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EDITED BY

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RAILWAY RATES AND TRAFFIC

RAILWAY RATES AND TRAFFIC

**TRANSLATED FROM THE THIRD (1907) EDITION OF
C. COLSON'S "TRANSPORTS ET TARIFS"
BY L. R. CHRISTIE, G. LEEDAM, AND C. TRAVIS**

**EDITED AND ARRANGED BY
CHARLES TRAVIS**

**JOINT AUTHOR OF "THE ELEMENTS OF RAILWAY OPERATING ECONOMICS,"
"RAILWAY OPERATION," ETC.**

**WITH AN INTRODUCTION BY
W. M. ACWORTH, M.A.**



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PREFATORY NOTE

IN presenting this abridged translation of M. Colson's famous work, *Transports et Tarifs*, the writer of this note would record the thanks of the translators, firstly, to Mr. W. M. Acworth—who has very kindly written the Introduction—for inspiring the translation, and, secondly, to the London School of Economics for co-operation in giving effect to this inspiration. For it was entirely due to Mr. Acworth's kindly remarks on the series of five articles (included in Part I.), which appeared in the *Railway Gazette* in the early part of last year, and his observations that the translation might serve a useful purpose in book form, that the writer and his colleagues were led favourably to consider the translation of further sections of M. Colson's valuable work.

The primary intention was merely to deal with the sections of general interest (Parts I. and IV.), but on the suggestion of the London School of Economics that a short sketch of the practice in various countries would be of utility, other "fragments relevant" have been incorporated in the work (Parts II. and III.), these serving to indicate the prime characteristics of the railway rates question in the particular countries.

Certain licence has, of necessity, been taken in the translation in order to furnish, for the benefit of English readers, clear description of the many fundamental economic principles analysed. In thus clarify-

ing the text, however, the writer has endeavoured carefully to retain the trend of the arguments of M. Colson, to whom he and his colleagues wish to express their gratitude for so kindly permitting the translation. Their thanks are also due to Mr. J. A. Kay, Managing Editor of the *Railway Gazette*, for permission to utilise the articles published in that journal. In concluding this brief note, the writer would add his personal indebtedness to Mr. W. Tetley Stephenson, B.A., for invaluable criticism of proofs.

CHAS. TRAVIS.

GREAT CENTRAL RAILWAY,
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