Public Works (~~190~~) Department.

RAILWAYS.

G.O., No. 424 R

DATED 7-5 ~~190~~ 1896.

[Despatch Abstract.]

Report by the Traffic Manager, Madras Railway on the falling off in the number of 3rd class passengers during the half year ended 30th June 1895. Forwarding to the Government of India a copy of a

Indexed

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
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FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
	~~734~~	R					

SERIAL
No. 16

FORM

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,

Madras, 24 March 1896.

To

AGENT AND MANAGER, M. R.

No. 967 Reply No. 287, dated 10.4.96

SIR,

Reminders.

I have the honor to request that you will kindly furnish me with a copy of the Traffic Manager's report on the falling off in the number of 3rd Class passengers referred to in para 1 of your letter No. 226 of 19th March 1896 to your Board. —

24/3

Subject.

24/3

(No. II.)
No. 6448 DII

287

SERIAL
No. 27

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 10th April 1896

From

Hogg *Agent and Manager.* M.R.

To

Hoff *Consulting Engineer for Railways.*

SIR,

In accordance with the re-quest contained in your letter №967 of the 24th ultimo. I have the honour to forward herewith copy of the Traffic Manager's report with its enclosures on the falling off in the number of 3rd class passengers referred to in paragraph 1 of my letter №2245 of the 19th idem to the Board.

Sir

We have already sent the Statement called for by Traffic Manager's letter №1841 in continuation of which I have the honour to be,

Sir

Your most obedt Servt

Edwards

Agt & Manager

Send copy of T. M's letter No 967 dt 24/3 and enclosures

Dft 15/4

CMH 14/4

G. No. 1511
Recd. 13/4/96

MADRAS RAILWAY.

From The Agent and Manager.

To The Consulting Engineer for Railways.

Dated 188

Recd.

No.

MADRAS RAILWAY COMPANY,

TRAFFIC MANAGER'S OFFICE,

Central Station, Madras, 7th March 1896.

No. A8/45515
26656

The Agent & Manager,

Madras Railway Company.

Dear Sir,

COMPARISON OF 3rd CLASS PASSENGERS TRAFFIC DURING THE HALF YEARS ENDING JUNE 1894-95.

Your No. 692 of 22nd January 1896.

The 3rd Class passengers traffic statements prepared by the Chief Auditor for the period named above shew the following sectional results:-

SECTION 1. MADRAS TO JALARPET.

Mail Bookings.-Increase of 48,569 in numbers and Rs. 42,932 in receipts. Ordinary Train Bookings.-Decrease of 205,959 in numbers and increase of Rupees 45,527 in receipts. Roadside Station Masters attribute the decrease in numbers to (1) Increased fares; (2) A less number of marriages being celebrated during that period; (3) Bad trade in consequence of which the people who had produce &c., to dispose of did not travel.

SECTION 2. JALARPET TO PODANUR.

Mail Bookings.-Increase of 9,445½ in numbers and Rs. 21,401 in receipts. Ordinary Train Bookings.-Decrease of 54,293½ in numbers and increase of Rupees 31,013 in receipts. Station Masters on this section attribute the decrease to (1) The monsoon having set in; (2) Less Feast traffic; (3) Failure of crops; (4) Increased fares; (5) South Indian passengers being booked through via Erode instead of having to book locally from Erode to Madras Railway stations; (6) Passengers booking through to Coimbatore, Palghat &c., instead of to Podanur and rebooking. In 1894 the two fares were slightly less than the through fare but in 1895 the difference had been adjusted and a passenger consequently did not take two tickets for one journey.

SECTION 3. JALARPET TO BANGALORE.

Mail Bookings.-Increase of 7,477 in numbers and Rs. 13,284 in receipts. Ordinary Train Bookings.-Decrease of 25,912½ in numbers and increase of Rs. 33,964 in receipts. The decrease in the numbers of 3rd Class ordinary train passengers is attributed to (1) Increased fares; (2) Cholera in the

district; (3) Decrease of establishment at the Kolar Mines; (4) To passengers for the Kolar Branch booking through instead of to Bowringpet from which station they rebooked in 1894. There was only one local fare on the Kolar Branch in 1894 but in 1895, a 2-pie 3rd Class mileage fare had been sanctioned and through tickets were issued the same as on the Madras Railway.

SECTION 4. METTUPALAIYAM BRANCH.

Mail Bookings.-Increase of 14,848½ in numbers and Rs. 5,877 in receipts.
Ordinary Train Bookings.-Decrease of 14,404½ in numbers and increase of Rs. 4,480 in receipts. The decrease in numbers is attributed to (1) Heavy rains; (2) Increased fares; (3) Stoppage of Nilgiri Railway Works.

SECTION 5. PODANUR TO CALICUT.

Mail Bookings.-Decrease of 68,706½ in numbers and increase of Rs. 21,245 in receipts.
Ordinary Train Bookings.-Decrease of 38,355 in numbers and increase of Rs. 16,612 in receipts. It has already been explained that owing to the fares over this section being the same by both the Mail and Ordinary in 1894, no proper division was made at stations so that no satisfactory comparison can be made. There is a very satisfactory increase in money however.

SECTION 6. ARKONAM TO CUDDAPAH.

