



REPORT ON THE ADMINISTRATION
OF THE MOTOR VEHICLES ACT
AND RULES FOR THE
CALENDAR YEAR
1958

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1960

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OFFICE OF THE TRANSPORT COMMISSIONER,
MADRAS-5,

Dated 17th October 1959.

From

SRI R. M. SUNDARAM, I.C.S.,
TRANSPORT COMMISSIONER,
Chepauk, Madras-5.

To

THE SECRETARY TO GOVERNMENT,
HOME DEPARTMENT,
Fort St. George, Madras-9.

SIR,

[Administration Report on the Motor Vehicles Act and Rules for the calendar year 1958—Report submitted.]

**ADMINISTRATION REPORT OF THE MOTOR
VEHICLES ACT AND RULES FOR THE
CALENDAR YEAR 1958.**

The administration of the Motor Vehicles Act in the State during the Calendar year 1958 continued to be carried on by the Transport Commissioner, the State Transport Authority and Regional Transport Authorities in Madras City and in the districts in the State, as in the previous year. The post of a part-time State Transport Appellate Tribunal was converted into a full time State Transport Appellate Tribunal with effect from 27th October 1958 in view of the increase in the numbers of appeals.

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 State Transport Authority.

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

(iii) The Transport Commissioner is assisted by the Deputy Transport Commissioner in all administrative matters connected with the Department. The Deputy Transport Commissioner, who is also the State Transport Authority, is in turn assisted by the Secretary and two Assistant Secretaries.

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 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 Vehicle

Inspectors) carried out tours in the regions by road and made surprise checks on motor vehicles. The validity of permits, the mechanical conditions, the permit conditions, etc., of the vehicle were examined and suitable action taken, whenever 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 was 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. The procedure was continued during the period under review. During the year, the Government decided to issue Zonal permits to public carriers; and the question of issue of necessary rules and instructions was under examination. According to this system the whole State is divided into four Zones, three of them comprising of three districts each and the remaining one of four districts; and the permit, issued by any authority in a Zone will be valid throughout the Zone without being counter signed by the other authorities.

In order to provide adequate transport facilities, the Government in their Order, G.O. Ms. No. 133, Home, dated 17th January 1957, directed the Regional Transport Authorities to increase the facilities by increasing the existing 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

existing routes in respect of stage carriages formulated by the Regional Transport Authorities continued to be approved by the Transport Commissioner before giving effect to them. 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 awarding marks to applicants having regard to their qualifications. The principles to be followed in the grant of stage carriage permits were reviewed and directions were issued in G.O. Ms. No. 2265, Home, dated 9th August 1958 classifying the routes as short routes covering less than 15 miles, medium routes covering from 15 to 75 miles and long routes (including Express Service) covering more than 75 miles. A significant feature of the new principles contained in the above Government Order is that for the short routes preference has to be shown to the applicants who are new entrants.

5. The order of the Government restoring the fleet strength of the stage carriage operator in the State as five route buses with a spare bus for the purpose of viable units, continued to be in force during the year under review also.

6. The maximum daily mileage limits of buses 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 from 200 to 250 in respect of express buses.

The State Transport Authority granted permits for running express buses on the following long routes during the year:—

(i) Madras to Krishnagiri, (via.) Poonamallee, Sriperambudur, Wallajah, Arcot, Vellore, Ambur, Vaniyambadi, Natrampalli and Bargur-Permit for two buses.

(ii) Salem to Hosur (via.) Dharmapuri and Krishnagiri on trunk road in respect of one bus.

(iii) Madras to Chidambaram (via.) Chingleput, Tindivanam, Villupuram and Cuddalore in respect of one bus, and another permit was granted by the State Transport Appellate Tribunal on appeal.

The number of stage carriage operators and the number of stage carriages owned by them are given below with comparative figures for the last three years. Appendix 'B' gives district war statistics of the stage carriage permits at the end of 1958.

