



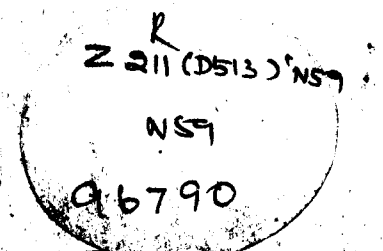
REPORT ON THE ADMINISTRATION
OF THE MOTOR VEHICLES ACT
AND RULES FOR THE
CALENDAR YEAR
1959

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GOVERNMENT OF MADRAS
1961

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1961



Date: 16th November 1960

From

SRI S. K. CHETTUR, I.C.S.,

TRANSPORT COMMISSIONER,

Chempauk, Madras-5.

To

THE SECRETARY TO GOVERNMENT,

HOME DEPARTMENT,

Madras-9.



SIR,

[Subject.—Motor Vehicles—Administration Report on the Motor Vehicles Act and Rules for the calendar year 1959—Report submitted.]

The administration of the Motor Vehicles Act in this State during the calendar year 1959 continued to be carried on by the Transport Commissioner, the State Transport Authority and Regional Transport Authorities in Madras City and in the districts, as in the previous year. The post of a full-time State Transport Appellate Tribunal continued during the period under review also. The Collector of Madras was appointed as Regional Transport Authority, Madras, in the place of the Commissioner of Police in G.O. No. 650, Home, dated 5th March 1959.

2. (i) A Member of the Board of Revenue continued to be the Transport Commissioner with the powers invested under clauses (a) and (c) of sub-section (3) of section 44 and sub-section (4) of the same section. The rest of the powers and functions under sections continued to be vested in the Deputy Transport Commissioner who is also the State Transport Authority.

(ii) The Transport Commissioner is assisted by the Deputy Transport Commissioner in all administration matters connected with the department. The Deputy Transport Commissioner is in turn assisted by the Secretary and two Assistant-Secretaries.

(iii) The Deputy Commissioner of Police (Traffic and Licensing), Madras, continued to function as the Secretary to the Regional Transport Authority, Madras (now Collector of Madras), while the Regional Transport Officers in the districts continued as Secretaries to the Regional Transport Authorities (District Collectors).

3. The Regional Transport Authorities held public hearings ordinarily once a month during the year, when applications for grant and renewal of permits, endorsements, variations and the cases relating to departmental action against defaulting operators for breach of the provisions of the Motor Vehicles Act and Rules were considered and disposed of by them. The number of hearings held and the names of the officers who were exercising functions as State Transport Authority, State Transport Appellate Tribunal and Regional Transport Authorities during the year under review are given in Appendix 'A' to this report. Besides the Deputy Transport Commissioner, the Regional Transport Officers and their Assistants (Motor Vehicles Inspectors and Assistant Motor Vehicles Inspectors) carried out tours in the State by road and made surprise checks on motor vehicles to detect irregularities, if any, in the operation of motor vehicles. The validity of permits, the mechanical conditions, the permit conditions, etc., of the vehicle were examined and suitable disciplinary action taken, wherever necessary, against the permit-holders, the drivers and the

conductors, as the case may be, for breaches of the provisions of the Motor Vehicles Act and the Rules framed thereunder.

4. *Grant of permits.*—The control of transport vehicles by grant of permits continued to be exercised keeping in view the provisions of the Motor Vehicles Act and Rules made thereunder and the directions issued by the Government from time to time. The maximum number of vehicles for which permits could be issued in a region continued to be decided by the Regional Transport Authorities taking into account the adequacy of the facilities offered and other considerations set out in the Motor Vehicles Act. On and from 1st December 1957 three standardized routes for each district with permission to touch important places within 15 miles from the route concerned were granted to goods vehicles. This procedure was continued during the year under review. So far as public carriers were concerned the zonal permit system was introduced from March 1959 and this system continued during the year under review. By this system the entire State is divided into four zones, one zone comprising four districts and the remaining three zones comprising three districts each. A permit granted by the Transport Authority of any district of a zone will be valid throughout the zone without counter-signatures of the other districts. New rules have also been framed giving extra territorial jurisdiction to the Regional Transport Authorities.

In order to provide adequate transport facilities, the Government in G.O. Ms. No. 133, Home, dated 17th January 1957, directed the Regional Transport Authorities to increase the existing facilities by increasing the number of buses by 25 per cent, particularly on coveted routes. The Regional Transport Authorities had taken steps in this regard to keep pace with the requirements of the public, having specially in view the Development Programmes now in progress in various parts of the State. The number of stage carriages, public carriers, and contract carriages is therefore steadily on the increase. Proposals regarding the opening of new routes and grant of variation of permits of existing routes in respect of stage carriages formulated by the Regional Transport Authorities continued to be confirmed or otherwise by the Transport Commissioner. To ensure efficiency of service and equality of opportunity and to enable quick consideration in the matter of grant of permit for stage carriages, the Transport Authorities continued to apply the marking system of according marks to applicants having regard to their qualifications. The principles to be followed in the grant of permit, which were revised in G.O. Ms. No. 2265, Home, dated 9th

August 1958 and amended in G.O. No. 3547, Home, dated 18th December 1958, classifying the routes as short routes covering less than 15 miles, medium routes covering from 15 miles to 75 miles and long routes (including Express Service) covering more than 75 miles were continued to be followed during the year under review. In their order G.O. No. 3714, Home, dated 31st December 1959 the Government have issued a direction under section 43.A (1) of the Motor Vehicles Act laying down that whenever transport authorities feel that there is need to increase the existing bus transport facilities on a particular route either by way of increasing the number of buses or by opening of new routes, they should first consider the possibility of achieving the object in view by the grant of additional trips to existing buses to the limit of 180 miles per day.

5. The order of the Government restoring the viable units, of stage carriage as five-routes buses (excluding spare bus) continued to be in force during the year under review also.

6. The maximum daily mileage limits of buses which was increased from 160 to 180 in respect of buses plying in plains and in respect of buses plying partly in plains and partly in ghat sectors and to 250 in respect of express buses allowed by the State Transport Authority continued to be followed during the year under review also.

7. In G.O. P. No. 513, Home, dated 23rd February 1959, the Government enforced restriction of the movement of lorries by prohibiting them from plying between 11 p.m. and 5 a.m. with a view to minimise the number of accidents during night time, and the Transport Commissioner and the Inspector-General of Police, were requested to implement the orders. Subsequently, the period of restriction was reduced from 12 midnight to 4 a.m. On the representation from various lorry operators and others interested in the Transport field, the Government ultimately took a decision to lift the ban on the plying of lorries from 12 midnight to 4 a.m. and instead to compel the employment of two drivers in each lorry where its journey exceeds 225 miles a day. Final orders of the Government in this regard are awaited.

8. The State Transport Authority granted permit for one bus for running an express service on the following route:—

Madras to Bangalore via Kancheepuram, Arcot, Vellore, Ambur, Vaniyambadi, Krishnagiri, and Hosur and also counter-signed the permit for one bus on the same route granted by the authorities in Mysore State. These are run by the State Transport undertakings of the respective States.