Mail Bookings.-Increase of 6,360 in numbers and Rs. 18,951 in receipts.
Ordinary Train Bookings.-Decrease of 68,901 in numbers and increase of Rs. 15,603 in receipts. The decrease in the numbers of ordinary passengers is attributed to (1) Increased fares; (2) Cholera in the district; (3) A less number of marriages; (4) Passengers booking through instead of rebooking at Arkonam.

SECTION 7. CUDDAPAH TO RAICHUR.

Mail Bookings.-Increase of 17,550½ in numbers and Rs. 25,359 in receipts.
Ordinary Train Bookings.-Decrease of 70,515½ in numbers and increase of Rs. 17,382 in receipts. The decreases in numbers on this Section are attributed by Roadside Station Masters to (1) Increased fares; (2) Cholera; (3) More passengers booking through via Guntakal, Dharmavaram, and Bangalore; but there is no doubt that the pilgrim traffic from the north to Tirupati has been steadily ceasing by any route.

Copies of reports on 5rd Class traffic are enclosed from

Mr. Ross, Arkonam Division,

Mr. Greenall, Gooty "

Mr. Johnstone, Jalarpet Division.

Mr. Byron, Podanur Division.

Copies of reports from the Station Masters Raichur, Cuddapah, Katpadi, Tirupattur, Arkonam, Tiruppur, Tirur and Shoranur are sent herewith.

From Paragraph 18 of the Chief Auditor's report it is clear that even with stations contiguous to each other the total result has been a gain to the Company in revenue though the numbers have considerably decreased. It is however the opinion of Divisional Officers that this decrease is more apparent than real as many passengers were in the habit of rebooking at roadside stations having booked for only a part of the journey in the hope of evading payment for the remainder or because there happened to be a fractional difference between the two fares and the through fare. A passenger having booked for only a part of his journey on hearing that the Travelling Ticket Collectors were on ahead would slip out of the train and rebook at a roadside station. Circular No. 8516 of 22nd September 1894, copy attached, gradually put a stop to this.

The total percentage of decrease in numbers of 5rd class passengers carried during the half year was 9.56 but I am of opinion that nothing like this percentage was the result of the increased fare. I am further of opinion that if we had been carrying passengers for nothing and then imposed merely a nominal charge, a certain number of short distance passengers would have walked for a time. It is an easy matter to introduce arbitrary short distance fares but this encourages rebooking and tends to increase attempts to defraud the Company.

Yours faithfully,

(Sd.) F. W. READ,

Traffic Manager.

(True Copy.)

Ag. Agent & Manager.

Copy of a letter No. A/4909, dated 19th February 1896, from E.R. Ross, Esq., Assistant Traffic Manager, Arkonam, to the Traffic Manager, Madras re. Particulars of 3rd Class traffic by Ordinary and Mail trains for Board of Directors.

In reply to your letter of 29th ultimo, I beg to inform you that the views of two of the most intelligent Station Masters on the Division have been called for and will be forwarded you when received.

I have given the question of the reduced numbers on this Division careful consideration, and can only state that in my opinion the falling off in numbers is only what was to be expected from the increased fares and that it is not attributable to causes other than this.

With stations comparatively close to each other as they are on the double line, it is natural that the falling off should be greater than in other cases where the distances are greater.

One point which operates against short distance station-to-station traffic is the minimum charge for luggage and H.C. and D. traffic of 4 annas which means that in many cases the passenger has to pay more for his luggage than he does for himself. We have recently become considerably more strict with luggage than we were formerly and I think it is possible that in a minor degree this has affected short-distance traffic.

In a similar way, the same minimum charge applies for fowls, birds and small animals whether in the hand or in baskets. With the poorer classes of natives 4 annas is a considerable item, in considering their profit, and they will walk a very long way before they part with it.

The rule with regard to birds applies specially in the case of cock-feasts. These feasts as you are aware, are largest on the West Coast but the practice of cock-fighting is common throughout the Presidency, and a man in many cases will walk a considerable distance with his bird to a feast rather than pay the extra railway charge. I would advocate a reduction in the short-distance minimum rate for baskets, fowls, &c., when accompanied by the owner, and that a single bird carried in the hand should be allowed free.

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Copy of a letter No. A/8066, dated 5rd February 1896, from R. Greenall, Esq., Assistant Traffic Manager, Gooty, to the Traffic Manager, Madras, re.Particulars of 5rd Class traffic by Ordinary and Mail trains for Board of Directors.

As desired, I attach copies of replies from the Station Masters Raichur and Cuddapah.

Both Station Masters bring to notice points which bear upon the subject. Mr. White simply makes a broad statement which however he substantiates by figures which shew a large decrease for Matmari passengers.

On the other hand, I do not accept his statement for longer distances as I do not believe that, say to Guntakal, nearly 50 % of the passengers walk.

Mr. Tummins refers to the pilgrim traffic and I think it highly probable he is to some extent correct, but not quite so. He overlooks the fact that by travelling via Raichur and Guntakal the numbers still come into the calculation. It is more likely that the pilgrims were fewer in numbers.

Enquiries at Maddanur and Rayalcheruvu lead me to think that in 1894 there was an abnormal traffic. Merchants were ever on the move from one place to another. In 1895, the number of coolies travelling from these districts to and from Timmancherla, Nancherla, Aspari and Adoni is said to have been fewer.