Number of vehicles owned by each operator.	Number of operators.		
	1958.	1957.	1956.
1	140	119	116
2	64	69	84
3	71	75	68
4	55	49	52
5 to 9	121	107	99
10 to 14	29	28	26
15 to 19	13	14	13
20 to 24	12	12	12
25 to 49	20	23	24
50 to 74	6	4	2
75 to 99	1	1	2
100 to 149	1	..	..
150 and above	1	1	1
Total ..	533	502	499

7. There were 4,296 vehicles including spare buses with stage carriage primary permits issued by the State Transport Authority and the Regional Transport Authorities in the State at the end of 1958, as against 3,633 at the end of the previous year. The increase was due to the grant of pucca permits to Madras State Transport Department buses which were previously running on temporary permits and due to introduction of additional buses in the existing routes and the opening of new routes. In addition 123 temporary permits were granted to stage carriages during the year under review as against 487 temporary

permits granted during the previous year. In the case of temporary permits, the decrease was mainly due to the issue of pucca permits to Madras State Transport Department vehicles.

8. *Public carriers.*—The total number of vehicles covered by public carrier's permits in force at the end of the year was 6,395 as against 6,143 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.

9. *Private carriers.*—The total number of vehicles covered by private carriers permits in force at the end of 1958 was 1,968 as against 1,971 in 1957. In the matter of grant of private carrier's permits there was no restriction.

10. *Contract carriages.*—The number of contract carriages having valid permits in the State at the end of the year 1958 was 2,054 against 1,828 at the end of 1957, 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.

11. *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.

12. *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, the availability of alternative modes of transport, etc.

13. *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 by the State Transport Appellate Tribunal. The following are the appeals received and disposed of during the year:—

(1)		Appeals to State Transport Appellate Tribunal.	
		(2)	
1. Appeals pending at the end of 1957	..	465	
2. Appeals received during the year	..	1,893	
			2,458
3. Number of appeals allowed	149	..	1,779
4. Number of appeals dismissed	1,593		
5. Number of appeals remanded for fresh disposal	37		
6. Number of appeals pending at the end of 1958	..		679

Owing to the large number of grants of new stage carriage permits there has been tremendous increase in the number of appeals relating to those grants.

14. *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 remitted for fresh disposal.

The High Court of Madras has ruled that revision petitions are maintainable both under section 64-A introduced by the Central Motor Vehicles (Amendment) Act, 1956, and under sub-section (2) of section 64 introduced by the Madras Motor Vehicles (Amendment) Act, 1954. Therefore revision petitions are entertained

both by the State Transport Authority and the State Transport Appellate Tribunal who is the authority prescribed under section (2) of section 64 cited above.

15. *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. In order to provide relief to the Regional Transport Officers, the senior-most of the Motor Vehicles Inspectors in the districts continued to exercise the powers of Additional Registering Authorities to the extent the Registering Authorities concerned 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 1958, as reported by the Regional Transport Authorities. There were 33,565 such vehicles in the State at the end of the previous year. This difference is due to fact that the Regional Transport Officer, Coimbatore gave inflated figures for 1957 by mistake (8,114 instead of 5,570). The number of vehicles registered and re-registered during the year is shown in Appendices E-1 and E-2 respectively. Four thousand Seven hundred and one vehicles were newly registered during the year as against 5,861 during the previous year, showing a decrease in the number of new vehicles coming up for registration.

16. *Licensing of drivers and conductors.*—The work relating to the licensing of drivers and conductors was carried on by the Regional Transport Officers in the district and the Deputy Commissioner of Police (Traffic and Licensing), Madras, continued to be the licensing authority in Madras City. The number of driving licences issued and renewed, the number of persons authorized to drive public service vehicles and the number of drivers disqualified under sections 15 and 16 of the Motor Vehicles Act are shown in the Appendix 'F'. The number of driving licences issued and renewed in the State during the year was 27,572 as against 88,885 during the previous year. The fall in 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 there is large variation between the figures for last year and this year. Two hundred and thirteen drivers were disqualified under section 15 of the Act and 568 under section 16 of the Act during the year, as against 111 disqualified under sections 15 and 171 under section 16 of the Act during the previous year. The increase is due to detection of large number of cases of over speeding, overload, etc.

