M.R.O. 1—77,006—8-6-37.

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(3) Initials of the Referencer

# MADRAS RECORD OFFICE.

## Government of Madras.

Public Works DEPARTMENT.

G.O. No. 847 & 848 Press ~~Mis~~

Dated 13 — 3 — 1877.

**Not to be folded or roughly handled**

*Proceedings of the Madras Government, Public Works Department,*
*13th March* 1877. *No.* 848.

No. 282. Read the following endorsement of the Consulting Engineer for Railways, dated Madras, 5th March 1877, No. 142 :—

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, 23rd February 1877, No. 2,871.

In your letter No. 401 of the 19th of June 1875, you requested to be furnished with a report upon the result of the measure after the revised passenger fares had been in operation for six months.

2. The most convenient periods to select for purposes of comparison will be the first-halves of the years 1875 and 1876.

The fares in force were :—

| | First-class. | Second-class. | Third-class. | |
|---|---|---|---|---|
| In 1875 ... ... ... | 12 | 5 | 2 | Pies per passenger per mile. |
| „ 1876 ... ... ... | 8 | 3 | 2 | |

3. On the 1st February 1875 the fares on the Arconum—Conjeveram section were reduced from 12, 6 and 4 Pies per mile, to 12, 5 and 2 Pies per mile, but the higher fares were in force for so limited a period and over so short a length of the system they need scarcely be considered.

The gross passenger traffic during the periods above referred to was as under :—

| Half-year endod— | No. of Passengers. | | | | Average number per mean mile worked. | | | |
|---|---|---|---|---|---|---|---|---|
| | First-class. | Second-class. | Third-class. | Total. | First-class. | Second-class. | Third-class. | Total. |
| 30th June 1875.. .. .. .. | 1,403 | 7,642 | 736,115 | 745,465 | 7·6 | 41·1 | 3,964·5 | 4,013·2 |
| 30th June 1876.. .. .. .. | 3,561 | 30,250 | 1,506, 30 | 1,339,941 | 8·9 | 75·8 | 3,273·5 | 3,358·2 |

4. The falling off in the number of third-class passengers per mile is accounted for principally by the southern extension of the line running through a less populated part of the country than that through which the other section is taken.

The receipts thus compare :—

| Half-year ended. | Receipts from Passengers. | | | | Average per mile. | | | |
|---|---|---|---|---|---|---|---|---|
| | First-class. | Second-class. | Third-class. | Total. | First-class. | Second-class. | Third-class. | Total. |
| | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| 30th June 1875 .. .. .. | 3,957 | 6,872 | 2,27,511 | 2,38,340 | 21·3 | 37·0 | 1,224·8 | 1,283·1 |
| 30th June 1876 .. .. .. | 8,079 | 17,802 | 5,17,927 | 5,44,708 | 22·5 | 44·6 | 1,298·1 | 1,365·2 |

5. The first-class passenger traffic produced, upon the mean mileage worked, an increased per-centage of about 17 in numbers and 5½ in receipts; and the second-class traffic an increase of about 84½ in numbers and 20½ in receipts. No alteration of fare was made for the conveyance of third-class passengers.

SUBMITTED for the information of Government, with reference to Proceedings, No. 2,218, dated 31st July 1875.

2. The figures given by the Agent show that there has been an increase in the average numbers and receipts per mean mile worked, from first and second class passengers, since the introduction of the lower fares. It may be said that these extra passengers are probably carried at little or no expense to the Company, as the first and second class carriages on this line are seldom full; and, if this be the case, the lower fares confer a benefit on the public without any disadvantage to the Company. Sufficient experience is not, however, available for forming a decided opinion on the subject.

3. The mileage figures for the two railways thus compare:—

*Madras Railway.*

| Half-year ended— | Average number per mean mile worked. | | | | | Average receipts per mean mile worked. | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | First. | Second. | Third. | Fourth. | Total. | First. | Second. | Third. | Fourth. | Total. |
| 30th June 1875 .. .. | 7·6 | 30·5 | 1,149·2 | 484·1 | 1,671·4 | 79·6 | 83·0 | 906·3 | 196·8 | 1,265·7 |
| 30th June 1876 .. .. | 7·9 | 28·7 | 1,045·1 | 551·2 | 1,642·9 | 90·0 | 100·2 | 885·2 | 237·0 | 1,312·4 |