The attached statement however from Rayalcheruvu supports the first idea very strongly as the public would not walk such long distances for such a trifle, e.g., Rayalcheruvu to Tadpatri is 15 miles. The increased fare means 7½ pies. It is unlikely that nearly 20 % of the passengers now walk the whole way and if we admit they walk to the next station there would be no decrease in number.

Similar remarks apply to the Timmancherla and Adoni districts where many merchants reside. There was, I am informed, no local demand for grain in 1895 owing to prices being even and local supplies good, consequently merchants are said to have moved about very little or travelled longer distances.

Taking the figures shewn in clause 16 of your report for the

half year June 1895, it would appear that in 1893 and 1894 the traffic was abnormal. The figures for June 1895 shew an increase over 1892 much on the same rates as the previous increases. I think also the figures in the table prove very clearly that the public vary very much in the length of journey.

In 1892 you have a large increase of passengers, but an equally large decrease in receipts shewing shorter journeys. Again, if we take 1894 figures they shew a large decrease compared with 1895, but I submit not in proportion to each other. These figures I conclude shew that the public sometimes travel longer distances during a half year, and 1895 appears to have been one of these periods and correspond with 1891. As you are aware there was a scarcity in the latter year when merchants appear to have gone from and to large centres where they knew there was trade instead of from and to small villages in search of a little business.

There are many little points which have assisted to decrease the number of passengers but add to the receipts. There are many more card tickets printed now; consequently Station Masters and Booking Clerks are not tempted to book passengers to large stations where they had to rebook. I believe other Companies also issued more tickets to Madras Railway stations instead of to the Junctions, particularly the South Indian Railway Company with whom I believe much correspondence has passed on the subject.

Strict orders have been issued to the Staff not to rebook at roadside stations. This, I am of opinion, has had a tendency to reduce the number of passengers, but of course it has probably swelled the receipts by preventing in some cases fraud, although possibly the chief idea with the public was to save a few pice owing to two fares being slightly cheaper than a through fare.

I have given reasons for what I believe to be the cause for a considerable falling off in numbers but still I think that the increased fare has also had some effect upon short-distance traffic but not to the extent the figures appear to shew.

Copy of a letter No. A/261, dated 8th February 1896, from W. H. Johnstone, Esq., Assistant Traffic Manager, Madras, regarding particulars of 3rd Class traffic by Ordinary and Mail trains for Board of Directors.

Jalarpet to the Traffic Manager.

I beg to attach copies of letters from Station Masters of Katpadi Tirupatur, for your information.

In looking at the figures for the half years ending June 95, '94, and 95, that of '95 shows an extraordinary increase. It is not due to the gradual growth of traffic, as is perceptible in preceding years but is due to feast, marriage and pilgrim passengers, the latter caused to a great extent by previous years of pestilence, cholera chiefly. The fulfilment of vows and the visiting of shrines was the backbone of this increase.

In reviewing half year ending June '94, we also come upon an abnormal period. In the latter end of this half year the Kolar Gold Fields line was opened for traffic. The rush to the Mines from curiosity, to see relatives, and to obtain employment was great from all parts of the line extending from Calicut to Madras and Bangalore Branch. Besides this, Hindu passengers travelled in large numbers on account of marriages. In conversation with several Station Masters, I have been told the same thing.

We now come to the next half year of June 1895, where the increase in the 3rd Class rate was started. There is no doubt we have lost some short-distance passengers, but all the decrease cannot be attributed to it. As stated in my 3rd para. there was a rush to the Kolar Mines at the opening in 1894 and since then, though no rushes, the traffic has been steady with a tendency to go on increasing. It will be remembered that the monsoons of 1894 were a failure. Fearing a famine, people did not leave their villages, but reserved all they had to meet the distress. Happily, the good rains of the following half year of 1895 restored confidence.

Copy of a letter No. R1070, dated 7th March 1896, from Mr. G. H. Byron, Assistant Traffic Manager, Podanur, to the Traffic Manager, Madras, Re Particulars of 3rd Class Traffic by Ordinary and Mail trains for the Board of Directors.

In reply to your letter of 29th and 30th January 1896, I have to state that except from the statements you sent me with your letters and from your half-yearly traffic reports, I have no statistics in this office by which to compare the increase and decrease of 3rd Class passenger traffic. In looking through the half yearly reports, I find in comparing one half year with another, considerable fluctuations in number of passengers carried. Though in the course of years the number carried has greatly increased, the increase has not always been yearly, as the following figures taken from the Traffic Manager's Report for half year ending 31st December 1894 will shew:-

Year.		Number of 3rd Class passengers.
1889.	...	8,417,122
1890.	...	8,317,964½
1891.	...	8,125,572½
1892.	...	8,747,086½
1893.	...	9,674,401
1894.	...	10,003,099

Thus both the years 1890 and '91 show a decrease on the number carried in 1890. The increase continuing again from 1892 to 1894. Consecutive half years also shew similar fluctuations. Sometimes the greater number of passengers being carried in the first half of a year, sometimes in the second. These fluctuations are no doubt from causes unconnected with the Railway Administration: such as failures or excess of monsoons, ruling prices of produce, conditions of markets, amount of demands and supply, &c.