Five thousand two hundred and fifteen conductors' licences were in force in the State at the end of the year as against 5,773 in force at the end of the previous year. The decrease is due to stoppage of issue of conductor certificates in certain districts, and due to non-renewal of licences for want of First-aid certificates. The district war figures are shown in Appendix 'G'.

17. *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 the various sections of the Motor Vehicles Act.

18. *District Transport Advisory Committee.*—The District Transport Advisory Committee constituted in each district with the Collector as Chairman and the Superintendent of Police, and the Chairman of the Headquarters Municipalities as members continued to function as Advisory Committees of the Regional Transport Authorities. The Divisional Engineers (Highways) have also been appointed as members of the Committee. Most of the recommendations of the committee related to the

improvement of transport requirements of the districts. The recommendations and the views expressed by the Committees were made full use of by the Regional Transport Authorities (Collectors) while deciding the needs in each area.

The State Transport Advisory Committee met once during the year and transport problems were discussed. In order to solve Inter-State problems, conference of Transport Officers were held whenever considered necessary. The Transport Commissioner, Andhra Pradesh and Deputy Transport Commissioner discussed Inter-State problems on 13th March 1958 at Hyderabad and again on 1st November 1958 at Madras.

The Minister for Transport and the Transport Commissioner and Deputy Transport Commissioner during their tours in the districts held conference with the Transport Operators to explore possibilities as to how best the net work of the Transport system could be improved and also to hear the grievances of Transport Operators. The Transport Commissioner participated in meeting of the Board of Communications during September 1958. The Road and Inland Water Transport Advisory Committee was constituted, which met during November 1958 at Delhi and discussed problems for co-ordinating road, rail, Inland Water Transport. The Deputy Transport Commissioner, Madras who attended this meeting took part in the discussions.

19. *Board of Transport.*—A meeting of the Madras Board of Transport was held on 28th May 1958. Questions relating to taxation policy in respect of vehicles plying on Inter-State routes were discussed.

20. *Provincial Motor Transport Controller Branch.*—The purchase of vehicles required for the consuming departments of Government was continued to be done through the agency of the Transport Commissioner; and this system has worked 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.

21. *Miscellaneous.*—The following statistical statements for 1958 are furnished:—

	Appendix.
1 The receipts under the 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 the 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
9 Statistical particulars relating to transport vehicles	R
10 Statement showing the net increase in tax under the Taxation Act	S

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 the issue of tax licences in respect of vehicles in Madras City and in the mufassal respectively. The motor vehicles tax under this Act continued to be levied at the same rate as before. Representations were received from some of the lorry owners of Kerala State, that consequent on the levy of separate motor vehicles tax in both the State with effect from 1st April 1957 their trade with the commercial centre at Piranoor, a village in Shencottah taluk in Madras State, was hampered to a great extent and hence they requested exemption from payment of tax in respect of goods vehicles of the Kerala State touching Piranoor. In G. O. Ms. No. 1457, Home, dated 31st May 1958 the Government have issued a direction that 1/10th of the tax normally payable under the Madras Motor Vehicles Taxation Act, shall be levied in respect of all goods vehicles registered and normally kept in the Kerala State and plying up to Piranoor village in Shencottah taluk in Madras State. The above concession has come into force on and from 30th January 1958.

23. *Taxation (arrangement with neighbouring States).*—The arrangements with regard to the tax between Madras and the adjoining States of Andhra Pradesh, Mysore and Kerala are as follows:—

(1) *Madras-Andhra Pradesh.*—There is a reciprocal arrangement in respect of Stage carriages and goods vehicles holding Inter-State permits to ply between Madras and Andhra Pradesh. 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 vehicles in each State. The same procedure is also followed in regard to the tax collected under the Madras Motor Vehicles (Taxation of Passengers and Goods) Act, 1952.

(b) *Goods vehicle.*—In the case of goods vehicles plying on 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.

(2) *Madras-Mysore and Madras-Kerala.*—Tax in each State is collected in respect of transport vehicles plying on routes lying in Madras and Mysore States and in Madras and Kerala States. The question of introducing single point tax is under consideration of the Government.

