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MADRAS RECORD OFFICE

Government of Madras

Public Works DEPARTMENT

G.O. No.	1310	(Ry)	Press
B. No.			Mis.
Dated	26.5		1874

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
26th May 1876.*

No. 442. 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, 28th April 1876, No. 204 :—

I HAVE the honor to submit, for the consideration of His Grace the Governor in Council, two letters from the Agent of the Madras Railway Company upon the subject of passenger fares. With the first of these letters Mr. Elwin forwarded copy of a report drawn up by the Traffic Manager upon the working of the fares now in force; and, with the second, in compliance with instructions from his Directors, he proposes the following changes :—

Class.	Existing Fare per Mile.	Proposed Fare per Mile.
First ...	15 Pies	18 Pies.
Second ... {	5 Pies per day, 8 Pies per night. Between Beypore and Pothanore 4 Pies ...	7 Pies.

No change is proposed in the existing fares for the third-class and the cooly-class.

2. The expediency of making some change in the existing fares for first and second class passengers was raised by the Board of Directors in a letter* to their Agent, dated the 18th December 1874. The Board referred to the very small percentage of passengers in those two classes, and suggested for consideration the advisableness "of having but two classes of passengers' fares in addition to those provided for the cooly-class." When replying† to the

* No. 543, paragraph 8, copy enclosed. † No. 1,163, paras. 2, 3, 4, copy enclosed. Board, on the 29th June 1875, Mr. Elwin

forwarded a copy of Mr. Church's report dated the 1st idem, and stated that the suggested reduction in the number of passenger classes would not, in his opinion, be at all suited to the circumstances of the Madras Railway, nor calculated to be financially successful. In Mr. Church's report the working of the existing fares is discussed at considerable length, and the conclusions at which he arrives are, that the existing number of passenger classes should be maintained, that the first-class fare should be raised from 15 Pies to 18 Pies, and that a uniform second-class fare of 7 Pies should be adopted. The Directors in a letter,‡ dated the 3rd December 1875, authorize the proposed changes being brought to the notice of Government.

3. I entirely agree with the Agent and the Traffic Manager of the Madras Railway in their objections to reduce the number of passenger classes. This question has twice within the last few years come before Government in connection with the South Indian Railway, and upon both occasions the Government declared themselves to be decidedly opposed to any reduction. I

have more hesitation in offering an opinion upon the proposed changes in the fares. The effect of the alteration will probably be to increase slightly the receipts from the

Proceedings of Government, 3rd February 1873, No. 342, 11th June 1875, No. 1,643.

first-class, to drive a certain number of first-class passengers into the second-class, and to increase largely the number of second-class night passengers. Upon the whole, I am inclined to think that the financial result of the proposed changes will be successful; but the question is one that cannot be determined without a trial. The proposed new rates are within the maximum limits sanctioned by Government in their Proceedings, dated the 18th June 1869, No. 1,980; and, as they have received the support of the Directors as well as of their responsible officers in this country, I recommend them for trial.

4. It is also proposed that, in future, a fare and a half shall be charged for first and second class return tickets, which shall be available for one month from the date of issue. The rule now in force upon this subject is as follows:—

"Return tickets.—First-class return tickets for the double journey can be obtained at any station at a fare and a quarter of the single fare (all fractions of a Rupee being charged as 1 Rupee). Second-class return tickets for the double journey can be obtained at any station to and from which the mail train fare is chargeable at a fare and a quarter of the second-class mail train fare (all fractions of a Rupee being charged as 1 Rupee), but where no mail train fare is quoted, double the day fare will be the charge for a return ticket.

"Tickets issued for distances of 220 miles and under are available for return on any day not exceeding fifteen days, inclusive of the day issue, and tickets issued for distances above 220 miles are available for return on any day not exceeding twenty days inclusive of the day of issue.

"The holders of first and second class return tickets available for return within fifteen or twenty days are entitled to return conveyance by any train leaving on the 15th or 20th day although the train may not be due to arrive at its destination until the 16th or 21st day.

"First and second class return tickets will be made available for one month from date of issue on application to the Traffic Manager, Central Station, Madras, on payment of such a fee as will make the entire sum paid equivalent to one fare and a half; all fractions of a Rupee being charged as 1 Rupee."

Tickets available for fifteen or twenty days (according to distance) are issued at a fare and a quarter; and by payment of a fare and a half, they are made available for one month from date of issue. The change now proposed is to limit the issue of return tickets to those last named; available for one month, on payment of a fare and a half. The proposed change will certainly not tend to the convenience of travellers, and I cannot believe that it will increase the Company's receipts. Looking, however, to the fact that both first and second class passengers are at present carried at a loss upon the Madras Railway, and that they form so small a portion of the travelling public, I cannot object to a trial being given to the change recommended by the Agent.

5. For the information of Government, a table is enclosed showing the changes in all passenger fares in force upon the Madras Railway since the opening of the first section in 1856; also a second table showing the fares now in force upon other Indian Railways.