The number of stage carriage operators and the number of stage carriages owned by them are given below with comparative figures for last three years. Appendix 'B' gives district-wise statistics of stage carriage permits at the end of 1959.

Number of vehicles owned by each operator.	1959.	1958.	1957.
1	172	140	119
2	70	64	69
3	58	71	75
4	60	55	49
5 to 9	143	121	107
10 to 14	33	29	28
15 to 19	15	13	14
20 to 24	12	12	12
25 to 29	17	20	23
30 to 34	8	6	4
35 to 39	..	..	1
40 to 44	1	1	..
45 to 49	..	..	1
50 and above ..	1	1	..
Total	590	533	502

9. There were 4,482 vehicles including spare buses and the vehicles by the Madras State Transport Department with regular stage carriage primary permits issued by the State Transport Authority and Regional Transport Authorities in the State at the end of 1959, as against 4,296 at the end of the previous year. The increase was due to the grant of permits by opening new routes and introduction of additional buses on the existing routes. In addition there were 91 stage carriages covered by temporary permits mostly of the Madras State Transport Department.

Public carriers.—The total number of vehicles covered by public carriers permits in force at the end of the year was 6,633 as against 6,395 at the end of the previous year, the increase being due to the grant of additional permits for public carriers to meet the increased demand from the public.

Private carriers.—The total number of vehicles covered by private carriers' permits in force at the end of 1959 was 2,033 as against 1,968 at the end of 1958. In the matter of grant of private carriers' permits there was no restriction.

Contract carriages.—The number of contract carriages having valid permits in the State at the end of the year 1959 was 2,233 as against 2,054 at the end of 1958, the increase is due to grant of additional permits to meet increased demand from the public. The Regional Transport Authorities were also instructed to be liberal in the matter of grant of contract carriage permits in order to put down illicit taxis.

10. **Fares for stage carriages and contract carriages.**—There was no change in the rates of fare fixed for stage carriages and contract carriages during the year.

11. **Freights for public carriers.**—No ceiling in the rate of freight for public carriers was fixed during the year. The rate of freight varied from place to place depending on the local conditions, nature of goods carried and the availability of alternative modes of transport, etc.

12. **Appeals.**—Appeals against the orders passed by the Regional Transport Authorities and by their Secretaries under delegated powers and appeals against the orders passed by the State Transport Authority and by its Secretary, and Assistant Secretaries under the delegated powers were continued to be heard and disposed of by the State Transport Appellate Tribunal. The following are the appeals received and disposed of during the year:—

1. Appeals pending at the end of 1958	679
2. Appeals received during the year 1959	1,414
	2,093
3. Number of appeals allowed 141	
4. Number of appeals dismissed 1,307	
5. Number of appeals remanded for fresh disposal 31	1,479
6. Number of appeals pending at the end of December 1959	614

13. **Revision petitions and writ petitions.**—Appendix 'C' shows in one view the number of revision petitions filed, the number allowed, and the number rejected and the number remitted for fresh disposal by the State Transport Appellate Tribunal and the State Transport Authority. This appendix also shows the number of writ petitions filed, the number allowed by the High Court, the number rejected and the number remanded for fresh disposal.

14. **Registration of motor vehicles.**—The Regional Transport Officers in the districts and the Deputy Commissioner of Police, Traffic and Licensing, Madras City continued,

to do the work relating to the registration of motor vehicles in addition to their work as Secretaries to the Regional Transport Authorities. The seniormost of the Motor Vehicles Inspectors in the districts continued to exercise powers of Additional Registering Authorities to the extent the Registering Authorities specified the powers. Appendix 'D' shows the number of vehicles other than those for which permits have been issued at the end of the year 1959. There were 35,913 such vehicles in the State at the end of the year, as against 33,565 such vehicles at the end of the previous year. The increase is due to the new vehicles put on the road. The number of vehicles registered and re-registered during the year is shown in Appendix E-1 and E-2 respectively. 6,050 were newly registered during the year as against 4,701 vehicles during the previous year.

15. **Licensing of drivers and conductors.**—The work relating to the licensing of drivers and conductors was continued to be carried on by the Regional Transport Officers in the districts and the Deputy Commissioner of Police (Traffic and Licensing), Madras. The number of driving licences issued and renewed, the number of persons authorized to drive transport vehicles and the number of drivers disqualified under sections 15 and 16 of the Motor Vehicles Act are shown in Appendix 'F'. The number of driving licences issued and renewed in the State was 14,257 as against 27,572 during the previous years. The number of renewals made during the year is the effect of Motor Vehicles (Amendment) Act, 1956, which fixed the period of renewals as three years instead of one year and hence the variation between the figures for last year and this year. Two hundred and four drivers were disqualified under section 15 of the Act, and 498, under section 16 of the Act during the year, as against 213 disqualified under section, 15 and 568 disqualified under section 16 of the Act during the previous year. 5,053 conductors licences were issued and renewed in the State up to the end of the year. In some districts the licensing authorities have stopped the issue of fresh licences. The district-wise figures are shown in appendix 'G' which includes the number of conductors who were disqualified during the year for holding or obtaining conductors' licences.

16. **Enforcement of Motor Vehicles Act and Rules.**—The Officers of the Transport department and the Police department continued to detect breaches and infringements of the provisions of the Motor Vehicles Act and Rules and dealt with the offenders suitably. Appendix 'H' shows the number of permits suspended or cancelled under section 60 of the Motor Vehicles Act. Appendix 'I' shows the convictions under various sections of the Motor Vehicles Act.

17. **District Transport Advisory Committee.**—(i) The District Transport Advisory Committee constituted in each district with the Collector as Chairman and the Superintendent of Police, the Divisional Engineer (Highways) and the Chairman of the Municipality as members continued to function as advisory Committees of the Regional Transport Authorities.

(ii) The Chairman of the Inter-State Transport Commission had a discussion with the State Transport Authority, Madras, and the Transport Commissioner, Kerala, regarding operation of transport vehicles on inter-State routes during May 1959. The Director, Madras State Transport Department, was also present at the discussion.

(iii) The State Transport Advisory Committee met twice during the year once on 13th May 1959 at Madras and again on 24th August 1959 at Coimbatore and discussed various subjects connected with transport.

(iv) The Minister for Transport along with the Deputy Transport Commissioner met the transport operators of Salem, Tiruchirappalli, Madurai, Ramanathapuram and Thanjavur districts and discussed the transport problems

regarding the type and design of seating arrangements, levy of fares, location of bus-stands, imparting training to drivers, fixation of postal subsidy, mail arrangements, etc.

(v) The State Transport Commissioners/Controllers met in conference at New Delhi on 5th and 6th October 1959. The Deputy Transport Commissioner, Madras, represented the Transport Commissioner at the conference.