The decrease of passengers in half year ending June 1895 I am inclined to think was owing to one or more of the above causes, and that the decrease is not permanent.

The Native Festivals attract large numbers of persons, and the passengers carried during these festivals are of all castes and grades. A great number of them being of the lowest and poorest, as Pariahs and Cherumahs, who would not take the Railway if the fares were prohibitive. In comparing the festival traffic on this Division for the half years ending June 1894 and June 1895, I find the numbers carried greatly in favour of 1895,

thus

thus:-

		Passengers.
Half year ending June 1894.	...	19,408
do. do 1895.	...	38,532

shewing that the increased rate in fares was no hindrance to their travelling.

The festival traffic for half years ending December 1893, December 1894, December 1895 are given below:-

		Passengers.
Half year ending December 1893.	...	11,042
do. do. 1894.	...	16,524.
do. do. 1895.	...	19,546.

Copy of a letter No. 622, dated 1st February 1896, from the Station Master, Raichur, to the Assistant Traffic Manager, Gooty, regarding particulars of 3rd Class passengers traffic by Ordinary and Mail trains for Board of Directors.

I beg to enclose comparative statement for half-year ending June '94 and '95, and the falling off I attribute to the enhanced rates in 1895 to stations Matmari, Tungubadra, Kosgi, Adoni, but to Guntakal in passengers booking through.

Copy of a letter No. 5105, dated 31st January 1896, from the Station Master, Cuddapah, to the Asst. Traffic Manager, Gooty, re Particulars of 3rd Class traffic by Ordinary and Mail trains.

In reply to your No. A/3066, I beg to submit that the decrease in the passengers traffic is due in my opinion to the opening of the Hindupur and Dharmavaram sections. Prior to this, passengers for stations on our South West Line had no other alternative but travelled via Guntakal, Renigunta or Arkonam, but since the above-named junctions were opened, passengers from the surrounding districts must be travelling via Guntakal, Dharmavaram and Bangalore.City. The very fact that the Hindupur line is very much used for all descriptions of traffic received from the north will in itself show that the traffic we were hitherto carrying has been diverted by these cross-sections being opened and I have no doubt also that the large numbers of pilgrims from the north that we used to carry to Renigunta for Tirupati are now being conveyed via Dharmavaram and Pakala.

When I first joined this station at the latter end of August '94 then the passenger traffic in both directions, that is, to and from Renigunta was very great but during the following year the number had fallen off very considerably. I attribute the decrease to nothing else than that to which I have already referred to. I do not think the increased fares have in any wwy helped to decrease our traffic nor was there anything extraordinary in the first half of 1894 to have attracted greater numbers. We have now purely our local trwffic to depend upon with ~~not~~ just a sprinkle, if so I may term it, of the heavy foreign pilgrim traffic which we used to enjoy and which I have not the slightest doubt has been diverted.

Copy of a letter No. 11451, dated 31st January 1896, from the Station Master, Katpadi, to the Assistant Traffic Manager, Jalarpet, re Particulars of 3rd Class traffic by Ordinary and Mail trains for Board of Directors.

After carefully considering over the subject and investigating the matter, I find that the decrease in the number of passengers booked during the half year ending June 1895 compared with that of 1894 is only due to the falling off in the numbers booked to the neighbouring stations on account of the increased 3rd Class ordinary fares.

You will agree with me that the majority of the natives of the district are poor people of the labouring class, and their callings being confined to neighbouring villages of short distances generally travel from station to station or two the most and when required to pay increased rates think nothing of walking 10 and even 20 miles to save one anna.

To secure this class of people to railway travelling it will be advisable to introduce the former rate of 1½ pie in the short booking only as from station to station or to two stations for the most, allowing the 2 pie rate to remain unaltered for distances beyond two stations.

If this arrangement is adopted, I have no doubt that the numbers will increase adding to the satisfactory revenue already reported.

If the above suggestion is to be adopted it will be imperatively necessary to strictly enforce the rule of rebooking passengers at roadside stations after the arrival of a train and guards be required to particularly watch and report any breach of this order on their journals.

Copy of a letter of 2nd February 1896 from the Station Master, Tirupatur, to the Assistant ~~Station Master~~ Traffic Manager, Jalarpet, re 3rd Class passenger traffic for half year ending 30th June 1894-95.

In going carefully with this traffic, I beg to say that passengers for Jalarpet and Kangankarai generally go away walking as they have not got convenient trains; also the present fares for small distances for the poor is considered heavy. The passengers from Jalarpet by 6-45 return to Jalarpet walking 5 miles as they have otherwise to wait till 22-45 for No. 30 train which is high time for meals. Similarly, from Kagankarai those that come by 21-25 cannot return by 6-45 immediately so they go away walking instead of waiting till 23-48 for No. 17 without meals and paying heavy train fares.

In 1894, there were many marriages celebrated and not so many in 1895. As there was no rain in time people were dreadfully afraid of famine so the great number of passengers in 1894 should not be taken as our guide. As far as our revenue is concerned the present fare pays well with the small decrease of passengers for near stations.

Reduction of fares to near stations with trains of local convenience will improve this.