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, 12th August 1875, No. 852.

In accordance with the request contained in your docket, No. 761, of the 7th July 1875, I have the honor to forward you herewith a copy of the Traffic Manager's report, on the subject of

passenger fares, alluded to in paragraph 2 of my letter, No. 1,163, dated the 29th June 1875, to the Secretary.

2. I regret that, through an oversight, this was not sent to you earlier.

From H. E. CHURCH, Esq., Traffic Manager, Madras Railway Company, to R. B. ELWIN, Esq., Agent and Manager of the Madras Railway Company, dated Madras, 1st June 1875, No. C 106—1,279 A.&M.

Passenger Fares.

THE question raised in paragraph 8 of the Secretary's letter, dated 18th December 1874, No. 543, is a most difficult one to legislate for satisfactorily; and, looking at the dissimilarity of the traffic in the first and second classes in this country, it is extremely doubtful, in my opinion, whether any alteration of the existing arrangement of classes would result in any advantage to the Company, or be attended with any convenience to the travelling public.

2. I propose to consider,—first, the probable financial result of a uniform fare for both classes in respect of income; secondly, the effect of such a measure on the mileage of first and second class carriages; thirdly, how far the convenience of both classes of travellers will be affected by it.

3. The accompanying statements are designed to show the first and second class traffic in each year, from 1868 to 1874 both inclusive, under the different fares in operation from time to time; the mileage of passengers; the average receipt per passenger per mile; and the vehicle mileage incurred in carrying the traffic.

4. The highest fares in operation during the seven years yielded an average receipt per passenger per mile of Pies 16.3 in the first-class and Pies 5.6 in the second-class, or an average for both classes of Pies 8.4.

5. The lowest fares yielded an average receipt per passenger per mile of Pies 12.4 in the first-class, and Pies 5.1 in the second-class, or an average for both classes of Pies 7.5. The second-class traffic between Pothanore and Beypore has been excluded from these calculations, as it has been influenced by causes very different from those which affect the traffic on other parts of the line.

6. From these figures a very fair estimate may be formed of the probable financial result of a uniform fare, instead of two distinct fares, for the first and second class traffic.

7. Under either of these average fares the first-class numbers would certainly not diminish, if they did not absolutely increase, but the same cannot be said for the numbers now travelling second-class, which must, in my opinion, be affected by the operation of a higher fare. Taking, however, the actual mileage of passengers in both classes for 1874 at the lowest average fare, we have the following result:—

		Mileage.	Pies.	Rs.
1st-class	...	1,950,136	$\times 7.5$	= 56,385
2nd-class	...	3,977,020	$\times 7.5$	= 1,55,352
				<u>2,11,737</u>

as compared with the figures for 1874 which were nearly the lowest during the seven years, namely:—

				Rs.
1st-class	...	...	...	1,25,782
2nd-class	...	...	...	1,06,738
				<u>2,32,520</u>

or a loss of Rupees 20,783.

On financial grounds, then, the experiment of a uniform fare for the first and second classes could scarcely, in my opinion, be successful.

8. *Vehicle Mileage.*—It will be seen that the first-class vehicle mileage has gone on steadily increasing from 1,165,755 in 1863 when the receipts were Rupees 1,33,116 to 1,706,307 in 1874

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26th May 1876.*

when the receipts were only Rupees 1,25,782. This can only be attributed to the exclusive character of the traffic we have to carry, which has been felt much more intensely since the new saloon sleeping carriages were introduced. In the old sleeping carriages of 20 feet long there are three compartments, each containing four sleeping berths, providing separate accommodation for three families or parties; but the new saloon carriages, 24 feet long, have only two compartments, each containing four sleeping berths, and will only accommodate two separate families or parties. In the second-class vehicle mileage there is nothing to complain of, when it is remembered that it includes the mileage of all second-class carriages used for troops, the receipts from which are not included in the receipts from second-class traffic. The new second-class carriages provide for two separate compartments, each containing six sleeping berths, with a compartment in the centre for the luggage of all first and second class passengers. For all ordinary demands two carriages, namely, one saloon and one second-class, are sufficient for the main line and the same number for the Bangalore Branch; so that under any circumstances less than two carriages could not be run, while it is more than probable, looking at the exclusiveness of our first-class traffic, that an amalgamation of the two classes would result in an increase of the vehicle mileage, and consequently in increased working expenses.

9. *Convenience of Passengers.*—For the reasons already given, with reference to the character of the first-class traffic, I have no hesitation in saying that an amalgamation of the first and second classes would not be favorably received by our constituents who now patronize these classes.

10. With regard to the suggestion that passengers using sleeping cars should be charged a special fare, I need only remind you that the adoption of the present saloon carriages has been forced upon us, and that whatever price the Board may consider it desirable to impose for "reserved accommodation," it does not seem possible to revert to the old style of sleeping carriages. The Officers of the Company in India were opposed to the construction of the sleeping saloons; but other Companies, working in connection with us, having introduced them on all mail trains, the Government considered the public entitled to similar accommodation on this line.