24. Vehicle registered in any other State in India which are chartered by tourists to ply in this State and which carry the 'Special Permit' issued under section 63 (6) of the Motor Vehicles Act and special distinguishing mark in the manner prescribed by the Government of India are exempt from payment of tax in this State. Permits under this section are issued very liberally in order to promote tourist traffic.

25. Big taxis which were permitted to carry 4 passengers in addition to driver are now permitted by the Government to carry 5 passengers in addition to driver without increase on the rate of tax.

26. Total revenue collected during the year 1958 for different classes of vehicles under Madras Motor Vehicles Taxation Act, 1931, was as follows:—

	RS.	nP.
Stage carriages	1,75,22,198	16
Goods vehicles	1,24,62,994	04
Contract carriages	3,83,012	00
Cars, motor-cycles and others.	78,88,673	56
Total	3,82,56,877	76

27. *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 follows:—

	RS.	nP.
Stage carriages	60,95,342	00
Public carriers	15,85,748	00
Total	76,81,090	00

Fees under Motor Vehicles Act, 1939.

The total revenue collected under the Act in the year was as follows:—

	RS.	nP.
1 Fee for registration, licences, badges and fitness certificates.	17,09,008	72
2 Permit fees	3,41,805	99
3 Other miscellaneous fees ..	15,564	30
Total	20,66,379	01

28. *Chowkie posts around Pondicherry.*—The 7 chowkie posts established from October 1957 to check evasion of payment of sales tax on goods transported by lorries from and to Pondicherry continued to function during the year. The existence of these posts had prevented large scale evasions of sales tax and loss of revenue to the Government. This scheme proved useful and effective and so it has been continued.

29. *Check posts in the State.*—The second scheme now in operation in the department is the opening of check posts in some districts in the State and also employment of Roving staff in certain other districts to check evasion of payment of Madras Motor Vehicles Tax, as well as sales tax. To start with, 7 check posts—3 in Chingleput district around Madras City, 2 in North Arcot district, and one in Salem and another in Coimbatore were established with effect from 1st February 1958 with the Roving staff in the districts of Madurai, Tirunelveli, Coimbatore, Tanjavur and Tiruchirappalli. The practical working showed that the work in the check posts near Madras, i.e., in the Chingleput district was very heavy due to heavy traffic. In view of this the Roving Inspectors in 3 districts have been posted to check-posts around Madras City. Roving staff in the districts of Coimbatore and Tirunelveli alone were continuing. The chowkie posts at Nallathur and Kandamangalam were abolished from 1st July 1958 and the staff meant for these posts, was transferred to other check posts to cope up with the increased work there. The check posts manned by Motor Vehicles Inspectors and Assistant Motor Vehicles Inspectors assisted by traffic Guards were working 3 shifts of 8 hours each. All lorries passing through the check posts were stopped and checked. Particulars such as nature of goods carried,

name and address of consignor and consignee were gathered and extracts of these particulars were forwarded to the Commercial Tax Department for necessary action. This system provided useful information to the Commercial Tax Department and it helped them to check the accounts of dealers carefully for collection of sales tax. This scheme was found fruitful and was therefore extended. An officer in the grade of Regional Transport Officer was in charge of these check and chowkie posts. He was doing extensive tours in the districts suggesting

ways to derive the maximum benefits in making the scheme a success. He was also reviewing the work turned out by the staff. The staff at the chowkie posts have been responsible for unearthing cases of large scale evasions of payment of sales tax and also non-payment of tax under the Madras Motor Vehicles Taxation Act in some cases.

30. *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 1958.