MADRAS RAILWAY COMPANY,

TRAFFIC MANAGER'S OFFICE,

No. A8/45515
26681

Central Station, Madras, 10th March 1896.

The Agent and Manager.

Dear Sir,

COMPARISON OF 3rd CLASS PASSENGERS TRAFFIC
DURING THE HALF YEARS ENDING JUNE 1894-95.

---

* * * * *

The Station Master, Arkonam, writes:-

"There is nothing so far as I can trace here about that has led to "a diminution in the numbers of 3rd Class travellers other than to the "increase of the fare. The majority of these people travel about in "batches, whole households of 15, 20, or 30 souls either on pleasure "bent or to visit some shrine, temple, sacred pool or river to bathe "in: so given a cheap fare the head of the household now and again "gives all his people an outing but when it is otherwise he calculates "his cost and on that regulates the pleasure or religion of his family "and cuts down the numbers according to the money he is prepared to "spend for them and for this reason arbitrary rates from large centres "of traffic to places of interest to the native mind would certainly "run up the numbers I think."

The Station Master, Tiruppur, writes:-

"I beg to inform you that in comparing with the festival traffic "during the year 1894 and 1895 at this station there is very little "difference in numbers for which I am unable to account any special "reason."

The Station Master, Tirur, writes:-

"With reference to the above and the comparative statement ac- "companied with the above, I beg to state that the decrease of the num- "bers in 3rd Class passengers during the year 1895 is I believe owing "to the heavy fall of price of different class of goods in adjoining "weekly markets and as well as dry ginger and coparay at Calicut."

The Station Master, Shoranur writes:-

"As to the falling off in numbers, I beg to state that it may be

"attributed to the condition of people being bad owing to the failure of "monsoon and hence the poor class of people was not able to make use of the "Railway."

Yours faithfully,

(Sd.) D. ROSS JOHNSON,

for Traffic Manager.

REC. NO. To E.R.'s C. No. 1511 OF 1896
LETTER D. 287 D. 10-4-96
ROOM Am.

R. FORM No. 12.

SERIAL No. 28

No. 424. R

Government of Madras.

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

To

THE SECY. TO THE GOVT. OF INDIA,

P. W. DEPARTMENT.

Simla

Oct. 7th ~~August~~ 1896

SIR,

In continuation of my letter No. 734 R dated 6th November 1895, I am directed to forward herewith, for the information of the Govt. of India, a copy of a report by the Locomotive Manager, Madras Railway, on the failing ~~of~~ in the number of 3rd Class passengers during the half year ended 30th June 1895.

(2. The report of the

Arrange &c
HE the Govr.
Hon'ble Mr. Baker
Hon'ble Mr. Price

for approval

CRM
27/9/96

A.H
3.5.96

BD
5/5/96

JK
5/5/96

Dist. Opdrm & Station
Masters are not sent

CRS
27/4

Ref No. 424 D dated 7.5.96

Documents accom.
Report by T.M. Inl
Enquiries
Finally disposed in R office
on 7.5.96

Extract from Board's Letter No 9397 dt 3/7/96
To Ry

SERIAL
No. 29

Third-class Traffic for first quarter of 1895 and 1896.

7. From the comparative statement of third-class traffic for the first quarter of 1895 and 1896, received with your No. 2,256, and referred to in para. 3, it is seen that by the mail trains there was an increase of 15,298 in numbers and *Rs.* 10,156 in receipts, whereas by ordinary trains there was an increase of 161,460 in numbers and a decrease of *Rs.* 11,306 in receipts. The Board will be glad to learn the explanation of this result.

This case is in the hands of Mr Elliot
13/07

SERIAL
No. 30

Ry Board's Rec. 945 & 30.11.96

3rd class passengers.

10. In para. 5 of your report for the half-year ended 30th June last you refer to the satisfactory increase of 343,040 in the number of third-class passengers, as compared with the corresponding half of last year, showing that the recovery in numbers, which were temporarily diminished by the introduction of the 2-pies rate in 1895, has been to some extent secured by the reduction of the fare by mail and day trains for short distances made in February last; but it appears from the figures given by the Chief Auditor, in para. 12 of his special report on the working of the third-class traffic during the June half-year, that the increase in the number of travellers between adjoining stations was 152,571, while the decrease in receipts was only Rs. 1,384. The total increase in the number of passengers throughout the system was 343,040. This leaves an increase of nearly 200,000 on the remaining traffic. It is important to ascertain how this increase occurred, and to what extent it is due to the short-distance traffic at reduced rates under 25 miles other than that shown to have been secured between adjoining stations. The total decrease in the receipts from third-class passengers amounted to Rs. 36,274, and the Board desire that you will be good enough to explain what reason can be assigned for the loss of between Rs. 30,000 and Rs. 40,000 of revenue on the third-class traffic other than that between adjoining stations. I am directed to add, with reference to the concluding remark in para. 5 of your half-yearly report for June last, that the lowering or adjustment of the short-distance fare should not be disturbed until it has had a fuller and complete trial. That is to say, that the fares as they now stand should remain in force until further experience is gained.

I am, Sir,

Your obedient Servant,

(Sd.) Julian Byrne

Secretary.

Form No. 4.

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,

Madras, 27 May 1898.

To

AGENT AND MANAGER, M. R.