11. I would, however, wish to take advantage of this opportunity to recommend a revision of our first and second class fares. It will be seen from the accompanying statements that the highest fares have brought the most money, and, as we cannot look to the first and second classes to develop the passenger traffic, it seems to me that we should endeavour to make as much as we can out of them, and this view has been already recognized by the Government.

12. Seeing, then, that the 15 Pies rate for the first-class has not been financially successful, I would recommend a return to the 18 Pies rate for day or night, and would reserve a compartment, consisting of four sleeping berths, in the saloon on payment of three fares, or 54 Pies per mile, on the understanding that any number of passengers occupying the compartment in excess of three must be paid for. There can be little doubt that a proportion of our first-class traffic can afford to pay a higher fare than 18 Pies, but their opportunities for travelling are very limited, and a higher fare would probably shut out a class whose occupation necessitates more frequent travelling, and the result to the Company would be, on many occasions, an "empty" first-class, but a demand for increased second-class accommodation, which would involve the running of additional carriages.

13. For the second-class I would recommend a uniform fare of 7 Pies per mile for day or night, a compromise between the present fares of 5 Pies for day and 8 Pies for night. The increased fare will no doubt affect the existing number of day travellers, but the experiment seems worth a trial, and one fare for day or night will simplify matters.

14. I would still advocate the issue of return tickets in both classes on the terms specified in the Railway Guide.

15. As regards the second-class traffic between Pothanore and Beypore, it will be seen from the statements which accompany this letter that since the alteration in the constitution of the local trains in July 1873, the average daily number of second-class passengers has fallen from 213 in 1872 to 31 in 1874; and as Government, in their order of the 27th July 1874, No. 2,017, intimate that "there is no question of a return to the previous system," there seems

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26th May 1876.*

to be no longer any necessity to continue the exceptional second-class fare of 4 Pies per mile between Pothanore and Beypore, and I would recommend that it should be the same as on other parts of the line, viz., seven (7) Pies per mile.

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, 8th April 1876, No. 365.

ADVERTING to my letter, No. 205, of the 18th of March 1873, wherein I reported that, as an experimental measure, I proposed to reduce the first-class passenger fares, over all parts of the line, from 18 and 22 Pies to 15 Pies per mile, without reference to day or night trains, and to reduce the second-class night fares from 12 to 8 Pies per mile, I have the honor to enclose you two statements showing the results of the first and second class passenger traffic for the eight years ending with 1875.

2. These statements show that the experimental fares referred to above have not been financially successful, and I therefore propose to introduce the following changes on and after the 1st of May next, viz. :—

- (1.) I propose to increase the first-class fare from 15 to 18 Pies per mile.
- (2.) I propose to abolish the differential second-class fares at present in force, and to charge a uniform fare of 7 Pies per mile irrespective of day or night trains. This rate to be charged at stations between Pothanore and Beypore, as well as on all other parts of the line.
- (3.) I propose to charge a fare and a half for first and second class return tickets, and to make the tickets available for return within one month from the date of issue.

3. I trust that these measures will meet with the approval of His Grace the Governor in Council. I have been authorized by the Board of Directors to take measures for increasing the first and second class fares on this railway, and it is by their instructions that I address the Government upon the subject.

MADRAS RAILWAY, FIRST-CLASS PASSENGER TRAFFIC.

For the years 1868, 1869, 1870, 1871, 1872, 1873, 1874 and 1875.

Years.	Number.	Receipt.	Mileage of Passengers.	FARE.		Average Mileage.	Average Receipt per Mile.	Mileage of First-class Carriages.
				Day.	Night.			
		RS.		PIES.	PIES.		PIES.	
1868 ...	8,479	1,33,116	1,582,125	18	23	186.6	16.1	1,165,755
1869 ...	8,089	1,30,448	1,581,479	18	23	195.5	15.8	1,230,014
1870 ...	9,831	1,19,358	1,456,900	18	23	143.2	15.7	1,342,621
1871 ...	10,710	1,35,655	1,652,780	18	22	154.3	15.7	1,454,630
1872 ...	9,723	1,33,728	1,574,136	18	22	161.9	16.3	1,512,150
1873 ...	10,631	1,27,464	1,648,060	18	22	155.0	14.9	1,571,375
1874 ...	14,747	1,25,782	1,950,136	15	15	132.2	12.4	1,706,307
1875 ...	12,997	1,31,781	2,059,432	15	15	158.5	12.3	1,832,711

MADRAS,
8th April 1876.

(Signed) H. E. CHURCH,
Traffic Manager.

SECOND-CLASS PASSENGER TRAFFIC.
For the years 1868, 1869, 1870, 1871, 1872, 1873, 1874 and 1875.