(vi) A conference between the Transport Commissioner, Madras, and the Transport Commissioner, Mysore, was held on the 6th and 7th November 1959, at Madras. The discussion covered various subjects covering the operation of transport vehicles between Madras and Mysore States.

(vii) The Government of India in the Ministry of Transport and Communications held a Seminar of High-safety traffic study at Bombay between 24th and 31st October 1959 under the auspices of the ECAFE in co-operation with non-governmental touring and automobile associations and other organisations interest in road transport and highways safety. The Government of Madras nominated the Deputy Transport Commissioner to represent the Transport Department in the seminar and the Deputy Transport Commissioner participated in the Seminar.

18. As for the types and designs of vehicles including overall length and the width of vehicle on ghaut roads the State Transport Advisory Committee constituted a sub-committee consisting State Transport Authority, and Deputy Transport Commissioner, Sri Mohmed Raza Khan, M. L. C., Sri N. Mahalingam, M. L. A. and Sri T. S. Krishna. The sub-committee so constituted met on 28th July 1959 in the Regional Transport Office, Coimbatore, and recommended the limit of wheel base overall width, seating arrangements, type of vehicle, etc. In its meeting held on 24th August 1959 the State Transport Advisory Committee heard the views of some of the operators who are running buses on ghaut sectors in the State regarding the type and design of Vehicles that may be permitted on ghaut sectors and also accepted the recommendation of the sub-committee. The matter is under the consideration of the Government.

19. **Provincial Motor Transport Controller Branch.**—The purchase of Motor Vehicles required for the consuming departments of Government was continued to be done through the agency of the Transport Commissioner; and this system has continued to work satisfactorily. The procedure laid down in G.O. Ms. No. 2093, Home, dated 24th July 1956, regarding the disposal in public auction of condemned vehicles of departments of Government continued during the year. The sale in public auction of condemned vehicles of departments of Government was subject to confirmation by the Transport Commissioner.

20. **The Motor Cars (Distribution and Sale) Control Order, 1959.**—

The Government of India have been receiving various representations and complaints regarding malpractices in distribution and sale of cars. So for securing the equitable distribution and availability at fair prices of motor cars the Government of India have issued a statutory order called the Motor Cars (Distribution and Sale) Control Order, 195, which came into effect from 1st May 1959. According to the control order, small cars, viz.; Fiat, Standard 10 and Landmaster, Ambassador have come under the purview of the order. Persons requiring such cars have to register their names with a bank guarantee of Rs. 2,000 with the dealers and they will be supplied as in the order of registration, made with the company. No car of the makes referred to above can be sold or offered for sale within two years of its first purchase except under and in accordance with the terms and conditions of a permit in writing from the Controller of Motor Cars and State Controller concerned. In G.O. No. 1594, Home, dated 3rd June 1959, the Deputy Transport Commissioner was appointed as the officer to

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grant permits under Class 8 of the above control order. In G.O. (P) No. 1593, Home, dated 3rd June 1959, the Deputy Transport Commissioner was authorised to inspect the registers maintained by the dealers in the whole State and the Regional Transport Officers in the areas in their respective jurisdictions. The control is working satisfactorily.

21. *Miscellaneous*.—The following statistical statements for 1959 are furnished :—

	Appendix.
1 The receipts under Motor Vehicles Act and refunds	J
2 Extensions granted for goods vehicles and contract carriages by the State Transport Authority	K
3 Number of new routes proposed, confirmed and rejected and number of proposals for variations confirmed, rejected, etc., dealt with by the Transport Commissioner ..	L
4 Number of fitness certificates granted, rejected, etc.	M
5 Number of prosecutions launched under Madras Traffic Rules	N
6 Number of convictions under Indian Penal Code in relation to Motor Vehicles Act and Rules	O
7 Number of operators owning stage carriages under each class	P
8 Statistics relating to the area of the various districts, population, mileage of metalled and unmetalled roads, etc.	Q
10 Statement showing the net increase in tax under the Taxation Act	R

22. *Madras Motor Vehicles Taxation Act, 1931*.—The Deputy Commissioner of Police, Traffic and Licensing, Madras, and the Sub-Treasury Officers in the mufassal continued to function as licensing officers for collection and issue of tax licences in respect of vehicles in Madras City and in the mufassal respectively. The motor vehicles tax continued to be levied at the same rate as before.

23. In G.O. Ms. No. 1270, Home, dated 2nd May 1959, the Government have issued notifications so as to provide that five persons other than the driver can be carried in a big taxi without increase in tax.

24. The existing reciprocal arrangements between the Government of Madras and the Government of Andhra Pradesh in the matter of taxation of transport vehicles plying on Inter-State routes continued during the period under review. The arrangement is as follows:—

(a) *Stage carriages*.—Single tax under the Madras Motor Vehicles Taxation Act, 1931, is collected in the Home State where the permit is issued and the proceeds are shared between the two States in proportion to the mileage traversed by the vehicle in each State. The same procedure is also followed in regard to the tax collection under the Madras Motor Vehicles (Taxation of Passengers and Goods) Act, 1952, also.

(b) *Goods vehicles*.—In the case of goods vehicles plying in Inter-State routes between the two States, 1-1/6th of the normal tax under the Madras Motor Vehicles Taxation Act, 1931, is collected and the proceeds so collected are shared equally between the two States. Also, single normal tax is collected under the Madras Motor Vehicles (Taxation of Passengers and Goods) Act, 1952, in respect of public carriers and the proceeds are shared equally between the two States.

As regards the question of introducing levy of single point tax on transport vehicles plying regularly on Inter-State routes between Madras and the other neighbouring States of Kerala and Mysore the Government of Madras have addressed the Government of India expressing their inability to agree to single-point taxation in view of the loss of revenue that will be incurred by this State, but the subject has since been reopened and is under examination.

25. The system of extending to the States of Mysore and Kerala the agreement between Madras and Andhra Pradesh States under which short-term licences and temporary permits are issued to Transport Vehicles between the two states was under consideration of the Government. In G.O. Ms. No. 1330, Home, dated 7th May 1959, the Government have exempted from payment of tax to this State transport vehicles belonging to the Government of Mysore and used in this State for Governmental purposes unconnected with commercial enterprise.

26. The total revenue collected during the year 1959 for different classes of vehicles under Madras Motor Vehicles Taxation Act, 1931, was as follows:—

	RS.	NP.
(i) Stage carriages	2,00,36,660	90
(ii) Goods vehicles	1,28,41,203	05
(iii) Contract carriages	4,36,686	00
(iv) Cars, motor cycles and others.	1 23,87,578	37
Total	4,57,02,128	32

Madras Motor Vehicles (Taxation of Passengers and Goods) Act, 1952—

This Act continued to be in force in the State excepting in Kanyakumari district and Shencottah taluk in Tirunelveli district. The total revenue collected under this act during the year was as follow:—

	RS.	NP.
Stage carriages	70,96,280	21
Public carriers	16,02,039	00
Total	86,98,319	21

27. *Fees under Motor Vehicles Act, 1939*—

	RS.	NP.
1 Fee for registration, licences, badges and fitness certificates.	10,45,398	46
2 Permit fees	5,58,084	59
3 Other miscellaneous fees ..	44,467	67
Total	16,47,950	72

As against rupees 20,63,379.01 collected in 1958, the fees collected in 1959 were only rupees 16,47,950.72. This is due to the fact that the period of validity of driving licences and conductors licences has now been increased.