*South Indian Railway.*

| Half-year ended— | Average number per mean mile worked. | | | | Average receipts per mean mile worked. | | | |
|---|---|---|---|---|---|---|---|---|
| | First. | Second. | Third. | Total. | First. | Second. | Third. | Total. |
| 30th June 1875 .. .. .. .. .. | 7·6 | 41·1 | 3,954·5 | 4,013·2 | 21·3 | 37·0 | 1,224·8 | 1,283·1 |
| 30th June 1876 .. .. .. .. .. | 8·9 | 75·8 | 3,273·5 | 3,358·2 | 22·5 | 44·6 | 1,298·1 | 1,365·2 |

The numbers of first-class passengers are about equal, but in the second-class the South Indian carry more; the receipts in both classes are much larger on the Madras Railway owing to the higher fares charged and the longer journeys. The South Indian Railway carry altogether double the number of passengers per mile, but for the reasons just given the total receipts per mile are only slightly larger than on the Madras Railway.

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

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No. 283. ORDER THEREON, 13th March 1877, No. 847.

RAILWAY, No. 46.

HIS GRACE the Governor in Council considers the results of the experiment, so far as it has gone, to be satisfactory.



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

(True Extract.)

(Signed) J. H. M. SHAW-STEWART, Lieut.-Col., R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

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No. 284. (DOCKET No. 848, dated 13th March 1877.)

COPY of the above forwarded to the Government of India, with reference to their letter No. 1,760 R, dated 15th July 1875.

(True Extract.)

Lieut.-Colonel, R.E.,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

xd. E. C. Shunker.
pare Copies

P. W. Department.

Read the following :—

From the Commanding Engineer for Railways No. 142 dated 5th March 1877.

FOR ORDERS.

Secretary to Govt

Mauntwood
Lt. Col. R.E.
Offg. Secy. to Govt (Railways)

FOR ORDERS.

2472

GREAT SOUTHERN OF INDIA RAILWAY.

No. 287. AGENT'S OFFICE,

NEGAPATAM, 23rd February 1877.

From

THE AGENT,

Great Southern of India Railway,

To

The Consulting Engineer for Railways Madras.

SIR,

In your letter No 401 of the 19th of June 1875. you requested to be furnished with a report upon the result of the measure after the revised passenger fares had been in operation for 12 months.

The most convenient periods to select for purposes of Comparison would be the first halves of the years 1875 and 1876.

The fares in force were

| | First class. | Second class. | Third class. |
|---|---|---|---|
| In 1875. | 12. | 5. | 2. } Pies per passenger per mile. |
| 1876. | 8. | 3. | 2 } |

On the 1st February 1875 the fares on the Arconum Conjeveram Section were reduced from 12, 6 and 4 pies per mile, to 12, 5 and 2 pies per mile, and the higher fares were in force for so limited a period, and over so short a length of the system that they need scarcely considered.

The gross passenger traffic during the periods above referred to, was as under.

| Half years ended | No. of Passengers | | | | Average number per mean mile worked. | | | |
|---|---|---|---|---|---|---|---|---|
| | 1st Class | 2nd Class | 3rd Class | Total. | 1st Class | 2nd Class | 3rd Class | Total. |
| 30th June 1875 | 1408. | 7642. | 736,415. | 745,465. | 7. 6. | 41. 1. | 3964. 5. | 4,013. 2. |
| 30th June 1876 | 3561. | 30,250. | 1306,130. | 1339,941. | 8. 9. | 75. 8. | 3273. 5. | 3358. 2 |

The falling off in the number of third class passengers per mile is accounted for principally by the Cauttaram Extension of the line running through a less populated part of the Country than that through which the other Section is laid.

The receipts thus Compare.

P.W.D.
7th 877
2474

| Mahzaam ended | Receipts from Passengers | | | | Average per mile. | | | |
|---|---|---|---|---|---|---|---|---|
| | 1st Class | 2nd Class | 3rd Class | Total | 1st Class | 2nd Class | 3rd Class | Total |
| | Rs | Rs | Rs | Rs | Rs | Rs | Rs | Rs |
| 30th June 1875 | 3,967. | 6,872. | 22,751. | 33,590. | 21. 3. | 37. 0. | 122.4.3 | 180. 7. |
| 30th June 1876. | 5979. | 17,802. | 57,927. | 81,708. | 22. 5. | 44. 6. | 129.1. | 196. 2. |

The first class passenger traffic progressed, upon the mean mileage worked, an increased percentage of about 17 in numbers and 5½ in receipts. And the second class traffic an increase of about 8½ in numbers and 20½ in receipts. No alteration of fare was made for the Conveyance of third class passengers.