No. 1542 Reply No. , dated

SIR,

With reference to your letter no: 10345/375 dt 29th ultimo I have the honor to request the favour of being supplied with one more Copy of the Traffic manager's Report on the 3rd class Passenger traffic

Required for our Case

Despatched on 27.5.98

Reminders.

Subject.

Vide original papers
Reports by Heads of Depts

(No. I.)

No: 10345

B.

483

32

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 28th May 1898

From

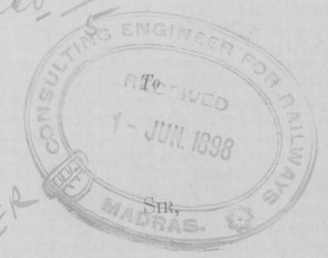
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1-6-98

The Agent and Manager.

M. A. Ry

Reed 29/5



To

The Consulting Engineer for Railways.

Madras.

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File in case

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Sir,

In compliance with the request contained in your letter no 1542 dated the 27th instant, I have the honour to enclose an additional copy of the Traffic Manager's report on the 3rd class Passenger Traffic.

I have the honour to be,

Sir,

your most obedient Servant

Encl.
One.

Agent and Manager.

ASB.

CONSULTING ENGINEER FOR RAILWAYS
RECEIVED
JUN 1898
MADRAS

Rec'd 29/5

No. A7/61538.

MADRAS RAILWAY COMPANY,
TRAFFIC MANAGER'S OFFICE,
MADRAS, 20th *April* 1898.

To

THE AGENT AND MANAGER,
Madras Railway Company,
RAYAPURAM.

SIR,

I. Madras Railway 3rd class passenger traffic during half-year ending 31st December 1897.
II. Mail train alterations.
III. Motive power.

I. Madras Railway 3rd class passenger traffic during half-year ending 31st December 1897.

The two pies fare.

The number of passengers carried and the receipts derived from 3rd class traffic since 1885 as shewn in para. 19 of my Report for half-year ending December 1897 (exclusive of Troops and Police) were as follows :—

Years.		Number.		Rs.
1885	...	5,438,030	...	22,60,400
1888	...	7,675,843½	...	25,83,121
1889	...	8,417,122	...	27,49,477
1890	...	8,317,964½	...	28,18,150
1891	...	8,125,572½	...	26,73,797
1892	...	8,747,086½	...	27,65,079
1893	...	9,674,401	...	29,95,072
1894	...	10,003,099	...	30,88,196
1895	...	8,799,084	...	35,66,286
1896	...	9,542,129	...	34,86,792
1897	...	9,879,489½	...	33,81,744

2. The yearly figures from 1894 to 1897 inclusive are particularly interesting. At a 1½ pie fare we in 1894 carried 10,003,099 passengers for Rs. 30,88,196. In 1895 at a 2 pies fare we carried 8,799,084 for Rs. 35,66,286 shewing a decrease of No. 1,204,015 in passengers and an increase of Rs. 4,78,090 in receipts.

3. The decrease in the number of passengers was so heavy that in spite of the satisfactory increase in the receipts it was thought possible to fix reduced arbitrary rates up to 25 miles to increase both passengers and receipts. A Day train reduction was therefore made in March 1895.

4. In 1896 arbitrary rates were still in force and they were slightly extended. But although the passengers increased, the receipts decreased as follows :—

Increase in Passengers	... ...	... No. 743,045.
Decrease in Receipts	... ...	... Rs. 79,494.

5. In 1897 there was a further increase in passengers but a decrease in receipts.

Increase in Passengers	... ...	... No. 337,360½.
Decrease in Receipts	... ...	... Rs. 1,05,048.

6. The famine and plague have rendered it difficult to state with certainty what caused the further decrease in revenue during 1897 while the numbers increased, but we know that to many Native passengers time is considered of less importance than money and undoubtedly passengers have re-booked at the reduced rates to save money.

7. If after the return of normal conditions there is not a proportionate increase in the receipts it will be evidently impossible to retain both increased receipts and increased numbers. In that case arbitrary fares might be left between contiguous stations only, the 1895 fares being reverted to with that exception. The arbitrary short distance rates have ranged from 1½ to 2 pies and they seem likely to prove conclusively that anything lower than a 2 pies fare is a mistake except to and from certain contiguous stations.

Mail train traffic

8. It was predicted that the increase in the 3rd class ordinary fare to 2 pies, on 1st January 1895 would send back a proportion of 3rd class passengers to the Mail trains. The following figures show that this result has been achieved.

		No.	Rs.
1894	Mail passengers	... 1,368,124½	8,32,979
1895	Do.	... 1,407,058	11,11,860
1896	Do.	... 1,479,135	11,15,925
1897	Do.	... 1,566,693½	11,35,140

9. The statement of Mail traffic printed at page 3 of the Chief Auditor's report on the working of the 3rd class traffic shews that (excluding the number 1 Section, Madras to Jalarpet, on which for the six months there was a decrease of 5,991½ passengers and Rs. 1,163) there were the following increases in 3rd class Mail passengers.