28. *Accidents*.—The total number of accidents occurred during the year 1959 was 6,770. The primary cause of accidents are indicated below:—

(a) Fault of driver of the motor vehicle.	3,365
(b) Fault of driver of vehicles other than motor vehicles.	499
(c) Fault of cyclists	635
(d) Fault of pedestrians	899

Fees under Motor Vehicles Act, 1959—cont.

(e) Fault of passenger	104
(f) Defective mechanical conditions of motor vehicles.	414
(g) Defective road surface	36
(h) Road berm soft or defective ..	17
(i) Result of weather conditions ..	29
(j) Other causes	593
(k) Causes not known	179
Total	6,770

29. In G.O. Ms. No. 7231, Home, dated 11th March 1959 the Government ordered that the work of conducting prosecutions in respect of offences detected by officers of the Transport Department may be attended to by the Senior Motor Vehicles Inspector in the department and that as an experimental measure it may be tried in two or three light districts for a year in the first instance. It was decided to try the work in the districts of Thanjavur and Ramanathapuram as an experimental measure and the Regional Transport Officers concerned have been asked to send a report on its working.

Chowki and Check-posts.

30. The two schemes of chowki and check-posts continued to function during the period under review. Check-posts were doing excellent work in checking evasion of commercial tax. Thousands of goods vehicles reports were being sent to Commercial Tax Officers for information and further action. The tendency on the part of lorry owners to carry goods without payment of sales tax has come down considerably. A considerable amount was collected as sales tax at the check-posts with the assistance of the staff of the Commercial Taxes Department.

Paddy Check-posts.

Check-posts were set up mainly in and around Thanjavur to have effective control over movement of paddy. Paddy was allowed to pass through these posts only on permit; and it was considered that these posts had contributed greatly to check large scale unauthorized movement of paddy. In October 1959, these posts which were under this department were handed over to the Revenue Department. The ban on movement of paddy and rice was lifted.

Planning and Development.

31. In G.O. Ms. No. 1493, Home, dated 25th May 1959, the Government sanctioned the formation of a Planning and Development Wing in the office of the Transport Commissioner and it began to function with effect from 20th July 1959. The wing is manned by an officer in grade of a Regional Transport Officer. A section is also attached to that Officer for his assistance on the clerical side. His headquarters is at Madras. The main purpose for which this wing has been created is to carry out traffic survey in the State and assess the need for opening of new routes, providing additional bus facilities, etc., wherever the public traffic need warranted. To assist the Regional Transport Officer (Planning and Development) Wing in his traffic survey, there are two Motor Vehicles Inspectors attached to him. The initial work of this branch was well in progress and the actual turnout could be assessed after the survey in all the districts in the State is completed. During the short time of existence the wing conducted survey in Salem and Chingleput districts.

32. *Conclusion*.—The year under review witnessed further expansion of the department and further progress.

APPENDIX A.

Constitution of Transport Authorities and State Transport Appellate Tribunal from 1st January to 31st December 1959.

Name.	Number of meetings.		
<i>State Transport Authority.</i>			
Sri C. Raghupathy Row Naidu, B.A. (From 1st January to 31st December 1959)	25		
<i>State Transport Appellate Tribunal.</i>			
Sri K. S. Venkatraman, I.C.S. (From 1st November to 31st December 1959)	On all working days.		
<i>Regional Transport Authorities.</i>			
District. (1)	Name of the Regional Transport Authority. (2)	Name of the Secretary, Regional Transport Authority. (3)	Number of meetings. (4)
1 Chingleput	Sri S. P. Srinivasan, I.A.S. (From 1st January to 30th April 1959). Sri K. Diraviam, I.A.S. (From 1st May to 31st December 1959).	Sri K. V. Kochukrishnan Nair (From 1st January to 4th July 1959). Sri H. J. Ramachandran (From 5th July to 24th July 1959). Sri K. Subramaniam (From 25th July to 31st December 1959).	5 Nil 7
2 Coimbatore	Sri T. N. Lakshminarayanan, I.A.S. (From 1st January to 11th May 1959). Sri K. S. Moni, I.A.S. (From 12th May to 31 December 1959).	Sri V. Munuswamy (From 1st January to 23rd July 1959). Sri V. V. Radhakrishnan (From 24th July to 31st December 1959).	3 7
3 Kanyakumari.. ..	Sri J. A. Ambasankar, I.A.S. (From 1st January to 31st December 1959).	Sri T. V. Ramanujam, B.sc., B.L. (From 1st January to 15th April 1959). Sri A. Marimuthu (From 16th April to 18th June 1959). Sri K. Subramaniam (From 19th June to 22nd July 1959). Sri A. Marimuthu, (From 23rd July to 28th August 1959). Sri H. J. Ramachandran (From 29th August to 30th November 1959). Sri C. A. Joseph, B.A., (From 1st December to 31st December 1959).	10

Regional Transport Authorities—cont.

