely necessary to say that up to the present time, the Railway Company has been a loser by the experiment, by being compelled to haul more Carriages under the new arrangement than there was any necessity for under the old one, thereby increasing Working Expenses without any increase on the other side of the Revenue Account.

Yours faithfully
H. B. Church
Traffic Manager.

True Copy
H. B. Church
Agent & Manager.

No. 1126

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE.

Madras, 9th December 1875

From

Robert B. Elwin Esq.

Agent and Manager. M. N. Company

To

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

Consulting Engineer for Railways.

Sir,

In accordance with the request contained in your letter No. 230 of the 18th of March last I have the honor to send you herewith a comparative statement showing the passenger traffic between Pethanore and Mysore for the second halves of 1873 and 1874.

I also enclose you copy of a Report made to me by the Traffic Manager in which he shows how the results of the half year ending December 1874 compare with those of the corresponding half year in 1872 before the change in the rates was made, and I shall be glad to be informed of the orders passed by the Government on the subject.

I have the honor to be

Sir,

Your most obedient servant

R. B. Elwin

Agent and Manager

80/5670/44 avm 2.

1446

Re. Nov. 1875.

RAILWAY DEPARTMENT

CONSULTING ENGINEER'S OFFICE.

Madras 29th November 1875.

No. 645

From

LIEUT.-COLONEL J. H. M. SHAW-STEWART, R.E.,

Consulting Engineer for Railways,

To

MAJOR-GENERAL G. W. WALKER, R.E.,

Secretary to Government,

Public Works Department,

Fort Saint George.

Sir,

Adverting to the Pro-

ceedings of
Letter from Agent Manager Madras Railway dated 19th November 1874, No 1026 with one enclosure.

Government
Letter from Collector of Malabar dated 13th March 1875 No 687. dated 31st

August, 1874.
Letter from Agent Manager Madras Railway dated 9th November 1875, No 1126 with two enclosures. No 2462, I

have the honor to submit for the consideration of Government the enclosed papers showing the results of the second and third class passenger traffic

Showing as respects
a comparison of the
passenger traffic
between the
Madras Railway
and the
Madras Railway
for the year
1875.

No. 1126.

Recd
29 Nov 1875

90-8 Dubuys in B. 134

From

MADRAS RAILWAY

The Agent and Manager

The Consulting Engineer

for Railways

traffic between Pothanore and Bussore during the two halves of 1874.

2. Third class carriages were attached to the local train from the 1st July 1873, and the effect of this measure on the traffic during the remainder of that year is recorded in the Proceedings of Government dated 24th July 1874, No 2017.

From some cause which it has been found difficult to explain the number of passengers showed a falling off, and this was also the case during the first half of 1874. In the second half however, the numbers were those of the corresponding period of

1872

1872, and the reduction in receipts is very small indeed.

3. The following table shows the number and receipts from second and third class ordinary passengers during the two halves of 1874, as compared with those for the last two half years of the old service.

1st half of 1874 as compared with 1st half of 1873.

1874			1873	
	No	Receipts	No	Receipts
2 nd Class	5246	3929	36746	19005
3 rd Class	189014	94056	163164	79152
Total	194260	97985	199910	98157

Decrease 5650 171.

2nd half of 1874 as compared with 2nd half of 1873.

2nd half of 1872

	1874		1872	
	No	Receipts	No	Receipts
2 nd Class	6181	3861	58523	20577
3 rd Class	187763	95013	153991	78443
Total	193944	98874	192514	99020

Increase 1430

Decrease 146

4. For the second half of 1874, the results may be considered satisfactory there being as would naturally be expected, an increase in the number of passenger journeys; while the receipts almost reach those when the higher fare was in force.

It will be observed that the Traffic Manager

Manager in paragraph 6 of his letter states that the Railway Company is a loser inasmuch as "the quondam 2^d class passenger now travels 3rd class and pockets the difference in fare". Looking at the average fares paid this appears to me to be an incorrect inference for the average receipts from third class passengers have not been appreciably diminished by the addition to their numbers of about 20 per cent, who were formerly all second class passengers travelling a much shorter distance, the mileage based on the fares being 25.6 and 32.6 respectively. The average mileage of 2nd class passengers has increased owing to

2 class 4 piers
3rd - 3 - -

to the larger proportion which those per-
forming the through journey now form
of the total and the average mileage
of 3rd class passengers remains practically
the same, viz 32.38. In other words
it would appear that the second class
passengers who formerly travelled 25.6
miles, now avail themselves of the 3rd
class, and travel 32 miles at very
nearly the same cost. This tends to
show, in my opinion, that traffic was
to a certain extent discouraged by the
want of convenience for cheap journeys,
and it seems fair to expect that the
figures for the current year will show

a still further development. Calculated
from the numbers and average fares it
would appear that the passenger mileage
between Pothanore and Bysore for the 2nd
half of 1894, exceeds that of the corresponding
period of 1892, by about 4 per cent, and
although a small extra expenditure has
been incurred in hauling vehicles of 2nd
class instead of two in the
local train, there ^{can} be little doubt of
the benefit which has been conferred
upon the community of the Western
Coast.

I have the honor to be
Sir
Your most obedient servant.
W. S. A. E. Captain
for Com. Engineer for Railways.

Ben

4/10

2. 3. 4. 5.

The Paymaster
for the wages

{ H. E. Sigbee & Co. (Lond.)

His Excellency
the Governor in Council
is of opinion, upon con-
sideration of these
reports, that the ac-
commodation afforded
to the community of the
Western Coast by at-
taching 3^d class car-
riages to the local
trains has been sensibly
appreciated, and that
while the receipts of the
Railway Company have

90-8 Dec 24/78
12 3479

48225 - June 1934 366-345
 " 21st July 1934 419-420
 " 25 July " 580-582
 " 31st Augt " 735-736.

1852

RAILWAY DEPARTMENT.

EX-10112

The Consulting Engineer

for Railway.

15

The Secretary to Government,

E. W. Department,
Fort Saint George.

Fort Saint George.

Date *27*
Filed *63* *November 1875*

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No. 645
26.6.20

Substitua

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the results of the research

What day is it?

Prof. Asmus

11
Pittsboro N. H.

Among the good & great

1886

189. D. No 3479.80. 8.12.75

not continued below
their normal amount,
the additional working
expenses due to haulage
of extra vehicles is more
than compensated for by
the increased popularity
of the arrangement as
evinced by the larger
numbers of third class
passengers who now
avail themselves of the
cheaper trains.

The papers will
be forwarded for the
information of the
Government of India.

H. E. No. 3480 dated 8 Dec 75.
No 3480
Copy of the above

To The Comptroller of the

forwarded to the Govern-
ment of India with
reference to their letter
No. 1910 R, dated 11 August
1894.

G.M.M.

21 Dec 22-12-75
Office
X²CA

7630

GOVT. OF INDIA

PUBLIC WORKS.

Engr. Engrs for Ry. S.
Govt. of India

9/12/16

3477
3483

136-136
136

Forwarding, with remarks,
papers showing the results
of the 2^d and 3^d class
passenger traffic between
Pothumore and Bangalore
during the two halves of
1894.

Second & third class passenger
traffic between Pothumore
and Bangalore - Madras &

Papers submitted by the Engrs.
Engrs. for Ry. S. showing the results
of the — during the two
halves of 1894, ordered to
be forwarded for the infor-
mation of the Govt. of India with
remarks.