Name.		State Transport Authority.	Number of meetings.
Sri C. Raghupathy Row Naidu, B.A. (From 1st January to 31st December 1958)			30
State Transport Appellate Tribunal.			
Sri Rama Varma. (From 1st January to 26th October 1958)			69
Sri K. S. Venkatraman, I.C.S., (From 27th October to 31st December 1958)			On all working days.
Regional Transport Authorities.			
Districts.	Name of the Regional Transport Authority.	Name of the Secretary, Regional Transport Authority.	Number of meetings.
(1)	(2)	(3)	(4)
1 Chingleput	Sri R. Kunchithapadam, I.A.S. (From 1st January to 31st July 1958)	Sri P. Madhava Menon, B.Sc. (1st January to 4th July 1958).	5
	Sri S. P. Srinivasan, I.A.S. (From 1st August to 31st December 1958).	Sri K. V. Kochukrishnan Nair (From 5th July to 31st December 1958).	5
2 Coimbatore	Sri T. Lakshminarayanan, I.A.S. (From 1st January to 31st December 1958).	Sri K. V. Kochukrishnan Nair (From 1st January to 28th February 1958). Sri V. Munuswamy, (From 1st March to 31st December 1958).	9
3 Kanyakumari	Sri R. Tirumalai I.A.S. (From 1st January to 30th November 1958). Sri J. A. Ambasankar, I.A.S. (From 1st to 31st December 1958).	Sri J. S. Packianathan, B.A. (From 1st January to 8th July 1958). Sri T. V. Ramanujam B.A., B.L. (From 9th July to 31st December 1958).	12
4 Madras	Sri F. V. Arul, B.A., I.P. (From 1st January to 31st December 1958).	Sri R. K. Sukumaran (From 1st January to 29th October 1958). Sri P. Paramaguru, M.A.B.L., (From 20th October to 31st December 1958).	10 2
5 Mathurai	Sri R. Balasubramaniam, I.A.S. (From 1st January to 31st December 1958).	Sri T. S. Sivagnanam, B.A. (From 1st January to 27th June 1958). Sri P. R. Subramaniam, (From 28th June to 31st December 1958).	10
6 The Nilgiris	Sri J. M. Lobo Prabu, I.C.S. (From 1st January to 16th November 1958).	Sri K. Subramaniam (From 1st January to 24th July 1958). Sri V. Munuswamy (From 25th July to 24th August 1958). Sri K. Subramaniam, (From 25th August to 23rd December 1958).	5
	Sri K. J. Somasundaram, I.A.S. (From 17th November to 31st December 1958).	Sri V. Munuswamy (From 24th December to 30th December 1958). Sri K. Subramaniam, (31st December 1958)	1
7 North Arcot	Sri N. Krishnasamy, I.A.S. (From 1st January to 1st April 1958). Sri T. M. Baskar Tondaiman, M.A., I.A.S. (From 2nd April to 31st December 1958).	Sri V. V. Radhakrishnan (From 1st January to 31st December 1958).	11
8 Ramnathapuram	Sri C. V. R. Panickar, I.A.S. (From 1st January to 6th April 1958). Sri G. M. Muthusamy, I.A.S. (From 7th April to 31st December 1958).	Sri T. M. Raghavan (From 1st January to 31st December 1958).	13
9 Salem	Sri M. G. Balasubramaniam, I.A.S. (From 1st January to 18th April 1958). Sri T. E. Thiagaraja Pillai, I.A.S. (From 19th April to 2nd October 1958). Sri S. Moni, I.A.S., (From 3rd October to 31st December 1958).	Sri U. C. Surendranath (From 1st January to 31st December 1958).	11
10 South Arcot	Sri Henry Peter, I.A.S. (From 1st January to 31st August 1958). Sri S. A. Sundararajan, I.A.S., (From 1st September to 31st December 1958). Sri V. Karthikeyan, I.A.S. (From 1st January to 2nd March 1958).	Sri T. V. Ramanujam, B.Sc., B.L. (From 1st January to 30th June 1958). Sri H. J. Ramachandran, (From 1st July to 31st December 1958). Sri H. J. Ramachandran (From 1st January to 22nd June 1958).	14
11 Tanjore			

Regional Transport Authorities—cont.