Years.	NUMBER.			RECEIPT.			Mileage.	FARE.			Average Receipt per Mile.	Mileage of Second-class Carriages.
	Up to Pothanore.	Between Pothanore and Beypore.	Total.	Up to Pothanore.	Between Pothanore and Beypore.	Total.		Day.	Night.	Servant.		
1858	...	62,635	...	Rs. 62,635	Rs. 1,30,857	Rs. 1,30,867	4,435,249	PIES. 5	PIES. 12	PIES. 5-6	717,744	
1869	...	36,651	54,362	91,013	1,16,378	32,415	5,537,746	+ 1	12	5	932,405	
1870	...	37,202	68,764	105,966	1,16,120	39,245	5,931,740	+ 1	12	5	561,763	
1871	...	41,390	74,535	115,926	1,31,362	41,390	6,506,548	+ 1	12	5	611,915	
1872	...	33,874	77,992	111,866	1,10,086	43,358	5,783,463	+ 1	12	...	725,494	
1873	...	31,191	43,278	74,469	1,03,917	23,260	4,614,169	+ 1	12	...	693,982	
1874	...	40,832	11,426	52,258	* 1,06,738	8,105	4,304,597	+ 1	8	...	652,797	
1875	...	...	...	44,710 1/2	...	...	4,159,188	+ 1	8	5	826,931	

● Mileage	...	...	...	...	...
				Rupees	1,06,735
					Pies 5-1
					<u>39,77,026</u>

Up to Pothanore	...	...	Rupces	89,77,020
Between Pothanore and Beynore	...	...	"	3,27,577

† Exceptional fare of 4 Pies per mile between Pothauore and Beypore.

(Signed) H. E. CHURCH,
Traffic Manager.

MADRAS,
8th April 1876.

Extract from a letter from the Board of Directors, to the Agent, Madras Railway, dated London,
18th December 1844, No. 543.

8. Having regard to the very small percentage of first and second class passengers conveyed on the line, which proportion, it is observed, has for the last few years been gradually decreasing, the Directors desire that you will, in communication with the Traffic Manager, take into consideration the question of the expediency or otherwise of having but two classes of passenger fares in addition to those provided for the cooly-class, reporting to the Board in due course the result of your deliberations. In the event of your considering it desirable to introduce such an alteration, you will be good enough to express your and Mr. Church's views as to whether the first-class fare should be fixed at the same, or a higher or lower rate than the present second-class fare, and whether sleeping cars should be attached to the first-class carriages and charged for separately; and also to state whether, in your opinion, the second-class fare should correspond with the present third-class fare. The Board further desire an expression of your and the Traffic Manager's opinion as to what would be the probable result of having altogether only two classes of passenger carriages, fixing the fares at 8 and 2 Pies per mile respectively, and charging those passengers who might desire to be supplied with sleeping cars or special reserved accommodation, the present first-class fare of 15 Pies per mile.

Extract from a letter from the Agent, Madras Railway, to the Board of Directors, dated 29th June 1875. No. 1,163.

2. With reference to the 8th paragraph of your letter No. 543, I request that you will be so good as to lay before the Board the enclosed copy of the Traffic Manager's report* upon the subject of the classes of carriages used on this line for the conveyance of passengers.

3. The question of the policy of reducing the number of classes of carriages on the Madras Railway naturally suggested itself to the officers at the time the change was made upon the English Midland Railway. I then had some conversation with the Traffic Manager upon the subject, and since the receipt of the Board's letter I have discussed the question with him very carefully with a view to form an opinion as to whether such a measure would tend to increase the receipts or diminish the working expenses, and as to how it would affect the convenience of the travelling public. The result is that I do not consider that the proposed alteration would be at all suited to the circumstances of this line, nor calculated to be financially successful.

4. The numerical strength of the classes who constitute our first and second class traffic is so small, that we cannot hope to make any very important addition to our revenue from those classes whatever inducements we may offer, and as a matter of experience the reductions which were made in the first and second class rates in August 1873, have resulted in a falling off in the receipts. I think therefore that Mr. Church is quite right in proposing a revision of the passenger fares now in operation, and I trust that, after consideration of the subject, the Directors will authorize me to bring the question under the notice of Government.

Extract from a letter from the Board of Directors, to the Agent, Madras Railway, dated London,
3rd December 1875, No. 565.

6. The Board note from the report of the Traffic Manager, submitted with your No. 1,163 that, after full consideration of the question, he is of opinion, in which you also express concurrence, that the circumstances of this line are unsuited to the proposed reduction in the number of classes of passenger carriages. With regard

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26th May 1876.*

to the falling off in the receipts from the first and second class passengers which has resulted from the reductions in the fares which were introduced in August 1873, and to the recommendation that some revision should in consequence be made in the existing scale, I am to convey the Board's authority for your bringing, as proposed, the subject under the notice of Government.

(True Extracts.)

(Signed) J. H. M. SHAW-STEWART, Lt.-Col., R.E.,
Consulting Engineer for Railways.

Passenger Fares on the Madras Railway from opening of Line.