District.	Name of the Regional Transport Authority.	Name of the Secretary, Regional Transport Authority.	Number of meetings.
(1)	(2)	(3)	(4)
4 Madras ..	Sri F. A. Arul, B.A., I.P. (From January to February 1959). Sri C. Kesava Menon (P.A. Additional charge) From 1st to 6th March 1959. Sri G. E. Muthiralandi, I.A.S. (From 7th March to 3rd August 1959). Sri C. Kesava Menon (P.A. Additional charge). From 4th to 21st August 1959. Sri G. E. Muthiralandi, I.A.S. (From 22nd to 31st August 1959). Sri C. Kesava Menon (P.A. Additional charge). From 1st to 18th September 1959. Sri G. E. Muthiralandi, I.A.S. (From 19th September to 7th October 1959). Sri C. Kesava Menon (P.A. Additional charge). From 8th to 11th October 1959. Sri O. H. Diaz, I.A.S. (From 12th October to 31st December 1959).	Sri P. Paramaguru, M.A., B.L. (From January to December 1959).	10
5 Madurai ..	Sri R. Balasubramaniam, I.A.S. (From 1st January to 30th September 1959). Sri T. R. Venkataraman, B.A. (Hons.) (P.A., incharge up to 19th October 1959). Sri K. A. Ambalavanan (From 19th October to 1st November 1959). Sri S. Viswanathan, I.A.S. (From 2nd November to 31st December 1959).	Sri P. R. Subramaniam (From 1st January to 6th April 1959). Sri P. Madhava Menon, B.Sc. (From 7th April to 31st December 1959).	12
6 The Nilgiris ..	Sri K. J. Somasundaram, I.A.S. (From 1st January to 31st December 1959).	Sri K. Subramaniam (From 1st January to 9th February 1959). Sri V. Munuswamy (From 10th February to 9th April 1959). Sri O. L. Mukthandam (From 10th April to 20th July 1959). Sri V. V. Radhakrishnan (From 21st July to 9th August 1959). Sri O. L. Mukthandam (From 10th August to 31st December 1959).	5
7 North Arcot ..	Sri T. M. Baskara Tondiman, M.A., I.A.S. (From 1st January to 23rd April 1959). Sri V. S. Venkatachari (P.A., incharge (From 24th April to 4th May 1959). Sri C. P. Kelu Erady, I.A.S. (From 5th May f.n. to 31st December 1959).	Sri V. V. Radhakrishnan (From 1st January to 15th July 1959). Sri T. M. Raghavan (From 16th July to 31st December 1959).	3
8 Ramanathapuram ..	1 Sri G. M. Muthusamy, I.A.S. (From January to July 1959). 2 Sri E. C. Prabaker, I.A.S. (From August to December 1959).	1 Sri T. M. Raghavan (From 1st January to 7th July 1959). 2 Sri P. Madhava Menon, B.Sc. (From 8th July to 31st July 1959). 3 Sri V. Munuswamy (From 1st August to 31st December 1959).	11
9 Salem ..	Sri S. Moni, I.A.S. (From 1st January to 11th May 1959). Sri S. P. Ambrose, I.A.S. (From 12th May to 31st December 1959).	Sri U. C. Surendranath (From 1st January to 31st December 1959).	12
10 South Arcot ..	Sri S. A. Sundararajan, I.A.S. (From 1st January to 31st December 1959).	Sri H. J. Ramachandran (From 1st January to 19th August 1959). Sri N. Dakshinamurthy, B.Sc. (From 20th August to 6th September 1959). Sri A. Marimuthu (From 7th September to 31st December 1959).	13
11 Thanjavur ..	Sri V. Loganathan (From 1st January to 31st December 1959).	Sri J. S. Packianathan, B.A. (From 1st January to 14th August 1959). Sri N. Dakshinamurthy, B.Sc. (From 15th August to 4th September 1959). Sri J. S. Packianathan, B.A. (From 5th September to 31st December 1959).	16
12 Tiruchirappalli ..	Sri M. Ghulam Mahamood Badsha, I.A.S. (From 1st January to 31st December 1959).	Sri N. Dakshinamurthy, B.Sc. (From 1st January to 31st December 1959).	12
13 Tirunelveli ..	Sri N. Krishnaswamy, I.A.S. (From 1st January to 28th June 1959). Sri R. Pasupathi, I.A.S. (From 29th June to 31st December 1959).	Sri A. Marimuthu (From 1st January to 28th August 1959). Sri H. J. Ramachandran (From 29th August to 31st December 1959).	11

APPENDIX B.

Number of permits of different kinds of vehicles in force at the end of 1959.

District.	Stage carriages.		Public carriers.		Private carriers.		Contract carriages.	
	Pucca.	Temporary.	Pucca.	Temporary.	Pucca.	Temporary.	Pucca.	Temporary.
Chingleput ..	407	..	211	..	69	..	32	..
Coimbatore ..	527	..	1,219	1	311	..	375	..
Kanyakumari ..	76	77	163	..	13	..	90	..
Madras City ..	405	5	841	..	862	..	1,069	..
							285	..
							(Auto-rickshaws).	
Madurai ..	430	..	567	..	130	..	49	..
The Nilgiris ..	102	..	467	..	105	..	90	..
North Arcot ..	393	..	445	2	79	..	41	..
Ramanathapuram ..	267	..	317	..	33	..	18	..
Salem ..	428	..	597	..	61	..	78	..
South Arcot ..	263	..	382	..	97	..	..	..
Thanjavur ..	347	..	211	..	61	..	15	..
Tiruchirappalli ..	380	3	750	..	111	..	54	..
Tirunelveli ..	395	4	463	..	101	..	27	..
State Transport Authority, Madras.	52	2	..	..	..	..	..	..
Total ..	4,482	91	6,633	3	2,033	..	2,233	..

APPENDIX C.

Statement showing the receipt and disposal of revision petitions and writ petitions during the year 1959.

District.	Number of revision petitions pending at the beginning of the year.	Number of revision petitions received during the year.	Total of columns (2) and (3).	Number of revision petitions disposed of during the year.			Number of revision petitions pending at the end of the year.	Number of writ petitions pending at the beginning of the year.	Number of writ petitions received during the year.	Total.	Number of writ petitions disposed of during the year.			Number of writ petitions pending at the end of the year.
				Allowed.	Rejected.	Remanded.					Allowed.	Rejected.	Remanded.	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
Madras City ..	..	2	2	..	..	..	2	4	1	5	1	..	..	..
State Transport Authority, Madras.	2	3	5	2	..	..	3	..	..	..	..	..	..	..
Chingleput ..	6	29	35	..	13	1	21	20	11	31	2	18	1	10
Coimbatore ..	9	20	29	1	10	1	17	20	11	31	..	10	..	21
North Arcot ..	14	41	55	1	25	2	27	26	26	52	1	18	..	32
South Arcot ..	9	34	43	3	14	6	20	26	14	40	..	18	..	22
Salem ..	15	56	71	8	17	3	43	21	10	31	5	9	..	17
Tiruchirappalli ..	19	28	47	7	15	5	20	7	4	11	..	3	..	8
Madurai ..	12	20	32	5	13	..	14	5	1	6	..	2	1	3
Ramanathapuram ..	10	33	43	2	16	5	20	4	..	4	1	2	..	1
The Nilgiris ..	..	1	1	..	..	..	1	9	2	11	1	6	..	4
Tirunelveli ..	10	31	41	7	12	..	22	4	1	5	..	1	..	4
Thanjavur ..	3	19	22	2	4	1	15	12	14	26	..	8	..	18
Kanyakumari ..	1	1	2	..	2	..	..	1	2	3	1	2	..	..
Total ..	110	318	428	38	141	24	225	159	97	256	12	97	2	145

APPENDIX D.

Number of motor vehicles in the districts other than those for which permits have been issued.

District.	Motor cycles.	Motor cars including station wagons and jeeps.	Ambulances.	School buses.	Tractors.	Trailers.	Road rollers.	Other special vehicles.	Total.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
Chingleput	92	426	1	1	..	..	..	31	551
Coimbatore	1,067	2,952	22	12	79	43	..	1,508	5,683
Kanyakumari	43	390	1	..	1	5	..	1	441
Madras	2,855	11,086	..	..	75	..	..	..	13,996
Madurai	60	282	1	1	1	13	..	2	360
The Nilgiris	768	1,949	..	..	61	60	..	32	2,870
North Arcot	644	2,409	55	7	47	159	4	52	3,377
Ramanathapuram	124	1,072	..	..	27	34	..	54	1,311
Salem	545	1,057	1	2	21	53	26	169	1,874
South Arcot	135	594	3	..	5	11	..	6	754
Thanjavur	217	786	..	..	114	82	..	73	1,272
Tiruchirappalli	308	1,428	7	3	33	41	28	88	1,936
Tirunelveli	238	1,176	4	4	8	46	..	12	1,488
Total	7,076	25,607	95	30	472	547	58	2,208	35,913

APPENDIX E-1.