			Passengers.	Rs.
Section	II.	Tirupattur to Podanur	... 19,375	16,497
,,	III.	Bangalore Branch	... 7,504	6,037
,,	IV.	Nilgiri Branch	... 24,247	4,253
,,	V.	Madukarai to Calicut	... 35,809½	16,463
		Total increase...	86,935½	43,250

10. The decrease in Mail traffic on No. 1 Section may be partially attributed to the booking of 3rd class Mail passengers to Arkonam by the 17/30 stopping train. They book to Arkonam and re-book by Mail to save the difference in fare. The experimental extension of this train from Trivellore to Arkonam has not brought the return traffic anticipated and if it is cancelled in the next train alterations the Mail figures on No. 1 Section will increase.

11. On the North-West Line the Mail traffic decreased as follows :—

			Passengers.	Rs.
Section	VI.	Tiruttanni to Cuddapah	... 23,420	5,735
,,	VII.	Krishnapuram to Raichur	... 21,234½	11,616
		Total decrease...	44,654½	17,351

12. Under the revised Mail train Service introduced on 1st July 1897, the down Mail Train Madras to Raichur ceased to stop at :—Perambur, Tiruttani, Nagari, Puttur, Pudi, Razampeta, Vontimitta, Siddhavattam, Muddanuru, Timmencherla, Kosgi and Tungabadra.

13. The Up Mail from Raichur to Madras ceased to stop at :—Tungabadra, Aspari, Timmencherla, Siddhavattam, Vontimitta, Razampeta, Puttur, Nagari, and Trivellore.

Day train or ordinary 3rd class traffic.

14. It will also be seen from the "*Day traffic*" statement at page 3 of the Chief Auditor's 3rd class report that while increases have occurred on the South-West Line on Sections II and III as follows :—

			Passengers.	Rs.
Section	II.	Tirupattur to Podanur	... 63,071	7,465
,,	III.	Bangalore Branch	... 34,154½	6,254
		Total increase...	97,225½	13,719

decreases have also occurred on Sections I, IV and V of the South-West Line :—

			Passengers.	Rs.
Section	I.	Madras to Jalarpet	...+15,751½	−16,956
,,	IV.	Nilgiri Branch	...+ 7,600	− 36
,,	V.	Madukarai to Calicut	...−53,176	−21,787
		Total decrease...	−29,824½	−38,779

These decreases are due to plague restrictions.

15. It will further be seen that on the North-West Line, Sections VI and VII, the following decreases have occurred in the Day train traffic :—

			Passengers.	Rs.
Section	VI.	Tiruttani to Cuddapah	... 15,524½	15,686
,,	VII.	Krishnapuram to Raichur	... 3,264½	22,377
		Total decrease...	18,789	38,063

16. It is evident, therefore, that in addition to the non-stopping of the N. W. Mails there were other causes at work—hence the deficit in Day train receipts.

17. The other causes were :—

(1) Famine and its effects.

(2) The delay and inconvenience to Native passengers caused by plague inspections.

These inspections are, of course, absolutely necessary but they are greatly disliked by Native passengers. Since the plague regulations were introduced, Native passengers may be said to have gradually curtailed their movements by rail until only what may be called compulsory journeys are now undertaken. The first half of 1898, therefore, as indicated by the weekly returns, is likely to shew a still more serious falling off in the 3rd class receipts.

18. That a loss of revenue occurred in consequence of the non-stopping of the North-West Line Mails at the stations named in paras. 12 and 13 is certain and during times of prosperity this loss would be greater than in the half-year under review. Taking the difference between the Mail and Day train fares (if it be assumed that those passengers shut out by the non-stopping of the Mails travelled by Day trains) the approximate loss would be Rs. 3,470.

II. Mail train alterations.

The North-West Down Mail now leaves Madras at 20-45 instead of 18-10 as previously, but our new mail engines have not kept time over the first 84 miles to Renigunta though they have generally made up time on the more easily timed portion of the journey Renigunta to Raichur.

2. When a train service has once been accelerated, it is not an easy matter to revert, particularly at Indian speeds, without incurring the severe criticism attending the initiation of a retrograde movement.

3. The South Indian Railway now advertise a fast evening Mail train and B. I. S. N. Steamer service between Madras and Colombo to enable passengers to catch the China, Australian, or Calcutta homeward bound Steamers at Colombo. The Ferry Steamers from Tuticorin to Colombo are being improved and this route is not unlikely to seriously affect our Bombay traffic.

4. The journey Madras to Colombo *viâ* Tuticorin is 37 hours and 45 minutes, as against 33 hours and 15 minutes Madras to Bombay.

5. The following table compares the running of the Metre and Standard gauge Mail trains :—

Railway and length of run.	Distance.	Time allowed at Stations.	No. of halts.	Time allowed for journey.	One halt per	Time for slacking and getting up speed.	Speed after deducting stoppages	Running speed after deducting time for stoppages slacking and starting.
	Miles.	H. M.	Stations	H. M.	Miles.	H. M.	Miles.	Miles.
S. I. R. Fast Mail.								
Madras to Tuticorin ...	443¼	3-39	24	21-50	18·5	2-40	24·36	28·55
M. R. Mail.								
Renigunta to Raichur ...	266½	1-31	12	10-17*	22·25	1-18	30·45	35·76
Madras to Renigunta ...	84	0-10	1	2-18	84	0-13	39·37	43·82

6. The running speed of the S. I. Mail is 28·55 against 35·76 on the Madras single line from Renigunta to Raichur. The speed in each case is arrived at by deducting the halting time at stations and allowing 3 minutes for stopping stations and 2 minutes for non-stopping stations as the loss of time in running.* The Madras Railway time also contains an allowance of 30 minutes for grades on the 266½ miles.