From what date brought into operation.	First-class.	Second-class.	Third-class.	Fourth-class.	
From opening of line, viz., 1st July 1856 ...	18	9	4	...	
" 1st July 1858 " ...	18	6	4	...	
" 1st Aug. 1859 " ...	12	6	2	...	
" 15th Sept. 1861 " ...	8	4	2	...	To Trivellore and back, first-class 9 Pies, second-class 4½ Pies, and third-class 1½ Pies.
" 12th May 1862 " ...	8	4	3	...	To do. do. first-class 6 Pies, second-class 3 Pies, and third-class 1½ Pies.
" 1st Feb. 1863 " ...	12	5	3	...	To do. do. altered on 20th March 1862, first-class 6 Pies, second-class 2½ Pies, and third-class 1½ Pies.
" 1st Nov 1865 {day ...	18	6	3	...	To do. return fare first-class 1½ Rs, second-class 12 Annas, and third-class 8 Annas.
" {night ...	22	7	...	...	
" 1st Feb. 1868 {day ...	18	5*	3	...	
" {night ...	22	12	...	...	
" 1st Jan. 1869 {day ...	18	5	3	2	
" {night ...	22	12	...	...	
" {day ...	18	5	3	2	
" {night ...	22	12	4	...	
" 31st Aug. 1873 {day ...	15†	5	3	2	
" {night ...	...	8	...	...	

* 4 Pies between Beypore and Pothanore.

† Without reference to day or night.

	First-class.	Second-class.	Third-class.	Fourth-class.	Upper Class.	Lower Class.	Inter-mediate Class.
<i>Guaranteed Railways.</i>							
Madras Railway... {Existing rates ... {day ...	PIES. 15	PIES. 5	PIES. 3	PIES. 2	PIES. ...	PIES. ...	PIES. ...
" {night ...	15	8	4	...	...	...	...
" {Proposed ...	13	7	3	...	...	...	...
South Indian Railway ...	8	3	2	2	...	...	...
Great Indian Peninsula Railway ...	18	9	4	...	...	...	...
Bombay, Baroda, and Central India Railway ...	15	7	*3	2½	...	...	...
East Indian Railway ... {Main line ...	18	9	†4	...	...	...	...
" {Jubbulpore line ...	18	9	3	...	...	...	4½
Eastern Bengal Railway ...	12	6	4½	3	...	...	4½
Oude and Rohilcund Railway ...	...	...	...	...	*9	*2	...
Scinde Punjab and Delhi Railway. {Scinde section ...	13-518	4-801	2-837	...	136	13	...
" {Punjab " ...	17-78	8-94	2-77	...	...	...	...
<i>State Railways.</i>							
Holkar State Railway ...	11-79	4-42	2-21	...	...	...	...
Punjab Northern State Railway ...	9-43	4-71	1-87	...	...	...	...
Rajpootana State Railway ...	10-38	4-61	2-03	...	...	...	...
Nalhatti State Railway ...	28-13	14-07	7-06	4-63	...	...	...
Calcutta and South-eastern State Railway ...	...	...	...	...	9	2-55	...

* Ordinary.
† Mail.
‡ Reserved.

*Proceedings of the Madras Government, Public Works Department,
26th May 1876.*

No. 443. ORDER THEREON, 26th May 1876, No. 1,310.

RAILWAY, No. 43.

THE following changes in the passenger fares of the Madras Railway are proposed in these papers:—

- (1.) Raising the first-class fare from 15 to 18 Pies per mile.
- (2.) Altering the second-class fare from 5 Pies by day and 12 Pies by night to a uniform rate of 7 Pies.
- (3.) Issuing first and second class return tickets, available for one month, at one fare and a half. And are brought forward in the hope that the financial returns from first and second class passengers will be improved thereby. His Grace the Governor in Council will await the result; quarterly reports being submitted till the success or otherwise of the experiment is established.

(True Extract.)

Colonel,
Offg. Under Secy. to Govt., P.W.D.

To the Consulting Engineer for Railways.

Exd. E. C. Shunker.
Spare Copies

No. 365

S.P. 13
MADRAS RAILWAY.

AGENT AND MANAGERS' OFFICE.

Madras, 8th April 1876.

From

R. B. Elwin Esq.
Agent and Manager. of the M. R. Co.

To

At Col. J. H. Shaw Stewart, R.E.

Consulting Engineer for Railways.

Sir,

Referring to my letter of 20th of the 18th of March 1875 wherein I reported that as an experimental measure I proposed to reduce the first class passenger fares over all parts of the line from 18 and 22 pice to 15 pice per mile without reference to day or night trains, and to reduce the second class night fares from 12 to 8 pice per mile - I have the honour to enclose you two statements showing the results of the first and second class passenger traffic for the eight years ending with 1875.