Number of motor vehicles newly registered during 1959.

District.	Motor cycles.	Motor cars.	Buses.	Lorries.	Motor cabs.	Ambulances.	School buses.	Tractors.	Trailers.	Road rollers.	Other special vehicles.	Total.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
Chingleput	8	27	66	21	..	..	..	12	17	..	5	156
Coimbatore	186	222	62	126	..	..	..	7	14	..	26	643
Kanyakumari	6	12	20	28	..	..	..	..	2	..	1	69
Madras	827	1,552	89	250	242	1	3	22	21	..	25	3,032
Madurai	51	234	76	100	..	1	1	1	12	..	2	478
The Nilgiris	13	76	6	39	..	..	..	..	1	..	..	135
North Arcot	32	19	57	43	..	..	2	5	7	..	..	165
Ramanathapuram	12	56	51	54	..	..	..	..	5	..	..	178
Salem	35	80	71	81	1	..	..	1	..	..	7	276
South Arcot	8	39	38	36	..	..	..	5	9	..	2	137
Thanjavur	37	29	44	16	..	..	..	1	7	..	18	145
Tiruchirappalli	37	158	65	63	..	..	..	5	8	..	23	359
Tirunelveli	25	113	42	69	1	..	1	7	11	..	8	277
Total	1,277	2,610	687	926	244	2	7	66	114	..	117	6,050

APPENDIX E-2.

Number of motor vehicles re-registered during 1959.

District.	Motor cycles.	Motor cars.	Buses.	Lorries.	Motor cabs.	Ambulances.	School buses.	Tractors.	Trailers.	Road rollers.	Other special vehicles.	Total.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
Chingleput	4	10	2	5	..	..	..	..	..	..	..	21
Coimbatore	33	115	14	40	14	..	..	..	1	..	..	217
Kanyakumari	6	22	..	1	..	..	..	..	..	..	..	29
Madras	80	376	..	8	2	..	..	1	2	..	..	469
Madurai	9	48	..	11	..	..	..	..	1	..	..	69
The Nilgiris	5	24	2	13	2	..	..	2	..	..	..	48
North Arcot	7	13	16	26	..	..	1	..	..	..	..	63
Ramanathapuram	1	10	..	7	..	..	..	..	..	..	..	18
Salem	7	20	..	44	5	..	..	..	..	..	..	76
South Arcot	7	20	4	15	..	..	..	..	1	..	..	47
Thanjavur	6	24	..	3	..	..	..	..	..	..	..	39
Tiruchirappalli	4	45	..	22	..	..	..	..	..	..	1	72
Tirunelveli	2	22	..	5	..	..	..	..	1	..	..	30
Total	171	749	38	200	23	..	1	3	6	..	1	1,193

APPENDIX F.

Statement showing the driving licences issued, etc., during 1959.

District.	Number of driving licences issued and renewed.	Number authorized to drive as paid employees.	Number authorized to drive transport vehicles.	Number of drivers disqualified from driving motor vehicles under Section 15 of the Motor Vehicles Act.	Number of drivers disqualified from driving transport vehicles under Section 16 of the Motor Vehicles Act.
(1)	(2)	(3)	(4)	(5)	(6)
Chingleput	675	514	53	..	5
Coimbatore	2,346	1,748	554	48	126
Kanyakumari	361	336	124	..	35
Madras City	3,621	1,547	773	..	140
Madurai	1,184	869	137	1	4
The Nilgiris	549	415	42	2	..
North Arcot	950	736	239	29	..
Ramanathapuram	1,259	1,134	139	1	..
Salem	802	587	169	122	45
South Arcot	542	424	216	1	8
Thanjavur	470	271	161	..	59
Tiruchirappalli	742	501	609	..	33
Tirunelveli	756*	613	148	..	43
Total	14,257	9,696	3,364	204	498

APPENDIX G.

Number of conductor licences issued, renewed, etc., during 1959.

District.	Number of conductor licences.			District.	Number of conductor licences.		
	Issued.	Renewed.	Number of Conductors disqualified.		Issued.	Renewed.	Number of Conductors disqualified.
(1)	(2)	(3)	(4)	(1)	(2)	(3)	(4)
Chingleput	5	83	10	Salem	105	338	39
Coimbatore	..	357	23	South Arcot	76	156	..
Kanyakumari	576	73	7	Thanjavur	356	221	..
Madras City	181	481	13	Tiruchirappalli	168	398	5
Madurai	36	353	3	Tirunelveli	75	218	1
The Nilgiris	14	79	..				
North Arcot	93	228	40	Total	1,811	3,242	141
Ramanathapuram	126	257	..				

APPENDIX H.

Number of penalties imposed under the Motor Vehicles Act and Rules during 1959.

District.	Permits suspended.	Permits cancelled.	District.	Permits suspended.	Permits cancelled.
Chingleput	93	..	Salem	416	..
Coimbatore	398	7	South Arcot	86	..
Kanyakumari	90	..	Thanjavur	45	6
Madras City	213	210	Tiruchirappalli	39	..
Madurai	289	4	Tirunelveli	116	15
The Nilgiris	54	1			
North Arcot	315	220	Total	2,204	466
Ramanathapuram	50	3			

APPENDIX I.

Number of convictions under the various sections of the Motor Vehicles Act during the period from 1st January 1959 to 31st December 1959.

District.	Under Section 112.	Under Section 113.	Under Section 114.	Under Section 115.	Under Section 116.	Under Section 117.	Under Section 118.	Under Section 122.	Under Section 123.	Under Section 124.	Under Section 127.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
Chingleput	7,751	70	3	1,120	62	..	12	..	234	16	..
Coimbatore	1,275	6	101	8	7	..	..	2	208	69	1
Kanyakumari	747	7	14	7	1	..	..	..	280	22	..
Madras	8,491	126	..	3,162	823	..	..	..	214	2,395	..
Madurai (North)	1,274	25	1	414	9	..	..	..	146	13	..
Madurai (Urban)	2,035	60	..	61	2	..	..	2	102	319	..
The Nilgiris	377	..	..	67	7	..	..	4	155	..	..
North Arcot	2,556	..	..	214	14	..	..	..	62	22	..
Ramanathapuram	789	18	..	70	4	..	..	2	113	28	..
Salem	971	9	1	47	7	..	2	..	244	8	..
South Arcot	1,930	2	7	61	9	..	3	3	117	51	..
Thanjavur	641	11	1	9	7	1	..	25	109	4	..
Tiruchirappalli	1,622	169	4	252	3	4	..	5	245	192	2
Tirunelveli	2,896	42	15	157	5	..	..	..	543	1	..
Total	33,355	545	147	5,649	960	5	17	43	2,772	3,146	3

APPENDIX J.