Districts.	Name of the Regional Transport Authority.	Name of the Secretary, Regional Transport Authority.	Number of meetings.
(1)	(2)	(3)	(4)
11 Tanjore—cont.	.. Sri O. H. Dias, (From 3rd to 16th March 1958). Sri V. Karthikeyan, I.A.S. (From 17th to 24th March 1958). Sri O. H. Dias, (From 25th March to 13th April 1958). Sri A. V. Loganathan, I.A.S., (From 14th April to 31st December 1958).	Sri N. Dakshinamurthy, B.Sc., (From 23rd June to 13th July 1958). Sri J. S. Paokianathan, B.A., (From 14th July a.m. to 31st December 1958).	13
12 Tiruchirappalli	.. Sri G. S. David, I.A.S. (From 1st January to 15th June 1958). Sri Ghulam Mohamed Badsha, I.A.S. (From 16th June to 31st December 1958).	Sri N. Dakshinamoorthy, B.Sc., (From 1st January to 31st December 1958).	13
13 Tirunelveli ..	.. Sri A. V. Loganathan, I.A.S., (From 1st January to 4th April 1958). Sri N. Krishnaswamy, I.A.S., (From 5th April to 31st December 1958).	Sri A. Marimuthu, (From 1st January to 31st December 1958).	9

APPENDIX B.

Number of permits of different kinds of vehicles in force at the end of 1958.

Districts.	Stage carriages.		Goods vehicles.				Contract	
			Public carrier.		Private carrier.			
	Pucca.	Tempo- rary.	Pucca.	Tempo- rary.	Pucca.	Tempo- rary.	Pucca.	Tempo- rary.
Chingleput	384	..	225	..	85	..	23	..
Coimbatore	506	1	1,141	1	257	..	254	..
Kanyakumari	72	80	140	..	12	..	93	..
Madras	413	12	917	..	936	..	1,319	..
Madurai	412	..	514	..	116	..	41	..
The Nilgiris	97	7	426	..	112	..	90	..
North Arcot	367	6	443	..	57	..	36	..
Ramanathapuram	263	..	264	..	33	..	16	..
Salem	410	1	571	..	51	..	90	..
South Arcot	230	..	397	..	41	..	..	..
Tanjore	355	..	199	..	62	..	11	..
Tiruchirappalli	366	2	718	2	110	..	42	..
Tirunelveli	381	4	440	..	96	..	39	..
State Transport Authority	40	10	..	..	..	..	..	..
Total	4,296	123	6,395	3	1,968	..	2,054	..

APPENDIX C.

Statements showing the receipts and disposals of revision and writ petitions during the year 1958.

District.	Number of revision petitions pending at the beginning of 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.		Total.	Number of writ petitions disposed of during the year.			Number of writ petitions pending at the end of the year.	
	(2)	(3)	(4)		(5)	(6)	(7)		(8)	(9)		(10)	(11)	Allowed. (12)		Rejected. (13)
															(1)	
Madras City	..	3	3	..	3	..	..	..	5	5	1	..	..	..		
State Transport Autho- rity, Madras.	1	4	5	..	3	..	2	..	..	..	..	..	..	..		
Chingleput	9	16	25	..	19	..	6	24	13	37	5	12	..	20		
Coimbatore	5	13	18	..	8	1	9	10	13	23	..	3	..	20		
North Arcot	11	42	53	2	35	2	14	11	26	37	..	10	1	28		
South Arcot	6	36	42	2	25	6	9	14	20	34	8	5	..	26		
Salem	9	26	35	3	17	..	15	9	16	25	..	4	..	21		
Tiruchirappalli	11	37	48	2	23	4	19	6	5	11	..	4	..	7		
Madurai	15	21	36	9	14	1	12	2	3	5	..	..	..	5		
Ramanathapuram	12	18	30	1	18	1	10	3	3	6	..	2	..	4		
The Nilgiris	2	4	6	..	6	..	..	12	4	16	..	6	1	9		
Tirunelveli	7	29	36	4	22	..	10	3	11	14	..	10	..	4		
Tanjore	6	23	29	4	21	1	3	5	16	21	4	5	..	12		
Kanyakumari	..	1	1	..	..	..	1	1	..	1	..	..	..	1		
Total	94	273	367	27	214	16	110	100	135	235	13	61	2	159		

APPENDIX D.

Number of motor vehicles in the districts other than those for which permits have been issued at the end of 1958.