2. These statements show that the experimental fares referred to above have not been financially successful, and I therefore propose to introduce the following changes on and after the 1st of May next, viz:-

1. I propose to increase the first class fare from 15 to 18 pice per mile.

2. I propose to abolish the differential second class fares at present in force, and to charge a uniform fare of 7 pice per mile irrespective of day or night trains. This rate to be charged at stations between Pothanore and Beypore as well as on all other parts of the line.

3. I propose to change a fare and a half for 1st and second class return tickets and to make the tickets available for return within one month from the date of issue.

I trust that these measures will meet with the approval of His Grace the Governor in Council - I have been authorised by the Board of Directors to take measures for increasing the first and second class fares on this railway, and it is by their instruction that I address the Government upon the subject.

I have the honour to be,
Sir,
Your most obedient servant,


Agent and Manager

Detrol
14204
8-11-68
157-6
270-365

P. H. 3159/46

HADRAS PAILOWAY.
 From
 The Agent and Manager.
 The Consulting Engineer
 for Railways.

for the years 1868, 1869, 1870, 1871, 1872, 1873, 1874 and 1875.

Years.	Number	Receipt.	Mileage of Passengers	Fare	Surage	Average Receipt per mile.	Mileage of First Class Carriages.
				Pies	Pies	Pies	
1868	8479	133116	1582125	18	22	16.1	1165.755
1869	8089	130448	1581479	18	22	15.8	1230.014
1870	9831	119358	1451900	18	22	15.7	1342.621
1871	10710	135655	1622280	18	22	15.7	1454.660
1872	9722	133728	1574131	18	22	16.3	1512.150
1873	10631	127464	1648060	18	22	14.9	1571.375
1874	14747	125782	1951361	18	15	12.4	1706.307
1875	12997 1/2	131781	2054482	15	15	12.3	1832.711

Madras 3
8th April 1876.

1 Sign. H. E. Church
Raffie Mancoske

True copy

Wm. F. Barker
Agent and Manager

Madras Railway

Second Class Passenger Traffic

For the years 1868, 1869, 1870, 1871, 1872, 1873, 1874 and 1875.

Years	Numbers.		Receipts.		Total.	Mileage		Tare.		Average mileage per mile.	Average weight of second class carriages per mile.	Mileage of second class carriages
	Up to Pothanoor and Beynoor	Between Pothanoor and Beynoor	Up to Pothanoor	Between Pothanoor and Beynoor		Up to Pothanoor	Between Pothanoor and Beynoor	Pies	Pies			
1868	62,635	"	130,867	"	130,867	4,435,249	"	5	12	5	70.8	717,744
1869	36,657	54,362	116,378	32,445	148,823	5,537,746	"	5 1/4	12	5	60.8	932,405
1870	37,202	68,764	116,120	39,245	155,365	5,931,740	"	5 1/4	12	5	55.9	561,762
1871	41,290	74,535	131,362	41,290	172,752	6,506,548	"	5 1/4	12	5	56.1	611,915
1872	33,874	77,992	110,086	43,358	153,444	5,733,463	"	5 1/4	12	"	57.2	725,494
1873	31,191	43,278	103,917	23,260	127,177	4,614,169	"	5 1/4	12	"	61.9	693,982
1874	40,832	11,426	52,258	8,105	144,843	*4,304,597	"	5 1/4	8	"	78.3	652,797
1875			44,710 1/2		115,036	4,159,188	"	5 1/4	8	5	93.0	826,931

* Exceptional fare of 4 pies per mile between Pothanoor and Beynoor.

Madras
8 April 1876

W. G. Church
Traffic Manager

W. G. Church
Agent and Manager

* up to Pothanoor 397,702
Between Pothanoor and Beynoor 327,577
11,304,597
Mileage 106,738 pies 5.1
397,702

Extract from a letter from
the Board of Directors to the Agent
Madras Railway No. 543, dated
London 18th December 1874.

As to reduction
in number of classes
of carriages.

8. Having regard to the
very small percentage of first
and second class passengers
conveyed on the line; which
proportion, it is observed, has
for the last few years been
gradually decreasing, the Directors
desire that you will, in com-
munication with the Traffic
Manager, take into consideration
the question of the expediency or
otherwise of having but two
classes of passenger fares in
addition to those provided for
the cooly class, reporting to the
Board, in due course, the result
of your deliberations. In the
event

event of your considering it desirable to introduce such an alteration, you will be good enough to express your and Mr. Church's views as to whether the first class fare should be fixed at the same, or a higher or lower rate than the present second class fare, and whether sleeping cars should be attached to the first class carriages, and charged for separately; and also to state whether, in your opinion, the second class fare should correspond with the present third class fare. The Board further desire an expression of your and the Traffic Manager's opinion as to what would be the probable result of having altogether only two

18
two classes of passenger carriages, fixing the fares at 8 and 2 pice per mile respectively, and charging those passengers who might desire to be supplied with sleeping cars or special reserved accommodation, the present first class fare of 15 pice per mile.

Extract from a letter from the Agent Madras Railway to the Board of Directors No 1163, dated 29th June 1875.