Statement showing the receipts under "XII.—Taxes on Vehicles" and refunds during 1959.

District.	Fee for registration, licences, badges, and fitness certificates.		Permit fees.		Other miscellaneous fees.		Total.	
(1)	(2)		(3)		(4)		(5)	
	RS.	NP.	RS.	NP.	RS.	NP.	RS.	NP.
Chingleput	18,812	50	34,728	00	3,789	27	57,329	77
Coimbatore	1,95,373	00	1,18,822	00	5,174	00	3,19,369	00
Kanyakumari	31,751	50	10,258	50	156	61	42,166	61
Madras	3,82,493	79	78,545	22	..	..	4,61,039	01
Madurai	1,00,756	00	77,231	47	58	62	1,78,046	09
The Nilgiris	63,417	00	15,890	00	698	00	80,005	00
North Arcot	1,04,981	50	38,913	50	11,790	52	1,55,685	52
Ramanathapuram	44,040	69	11,488	50	611	65	56,140	84
Salem	83,391	00	36,148	40	2,795	00	1,22,304	40
South Arcot	38,692	00	32,315	00	936	00	71,943	00
Thanjavur	91,032	00	26,594	00	250	00	1,17,876	00
Tiruchirappalli	1,14,473	48	57,536	00	..	..	1,72,009	48
Tirunelveli	76,184	00	19,614	00	18,238	00	1,14,036	00
Total	10,45,398	46	5,58,084	59	44,467	67	16,47,950	72

APPENDIX K.

Statement showing number of extension granted for goods vehicles and contract carriages by the State Transport Authority, Madras, during 1959.

District.	Public carrier.	Private carrier.	Contract carriages.	District.	Public carrier.	Private carrier.	Contract carriages.
Andhra Pradesh-Madras ..	405	8	Nil.	North Arcot	85	4	12
Mysore-Madras	111	8	Nil.	Ramanathapuram	42	6	3
Kerala-Madras	79	Nil.	12	Salem	78	14	30
Chingleput	29	5	1	South Arcot	40	22	Nil.
Coimbatore	164	28	40	Thanjavur	39	21	7
Kanyakumari	33	19	2	Tiruchirappalli	79	9	31
Madras City	189	176	20	Tirunelveli	54	7	5
Madurai	78	8	27	Total	1,560	338	297
The Nilgiris	55	3	17				

APPENDIX I.

SCHEDULE I.

Statement showing the number of new routes proposed by the Regional Transport Authorities and confirmed by the Transport Commissioner during the period from 1st January 1959 to 31st December 1959.

District.	Number proposed by the Regional Transport Authorities.	Number confirmed by the Transport Commissioner.	Number rejected by the Transport Commissioner.	Number of pending.	District.	Number proposed by the Regional Transport Authorities.	Number confirmed by the Transport Commissioner.	Number rejected by the Transport Commissioner.	Number of pending.
Chingleput	3	..	1	2	South Arcot	15	9	1	5
Coimbatore	14	4	..	10	Thanjavur	15	12	1	2
Kanyakumari	2	..	2	1	Tiruchirappalli	12	12	..	..
Madurai	7	5	2	..	Tirunelveli	14	7	2	5
The Nilgiris	2	1	1	..	Total	111	67	10	34
North Arcot	11	5	..	6					
Ramanathapuram	11	9	..	2					
Salem	4	3	..	1					

SCHEDULE II.

Statement showing the number of variations of routes proposed by the Regional Transport Authorities and confirmed by the Transport Commissioner during the period from 1st January 1959 to 31st December 1959.

District.	Number proposed by the Regional Transport Authorities.	Number confirmed by the Transport Commissioner.	Number rejected by the Transport Commissioner.	Number pending.	Number of bus routes as on 31st December 1959.	District.	Number proposed by the Regional Transport Authorities.	Number confirmed by the Transport Commissioner.	Number rejected by the Transport Commissioner.	Number pending.	Number of bus routes as on 31st December 1959.
Chingleput	8	3	..	5	129	South Arcot	19	9	1	9	141
Coimbatore	19	13	..	6	190	Thanjavur	17	11	2	4	138
Kanyakumari	2	2	..	..	83	Tiruchirappalli	35	22	7	6	173
Madurai	31	14	9	8	205	Tirunelveli	24	17	3	4	144
The Nilgiris	5	5	..	..	51	Total	246	140	37	69	1,745
North Arcot	50	27	7	16	169						
Ramanathapuram	12	5	2	5	142						
Salem	24	12	6	6	200						

APPENDIX M.

Number of grant, rejection, etc., of fitness certificate during 1959.

Districts.	Number of fitness certificates granted.	Number of fitness certificates rejected.	Number of cases appealed against.	Districts.	Number of fitness certificates granted.	Number of fitness certificates rejected.	Number of cases appealed against.
Chingleput	1,273	230	..	Salem	1,854	939	..
Coimbatore	3,625	388	..	South Arcot	1,135	103	..
Kanyakumari	690	1	1	Thanjavur	1,284	315	..
Madras	5,475	872	1	Tiruchirappalli	2,265	253	..
Madurai	2,178	200	..	Tirunelveli	1,705	943	..
The Nilgiris	1,219	382	..	Total	25,257	4,922	3
North Arcot	1,436	243	..				
Ramanathapuram	1,118	53	..				

APPENDIX N.

Number of convictions under the Madras Traffic Rules during 1959.

District.	Number of prosecutions.	Number of convictions.	Pedestrians.	Cyclists.	Jukka drivers.	Cart drivers.	Motor vehicles drivers.	Others.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
Chingleput	6,222	5,379	15	1,656	91	564	3,340	213
Coimbatore	1,456	1,361	..	166	18	101	955	121
Kanyakumari	873	805	29	158	2	75	477	64
Madras	10,989	10,582	2	3,830	451	1,607	2,219	2,473
Madurai (North)	2,803	2,549	91	1,386	211	361	401	99
Madurai (South)	1,888	1,870	121	602	139	15	101	832
The Nilgiris	500	436	8	28	..	4	348	48
North Arcot	1,563	1,484	..	687	84	165	319	229
Ramanathapuram	4,663	4,649	225	2,771	206	834	226	387
Salem	1,827	1,666	8	1,025	64	148	187	234
South Arcot	4,195	4,092	244	1,534	315	650	748	301
Thanjavur	3,181	3,099	43	1,530	30	1,095	263	138
Tiruchirappalli	6,547	6,251	38	4,387	77	747	175	827
Tirunelveli	5,876	5,742	721	2,945	150	1,359	488	79
Total	52,583	50,455	1,545	23,065	1,838	7,725	10,237	6,045

APPENDIX O.