Districts.	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	5	22	1	..	14	12	..	5	59
Coimbatore	1,065	2,701	22	12	80	41	..	1,491	5,412
Kanyakumari	31	356	1	..	1	3	..	..	392
Madras	2,700	10,487	2	2	34	88	4	47	13,364
Madurai	50	138	1	..	3	18	..	2	212
The Nilgiris	764	1,924	..	..	61	66	..	32	2,847
North Arcot	584	2,480	29	36	59	134	..	93	3,415
Ramanathapuram	112	1,016	..	..	27	29	..	54	1,233
Salem	503	968	1	2	20	49	26	166	1,735
South Arcot	132	549	3	..	5	11	..	5	705
Tanjore	174	740	..	1	112	76	..	55	1,158
Tiruchirappalli	271	1,270	7	3	23	33	23	65	1,705
Tirunelveli	213	1,063	4	3	1	35	..	4	1,323
Total	6,604	23,714	71	59	445	595	58	2,019	33,565

APPENDIX E-1.

Number of motor vehicles newly registered during 1958.

Districts.	Motor cycles.	Motor cars.	Buses.	Lorries.	Motor cabs.	Ambulances.	School buses.	Tractors.	Trailers.	Road rollers.	Other vehicles.	Total.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
Chingleput	3	5	42	107	..	1	..	13	12	..	2	185
Coimbatore	184	154	86	84	..	..	..	10	9	..	22	529
Kanyakumari	1	10	12	23	..	..	..	1	3	..	..	50
Madras City	633	1,110	80	200	174	2	6	31	36	..	39	2,361
Madurai	47	118	41	56	..	1	..	3	18	..	3	287
The Nilgiris	19	19	13	33	..	..	..	6	9	..	..	99
North Arcot	11	6	72	23	..	..	..	1	3	..	10	126
Ramanathapuram	10	16	40	46	..	..	..	3	5	..	..	120
Salem	16	29	69	34	9	..	..	2	9	..	18	186
South Arcot	8	10	50	17	..	..	..	17	18	..	15	135
Tanjore	43	10	55	17	..	..	..	36	18	..	..	179
Tiruchirappalli	38	91	92	19	..	..	..	1	6	..	14	261
Tirunelveli	10	68	27	56	1	..	..	4	12	..	5	183
Total	1,003	1,646	679	715	184	4	6	128	208	..	128	4,701

APPENDIX E-2.

Number of motor vehicles re-registered during 1958.

Districts.	Motor cycles.	Motor cars.	Buses.	Lorries.	Motor cabs.	Ambulances.	School buses.	Tractors.	Trailers.	Road rollers.	Other vehicles.	Total.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
Chingleput	2	15	12	12	1	..	..	..	..	..	2	44
Coimbatore	38	113	1	61	2	..	..	..	..	..	22	237
Kanyakumari	5	97	5	7	1	..	..	..	..	..	..	115
Madras City	127	1,012	5	45	..	..	..	3	2	..	..	1,194
Madurai	3	20	..	12	..	..	..	..	..	..	..	35
The Nilgiris	6	37	4	12	4	..	..	..	..	..	..	63
North Arcot	7	21	18	53	..	..	..	..	..	..	..	99
Ramanathapuram	2	13	..	3	..	..	..	..	..	..	..	23
Salem	8	44	1	25	8	..	..	..	..	..	2	88
South Arcot	6	12	4	24	..	..	..	1	1	..	1	49
Tanjore	2	5	..	1	..	..	..	..	..	..	..	8
Tiruchirappalli	7	24	..	4	..	..	..	..	..	..	2	39
Tirunelveli	5	62	..	9	2	..	..	..	..	..	1	79
Total	218	1,475	50	273	18	2	..	4	3	..	30	2,073

APPENDIX F.

Statement showing the driving licences issued, etc., during 1958.