As to reduction in 2.
the number of the
classes of Carriages 8th

With reference to the paragraph of your letter No 543, I request that you will

will be so good as to lay before the Board the enclosed copy of the Traffic Manager's Report upon the subject of the classes of carriages used on this line for the conveyance of Passengers.

x No. 106
1279
dated 1st June
1875 copy sent
with my No.
1161.

3. The question of the policy of reducing the number of classes of Carriages on the Madras Railway naturally suggested itself to the officers at the time the change was made upon the English Midland Railway. I then had some conversation with the Traffic Manager upon the subject, and since the receipt of the Board's letter I have discussed the question with him very carefully

23/9
carefully with a view to form an opinion as to whether such a measure would tend to increase the receipts, or diminish the working expenses, and as to how it would affect the convenience of the Travelling public. The result is that I do not consider that the proposed alteration would be at all suited to the circumstances of this line, nor calculated to be financially successful.

4. The numerical strength of the classes who constitute our first and second class traffic is so small, that we cannot hope to make any very important addition

addition to our revenue from those classes whatever inducements we may offer and as a matter of experience the reductions which were made in the 1st and 2^d class rates in August 1873 have resulted in a falling off in the receipts. I think therefore that Mr. Church is quite right in proposing a revision of the passenger fares now in operation, and I trust that after consideration of the subject the Directors will authorise me to bring the question under the notice of Government.

x x x x x x

Extract from a letter from the Board of Directors to the Agent Madras Railway No 565, dated London 3^d December 1875.

x x x x x x

As to number of classes of Passenger Carriages, and 1st and 2^d class rates.

6. The Board note from the report of the Traffic Manager, submitted with your No 1163, that after full consideration of the question, he is of opinion, in which you also express concurrence, that the circumstances of this line are unsuited to the proposed reduction in the number of classes of passenger carriages. With regard to the falling off in the receipts from the first and second class passengers which has resulted from the reductions in the fares which were introduced in August 1873, and

Q. 8. $\frac{3159}{3} // 46$

x x x x x x

Wentworth & Co

Ami extra state brought
into operation

*bird
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Laredo bird
class class class*

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18

2% Trivellone third first class 9 pice second class
4 1/2 pice and third class 1 1/2 pice.
" Do Do first class 6 pice second class 3 pice
and third class 1 1/2 pice
" Do Do altered on 25 March 1862 first class
6 pice second class 2 1/2 pice third class 1 1/2 pice.
" Do return fare first class 1 1/2 Rupees second
class 12 annas and third class 8 annas.

*4 piece between Lyphane and P. Offshore

*Michael reference to day or night.

22
23

x Binding
o Mail
x Receipt.

[illegible]

RAILWAY DEPARTMENT.

CONSULTING ENGINEER'S OFFICE,

Madras, 28 April 1876.

No. 706

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,

I have the honour to
submit for the consideration of His
Grace the Governor in Council two
letters from the Agent of the Madras
Railway Company upon the sub-
ject of passenger fares. With the
first of these letters, Mr. Elwin for-
warded copy of a report drawn up
by the Traffic Manager upon the
working of the fares now in force;
and

P. H. 3159/76

2852-12 August 1875
365-8 April 1876

and with the second, in compliance with instructions from his Directors, he proposes the following changes:-

Class	Existing fare per mile	Proposed fare per mile
First	15 pice	18 pice
Second	5 pice per day 8 pice per night Between Bangalore and Ootacamund 4 pice	7 pice

No change is proposed in the existing fares for the third class and the coolie class.

2. The expediency of making some change in the existing fares for first and second class passengers was raised by the Board of

No 543
para 8
copy enclosed

No 1163
paras 2, 3, 4.
copy enclosed

of Directors in a letter to their Agent dated the 18th December 1874. The Board referred to the very small percentage of passengers in those two classes, and suggested for consideration the advisableness of having but two classes of passengers fares in addition to those provided for the coolie class. When replying to the Board, on the 29th June 1875, Mr Elwin forwarded a copy of Mr Church's report dated the 1st idem, and stated that he suggested a reduction in the number of passenger classes would not, in his opinion, be at all suited to the circumstances of the Madras Railway, nor calculated

calculated to be financially successful. In Mr Church's report the working of the existing fares is discussed at considerable length, and the conclusions at which he arrives are, that the existing number of passenger classes should be maintained, that the first class fare should be raised from 15 pias to 18 pias, and that a uniform second class fare of 7 pias should be adopted.

The Directors, in a letter dated the 3rd December 1875 authorise the proposed changes being brought to the notice of Government.

I

Pm: of Lp
34 Feb: 73
h. 342
11 June: 75
h. 1643

3. Entirely agree with the Agent and the Traffic Manager of the Madras Railway in their objection to reduce the number of passenger classes. This question has twice within the last few years come before Government in connection with the South Indian Railway, and upon both occasions the Government declared themselves to be decidedly opposed to any reduction. I have more hesitation in offering an opinion upon the proposed changes in the fares. The effect of the alteration will probably be to increase slightly the receipts from the

ca the first class, to drive a certain
number of first class passengers into
the second class, and to increase
largely the number of second class
night passengers. Upon the whole,
I am inclined to think that the
financial result of the proposed
changes will be successful, but
the question is one that cannot
be determined without a trial.