7. The run to Renigunta is shown separately because the first 42½ miles are double line and the remainder to Renigunta with the exception of Nagari station is interlocked and the stations can be passed through at 40 miles per hour.

8. Public opinion is in favor of weekly special boat trains between Madras and Bombay connecting with the Mail steamers and performing the journey in about 24 hours. But such trains cannot possibly pay unless the Postal Department contribute the usual Special Engine allowance of Rs. 1-4-0 per mile or the G. I. P. and Madras Railways try the experiment of a 3rd class native sleeping carriage at say 4½ pies per mile per passenger. In the latter case the postal van or bags could not be conveyed, the weight of the train being limited to 80 tons to ensure the necessary speed. A dining carriage would be necessary and the specials would only stop for Locomotive purposes.

9. So far the Postal Department have not consented to pay the postal engine mileage. The G. I. P. and Madras Railways are therefore proposing to see what can be done in the interests of passengers and their luggage alone.

10. The introduction of weekly boat trains would justify a reduction in the speed of our daily North-West Mails which is at present above the capacity of the engines (judging from results) and enable such trains to again stop for the convenience of the 3rd class passenger.

III. Motive Power.

The Board in paragraph 6 of letter No. 906, dated 12th October 1894, alluded to the possibility of an increase in the power of the Mail engines. We have now an increase in the power but apparently it has limited the speed even on a comparatively level road.

2. The Locomotive Superintendent of the Caledonian Railway (if Mr. Rous-Marten writes accurately) has succeeded in designing an engine which with 170 tons (equal to 15 or 16 of our vehicles according to type) behind the tender has maintained the highest express speeds and has also climbed a 6 miles "all up" gradient of 1 in 75 at a minimum speed of 36 miles an hour. With an engine of this description we could replace our former North-West Mail stops and run to the present time table. Our present *maximum* load behind the tender on the North-West Mails is 158½ tons or 14 vehicles.

3. Various statements have been published as to the weight on axle of the first "Dunalastair" class engines but there appears to be no doubt that it exceeds the 15 tons ordinary standard gauge maximum. The opinion has been expressed that an engine could be designed for the Indian Standard gauge which would give practically the same speed, power, and gradient climbing capacity without materially exceeding the Government of India orders as to the maximum weight of 15 tons.* (It is understood that Consulting Engineers to Local Governments have the power to pass excess weights up to 5 per cent. on the "India" limit.) Such a type of Passenger Engine, if reports are correct could "play" with our loads and our Passenger and Mail train services could be arranged to give greater facilities to the public without increasing the through time while if the engines were required to run a "Boat train" at high speed they would be ready. The running speed of the South Indian Railway Fast Mail alluded to on page 4 (paras. 5 and 6) works out to ·79 of that of the Madras Railway N. W. Mail while the gauge of that Railway is ·59 of the Madras Railway gauge. The unfavourable comparison is said to involve the question of weight on axles allowed on the two gauges.

* Ghaut or special type 18 tons on an axle.

4. It seems to be possible and certainly is desirable (*a*) that one class of Engine should be capable of running all, Special, Express, Mail or Passenger trains on the Madras Railway except the Local trains worked by Tank engines (*b*) that the future Passenger Engine should be the best possible type which has been evolved by the combined experience of Locomotive Engineers at home. (*c*) It is believed that the extra cost per engine would be money well spent.

5. It may be said that such engines are in advance of our requirements; I think not. It may also be argued that this type of engine would considerably increase our fuel bill, because, to answer what, in my opinion, are our requirements, without exceeding the India weight on axle, it might have to carry 175 lbs. of steam. Another view, however, is that, when not required to exert its powers, such an engine would not consume more fuel, and might consume less, than an engine which has to be punished when required to exceed a given speed. Nothing but the highest class of engine seems to be capable of hauling 160 to 170 tons over hundreds of miles of single line with severe gradients at a really satisfactory through speed. To accomplish this an engine after stopping should start easily, it should possess the capacity to run at high speed, and, it is imperative that it should attain that speed quickly.

6. Our present alternative is to reduce the load. But to reduce the load, (as is demonstrated by the altered N. W. Mail service) is an equivalent to reducing the revenue.

7. Industrial Madras may be revolutionised in 5 or 10 years by the Salem Iron. The life of an engine may be said to be 30 years or more ; it is renewable ; at 10 years an engine is comparatively young. In the interval, however, a type such as the "Dunalastair" would be earning increased receipts by the additional facilities offered by an improved train service. It would do all that we require, and do it well.

8. In a recent copy of the Engineer it is stated that Mr. McIntosh, of the Caledonian Railway, has been commissioned to design some engines for the Belgian Railways. Personally I know nothing of Mr. McIntosh except that his engines are reported to have given the best combination of results in the United Kingdom, at speed, weight and gradient climbing.

I have the honor to be,

Sir,

Your obedient Servant,

(Signed) F. W. READ,

Traffic Manager.