I have the honor to be
Sir
Your most obedient Servant
William A Bell
Agent

G.C. 13th March 77 3.3.Rs 282

Railway Department
Agent South Indian Railway
Negapatam

To, The Accountant General
Fort St George

Dated 23rd February 1877.
Rec'd 26th Ditto.

Enclosure as above.

Re-result of the revised passenger fares 1875-76.

PUBLIC WORKS DEPARTMENT,
Railway Branch.

Consulting Engineer's Office,
Madras 5th March 1877.

Letter from Agent, South Indian Railway, No. 281, dated 23rd February 1877.

No. 142.

SUBMITTED for the information of Government, with reference to Proceedings No. 2218 dated 31st July 1875.

2. The figures given by the Agent shew that there has been an increase in the average numbers and receipts per mean mile worked, from first and second class passengers, since the introduction of the lower fares. It may be said that these extra passengers are probably carried at little or no expense to the Company, as the first and second class carriages on this line are seldom full; and, if this be the case, the lower fares confer a benefit on the public without

without any disadvantage to the Company. Sufficient experience is not, however, available for forming a decided opinion on the subject.

3. The mileage figures for the two Railways thus compare:

Madras Railway

| Half-year ended | Average number per mean mile worked. | | | | | Average receipts per mean mile worked. | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | 1st | 2nd | 3rd | 4th | Total | 1st | 2nd | 3rd | 4th | Total |
| 30th June 1875 | 7.6 | 30.5 | 149.2 | 484.1 | 1671.4 | 79.6 | 83.0 | 908.3 | 196.8 | 1265.7 |
| 31st June 1876 | 7.9 | 28.7 | 1445.1 | 561.2 | 1642.9 | 90.0 | 110.2 | 885.2 | 227.0 | 1312.4 |

South Indian Railway

| Half-year ended | Average number per mean mile worked. | | | | Average receipts per mean mile worked. | | | |
|---|---|---|---|---|---|---|---|---|
| | 1st | 2nd | 3rd | Total | 1st | 2nd | 3rd | Total |
| 30th June 1875 | 7.6 | 41.1 | 396.5 | 4913.2 | 21.3 | 37.0 | 1224.8 | 1283.1 |
| 30th June 1876 | 8.9 | 76.8 | 327.5 | 3958.2 | 22.5 | 44.6 | 1298.1 | 1365.2 |

The numbers of first class passengers are about equal, but in the second class the South Indian carry more; the receipts in both classes are much larger on the Madras Railway, owing to the higher fares charged and the longer journeys. The South Indian Railway carry altogether double the number of passengers per mile, but for the reasons just given, the total receipts per mile are only slightly larger than on the Madras Railway.

Lieut.-Col. R.E.,
Consulting Engineer for Railways.

21 July 1875 No 2213.
4 June " " 1643.
25 Feb 3 " " 545.
18 Dec 1874 " 2566
3 Feb 1872 " 342
24 Oct 1867 " 3305

P.W.D.

77

2471

From

The Conr Engr for Rys

Dated 5th March 1877

No 142

Enclos: Circ ✓

No 282

Public Works Department.

No 847

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Under date the 13 March 77

Read the following :—

From

The Consg. Engr for Rys: (H.C. No 142 d/ 5th March 1877

His Grace the Governor in Council considers the results of the experiment, so far as it has gone, to be satisfactory.

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

(H.C. No 848 d/ 13 March 77

No 848

Copy of the above forwarded to the Govt of

Consg. Engr for Rys.

Dated 29-3-77

of India with reference
to their letter No. 1760R
dated 15th July 1875.

No 214/74

Govt. of {1877} Madras.

PUBLIC WORKS.

To The Chief Engr. for Wks

Dated

Issued

Recd. Encl.

G. O. 13th March 1877, Nos. 847 & 848

Nos. 282- 283- 284

Revised passenger fares, S. I. Ry. — The results of the experiment so far as it has gone, of the —, considered satisfactory, and the papers forwarded for the information of the Govt of India.

Chief Engr