The proposed new rates are within
the maximum limits sanctioned by
Government in their Proceedings
dated the 18th June 1869, No 1989,
and as they have received the
support

37 41
support of the Directors, as well as of
their responsible officers in this country,
I recommend them for trial.

4. It is also proposed
that, in future, a fare and a half
shall be charged for first and second-
class return tickets, which shall be
available for one month from the
date of issue. The rule now in
force upon this subject is as follows:

"Return Tickets. First class return
tickets for the double journey can
be obtained at any station at a
fare and a quarter of the single
fare (all fractions of a Rupee
being charged as one Rupee).
Second

Second class Return Tickets

for the double journey can be

obtained at any station to

and from which the mail

train fare is chargeable at

a fare and a quarter of the

Second class mail train fare:

all fractions of a Rupee being

charged as one Rupee but

where no mail train fare is

quoted, double the day fare

will be the charge for a

Return Ticket.

Tickets issued for

distances of 220 miles and

under

under are available for return to

on any day not exceeding 15 days, must

inclusive of the day issue, and date

of tickets issued for distances above of

220 miles are available for return

on any day not exceeding

20 days inclusive of the day of

issue.

The holder of First and

Second class Return Tickets to

available for return within 15

or 20 days are entitled to

return conveyance by any

train leaving on the 15th or that

20th day although the passengers

may not be due to arrive at

its

its destination until the 16th
or 21st day.

First and Second class

Return Tickets will be made
available for one month from

date of issue on application

to the Traffic Manager, Central

Station Madras on payment

of such a fee as will make

the entire sum paid —

equivalent to one fare and

a half; all fractions of a

Rupree being charged as one

Rupree.

Tickets available for 15 or 20 days

/according

(according to distance) are issued at a
fare and a quarter; and by payment
of a fare and a half, they are made
available for one month from date of
issue. The change now proposed

is to limit the issue of return —
tickets to those last named; available
for one month, on payment of a

fare and a half. The proposed
change will certainly not tend to
the convenience of travellers, and

I cannot believe that it will in-
crease the Company's receipts. —

Looking however to the fact that
both first and second class passengers
are at present carried at a loss upon
the

the Madras Railway, and that
they form so small a portion of the
travelling public, I cannot object to
a trial being given to the change
recommended by the Agent.

5. For the information
of Government, a table is enclosed
showing the changes in all
passenger fares in force upon the
Madras Railway since the
opening of the first section in
1856; also a second table showing
the fares now in force upon other
Indian Railways.

I have the honor to be

Sir
Yours most obed^t Servt.

Wm. M. L. L. L.

Com. Engineer for Railways

8024-Act/67 No 3305 A
 .. 18 June 69 - 1990.
 .. 32 Feb 73 - 342
 .. 18 Dec 74 - 3570.
 .. 25 Feb 75 - 525
 .. 11 June - 1643
 27 July 74 - 2017.

1875 Deph.
 No: 3159

No 1310. Public Works Department.
 PROCEEDINGS of the MADRAS GOVERNMENT.
 UNDER date the 26 May 1876
 READ the following:—

From
 The Consulting Engineer
 for Railways (H.C. No 204 d/28th April 1876)

The following changes
 in the passenger fares
 of the Madras Railway
 are proposed in these
 papers.

(1) Raising the 1st class
 fare from 15 to 18 pice
 per mile

(2) Altering the 2nd
 class fare from 5 pice
 by day and 12 pice
 by night to a uniform
 rate of 7 pice.

(3) Issuing 1st and 2nd
 class return tickets,
 available for one
 month, at one fare
 and a half.

No 442
 Cir 11/5/75 Dtd 26/5/76
 From the Secy to Govt
 to the P.W. Dept
 for the Railways

Dated 28th May 1876
 Received by

Encl: 8 No. 264
 Registered

Subm: 1876

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

And are brought
forward in the
hope that the finan-
cial returns from
1st and 2nd class
passengers will be
improved thereby.
His Grace the Ep-
sacopus in Council
will await the result;
half ^{quarterly} yearly reports
being submitted
till the success or
otherwise of the
experiment is estab-
lished.

Consulting Engineer
for Railways

3159 ✓ 14

Govt. of 18761 Gladens.
PUBLIC WORKS.

To

The Com^r Eng^r @ far 11-11

Date

Issued

Recd

Encl.

G. O. 25th May 1876 No. 1310

Nov. 4 1876

But no Ref
17-1-76

James A. K. 12

Passenger Fares. in 1876

Passing orders on
letter from the Com^r Eng^r for
Reps submitting papers
the subject of —