

(1) Number of pages_____

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(3) Initials of the Referencer_____

MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No.	<u>525</u>	Press
B.P. No.	<u>545</u>	Mis.
Dated	25. 2.	1952.
		1875

*Original*Not to be folded or roughly handled

All communications
should be addressed to
the Secretary.

No 184 R.

GOVERNMENT OF INDIA
PUBLIC WORKS DEPARTMENT.
RAILWAY.

To

THE SECRETARY TO THE GOVERNMENT OF Madras
PUBLIC WORKS DEPARTMENT

(Railway)

FORT WILLIAM, 21st Jan'y 1875.

SIR,

I am directed to acknowledge
the receipt of your No. 3570 dated the 18th
December 1874, and enclosures, reporting
on the results of the working of the
Passenger traffic under reduced fares
on the South Indian Railway for
the year ending 30th June 1874. —
2. It appears that during the
year ending 30th June 1873 the number
of 3rd Class passengers increased 62
per cent and the receipts 8 per cent
and during the year ending 30th
June 1874 the number increased

71 per cent and the receipts 3 per cent.

3. The increase in number is viewed with great satisfaction by His Excellency the Governor-General in Council. It establishes beyond all doubt that the poorer classes of the community are not averse to using the Railway whenever it is placed within the reach of their limited means.

4. Financially the success of the experiment is questioned because the increased receipts are, it is said, counterbalanced by an increase in the working expenses, due to the haulage of extra passenger carriages and the running of Special Goods trains, necessitated by the exclusion of Goods Vehicles from the ordinary passenger trains. This however is likely to rectify itself, for, as passenger and goods traffic increase, the necessity

necessity for running special goods trains will disappear and ordinary goods trains will take their place.

5. I am to state that the Government of India fully agree in the view that the fares of the two lowest classes should be brought nearer together. This may be effected either by interposing an intermediate class between the existing second and third class or by the system followed in the Madras Railway viz. to make the 2nd class a lower 3rd class and to carry passengers in vehicles without seats and in the local trains only. The latter is the plan approved by the Consulting Engineer, Colonel Shaw. Stewart and is on the whole recommended by the Government of Madras. I am to add that on the East Indian Railway the intermediate and 3rd (the lowest) class carriages had at one time precisely

P. W. D.

Proceedings of the Madras Government,
Under date the 187

Read the following.

in the Govt. of India. (H. E. No. 186 R. 721 Jan 1/75)

545

Communicated to
the Consulting Engineer
for Railways with reference
S. G. No. 21569, dated 18
December 1874.

The Government of
India, it is observed
view the result of the
experimental reduction
of fares on the South
Indian Railway with
great satisfaction,
and attach little im-
portance to the enhanced
working expenses due

P. W. 1875 Depart.
No. 8 of 1875
No. 605.

From.

The Government of
India.

Dated 21st January/75
S. G. No. 186 R.

Referring to the
report of the
results of the work-
ing of the passenger
traffic under reduced
fares on the South
Indian Railway for
the year ended 30
June 1874.

S. G. No. 545. 25. 2-75

Obey

20 Jan 1875

MS
1/2

to haulage of extra
passenger carriages, and
the running of special
goods train, as this is
in their opinion likely
to rectify itself with
the increase of passengers
and goods traffic. The
Government of India
further concurs in the
advisability of correcting
the disparity which at
present exists between
the fares of the two
lowest classes and
allude to the
~~presently existing~~ two methods
that have been proposed
of effecting this, viz.
either by interposing
an intermediate class
between the existing second
and third class, or by
making the two low class

92
a lower third class for
which vehicles without
seats in local trains
may be provided. The
adoption of either of these
courses is left to the
decision of the Madras
Govt. but the omission of seats in any class
of carriage is rather deprecated.
His Excellency the Governor
in Council has already
in para 6 of the orders
above quoted given his
adhesion to the second
course which is that
in operation on the
Madras Railway. He
will now be glad to
be furnished with
the views of the Agent
of the Company after
communication, if
necessary, with his

[Signature]

The Congress
for Ayon
Sept. 2-4-5-

Jan. 30, 1878

605 ✓

Govt. of (1875) Madras
PUBLIC WORKS.

The Auspicious

25 Feb. 1875 5-6-5-

No. 619-620.

South Indian Railway

Letter from the Govt. of
India, passing orders on the
Report of the results of the
working of the Passenger traffic
under reduced fares on the
—— for the year ended
30th June 1874, Comd to
the Comdant for Rep.