Number of convictions of motor vehicles/offences under Indian Penal Code during 1959.

District.	Under section 338.	Under section 337.	Under section 279.	Under sections 337 and 338.	Under sections 338 and 304.	Under sections 337 and 279.	Under sections 279 and 338.	Under section 338.	Under section 297.	Under sections 337 and 297.	Under sections 279 and 333.	Under section 304-A.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
Chingleput	41	98	69	5	..	..	..	9	..	..	..	33
Coimbatore	35	133	54	3	8	..	..	2	5	..	1	18
Kanyakumari	1	1	6	..	..	5	..	..	..	..	..	2
Madras	85	243	..	..	..	..	..	..	..	..	..	27
Madurai (North)	21	28	20	5	10	1	1	4	..	..	..	..
Madurai (South)	16	50	39	6	2	5	1	2	..	..	..	11
The Nilgiris	2	22	23	1	1	..	..	..	..	..	..	1
Ramanathapuram	6	32	20	13	..	1	..	3	..	..	1	12
Salem	10	32	30	7	..	..	2	..	..	1	..	19
South Arcot	23	88	35	13	9	3	..	..	..	..	..	21
Thanjavur	13	23	15	4	..	5	..	2	..	1	7	8
Tiruchirappalli	4	21	24	1	..	48	..	..	..	7	8	22
Tirunelveli	9	68	71	6	26	11	10	..	..	2	1	11
North Arcot	23	60	29	6	..	3	..	..	..	..	1	11

APPENDIX P.

Statement showing the number of operators owning stage-carriages under each class in 1959.

Districts.	1	2	3	4	5-9	10-14	15-19	20-24	25-49	50-74	75-99	100-149	Above 150.	Total.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
Chingleput	25	18	16	7	15	3	..	..	2	..	..	..	..	86
Coimbatore	9	3	4	2	18	3	3	1	2	1	..	..	..	46
Kanyakumari	2	1	3	..	3	1	..	1	..	1	..	..	..	12
Madras	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Madurai	6	3	1	5	5	7	3	1	1	1	..	..	1	34
The Nilgiris	4	2	1	2	1	1	1	1	..	..	..	..	..	14
North Arcot	23	7	11	7	16	4	3	..	3	..	..	..	..	73
Ramanathapuram	7	3	1	1	15	4	..	3	1	..	..	..	..	35
Salem	24	9	3	11	27	6	1	2	..	..	..	..	..	83
South Arcot	26	6	9	7	15	..	2	1	1	..	..	..	..	67
Thanjavur	11	1	1	2	7	2	..	..	..	3	..	..	..	28
Tiruchirappalli	34	16	7	10	13	1	1	1	2	..	..	1	..	85
Tirunelveli	1	1	1	6	9	1	1	1	4	2	..	..	..	27
Total	172	70	58	60	143	33	16	12	17	8	..	1	1	599

APPENDIX Q.

Statistics relating to area of various districts, population, etc., in 1959.

Name of the Districts.	Area in square miles.	Population according to latest census.	Mileage of metalled roads.	Mileage of unmetalled roads.	Total of columns (4) and (5).	Number of stage carriages in use.	Number of population in column (3) served by each bus (in thousands).	Mileage of metal road per bus.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
Chingleput	3,061	1,833,619	1,375	636	2,011	407	4.51	3.38
Coimbatore	6,014	3,293,204	2,383	1,201	3,584	537	6.13	4.44
Kanyakumari	646	824,000	654	168	822	153	5.39	8.60
Madras	49	1,416,056	555	9	564	457	(The passengers road transport in the city is the exclusive monopoly of Madras State Transport Department.)	
Madurai	4,859	2,891,817	1,808	384	2,192	430	6.72	4.20
The Nilgiris	982	311,279	474	48	522	102	3.05	4.65
North Arcot	4,578	2,791,647	1,262	559	1,821	393	7.10	3.21
Ramanathapuram	4,825	2,080,519	1,415	497	1,912	267	7.79	5.30
Salem	7,051	3,371,769	2,159	450	2,509	428	1.06	5.04
South Arcot	4,208	2,776,769	1,454	801	2,255	263	10.56	5.53
Thanjavur	4,738	2,983,013	1,467	1,378	2,845	347	8.60	4.24
Tiruchirappalli	5,505	2,943,882	1,784	1,053	2,837	380	7.74	4.69
Tirunelveli	4,467	2,506,375	1,835	125	2,010	395	6.35	4.78

APPENDIX R.

TAX PARTICULARS.

Madras Motor Vehicles Taxation Act, 1931.

	1958.		1959.	
	RS.	NP.	RS.	NP.
Stage carriages	1,75,22,198	16	2,00,36,660	90
Goods vehicles	1,21,62,994	04	1,28,41,203	05
Contract carriages	3,83,012	00	4,36,686	00
Cars, Cycles and others	78,88,673	56	1,23,87,578	37
Total ..	3,82,56,877	76	4,57,02,128	32
			RS.	NP.
Tax collected in 1959			4,57,02,128	32
Tax collected in 1958			3,82,56,877	76
Increase ..			74,45,250	56

Madras Motor Vehicles (Taxation of Passengers and Goods) Act, 1952.

						1953.		1959.	
						RS.	NP.	RS.	NP.
Stage carriages	..	..	..	..	..	60,95,342	00	70,96,280	21
Public carriers	..	..	..	..	..	15,85,748	00	16,02,039	00
Total						76,81,090	00	86,98,319	21
						RS.	NP.		
In 1959	..	..				86,98,319	21		
In 1953	..	..				76,81,090	00		
Increase						10,17,229	21		

MISCELLANEOUS.



HOME DEPARTMENT

G.O. No. 441, 3rd February 1961

Administration Report—Motor vehicles—Report for the year 1959—Recorded.

READ—the following paper :—

Letter from the Transport Commissioner, Madras, dated 16th November 1960,
No. 6355/G-1/60.

Order—No. 441, Home, dated 3rd February 1961.

Recorded.

(By order of the Governor)

R. F. ISAR,
Secretary to Government.

- To the Chief Secretary to the Government of Madras.
" the Director of Information and Publicity, Madras.
" the Public Department.
" the Controller of Stationery and Printing, Madras-1.
" the Transport Commissioner, Madras-5.
" the Inspector-General of Police, Madras-4.
" the Commissioner of Police, Madras-8.
" all Collectors (one each).
" the Chief Presidency Magistrate, Madras.
" the Government of India, Ministry of Transport, New Delhi.
" the Secretary, Automobile Association of Southern India, Madras-6.
" the Secretary, Motor Vehicles and Allied Industries Association, 33-A, Mount Road, Madras-6.
" the Secretary, Indian Roads and Transport Development Association, P.B. No. 1270, Burmah Shell House, Esplanade, Madras-1.
" the President, Madras State Bus Owners' Association, 49, General Patters Road, Madras-2.
" the State Governments and Administrations.