District.	(1)	(2)	(3)	(4)	(5)	(6)
Chingleput	..	868	100	39	38	2
Coimbatore	..	3,989	3,198	434	36	288
Kanyakumari	..	626	555	259	..	..
Madras City	..	8,451	1,379	760	..	120
Madurai	..	2,507	1,009	170	3	4
The Nilgiris	..	1,169	317	136	20	1
North Arcot	..	1,708	1,168	125	6	10
Ramanathapuram	..	1,181	377	77	2	..
Salem	..	1,785	472	285	90	25
South Arcot	..	1,047	232	82	..	26
Tanjore	..	1,160	310	102	..	27
Tiruchirappalli	..	1,481	1,034	436	18	44
Tirunelveli	..	1,600	477	623	..	21
Total	..	27,572	10,648	3,528	213	568

APPENDIX G.

Number of conductor's certificates issued, renewed, etc., during 1958.

District.	(1)	(2)	(3)	(4)	(5)	District.	(1)	(2)	(3)	(4)	(5)
Chingleput	..	17	181	19	..	Salem	..	66	388	18	3
Coimbatore	..	168	293	19	..	South Arcot	..	206	779	24	..
Kanyakumari	..	129	71	2	..	Tanjore	..	76	160	1	..
Madras	..	265	469	11	..	Tiruchirappalli	..	117	356	3	..
Madurai	..	..	311	1	..	Tirunelveli	..	85	232	1	..
The Nilgiris	..	80	62	2	..	Total	..	1,442	3,773	117	3
North Arcot	..	62	305	16	..						
Ramanathapuram	..	171	166	..	..						

APPENDIX H.

Number of penalties imposed under the Motor Vehicles Act and Rules during 1958.

District.	(1)	(2)	(3)	(4)	(5)
Chingleput	..	75	..	..	..
Coimbatore	..	464	9	..	..
Kanyakumari	..	62	5	..	..
Madras	..	338	504	..	..
Madurai	..	48	25	..	..
The Nilgiris	..	48	..	..	..
North Arcot	..	264	1	..	..
Ramanathapuram	..	22	5	..	..
Total	..	2,160	555	..	..

APPENDIX I.

Number of convictions under the various sections of the Motor Vehicles Act during 1958.

District.	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
Chingleput	..	5,429	2	..	527	90	..	..	..	157	3	..
Coimbatore	..	1,256	1	14	396	7	..	1	..	365	18	28
Kanyakumari	..	472	3	15	42	2	..	7	1	364	103	..
Madras	..	7,338	51	..	2,623	898	2	..	272	439	2,216	..
Madurai (North)	..	2,228	43	16	120	3	..	..	1	61	123	..
Madurai (South)	..	2,122	9	..	90	6	..	..	3	196	188	..
The Nilgiris	..	395	..	..	49	22	1	..	14	92	15	..
North Arcot	..	2,798	1	..	401	19	2	..	..	103	30	2
Ramanathapuram	..	568	1	..	99	2	..	..	..	215	25	..
Salem	..	735	9	2	17	8	..	..	4	174	30	..
South Arcot	..	1,554	..	..	20	4	3	..	..	158	20	3
Tanjore	..	793	3	11	3	6	1	..	4	284	10	..
Tiruchirappalli	..	1,238	16	1	270	3	..	..	1	203	393	..
Tirunelveli	..	2,137	14	..	7	14	1	..	16	378	1	..
Total	..	29,063	113	59	4,669	1,084	10	1	316	3,189	3,175	34

APPENDIX J.

Statement showing the receipts under "XII.—Taxes on Vehicles" and refunds during 1958.

District.	(1)	(2)	(3)	(4)	(5)
Coimbatore	..	2,34,072 00	61,083 00	5,838 00	3,00,993 00
Chingleput	..	22,544 60	17,223 10	1,775 07	41,542 77
Kanyakumari	..	29,086 00	7,230 00	115 00	36,431 00
Madras	..	3,99,571 66	52,960 50	199 28	4,52,731 44
Madurai	..	3,50,992 79	19,909 00	..	3,70,901 79
The Nilgiris	..	55,614 18	13,464 12	119 00	69,197 30
North Arcot	..	1,03,898 00	24,347 00	3,610 83	1,31,855 83
Ramanathapuram	..	56,516 63	10,399 00	35 00	66,950 63
Salem	..	1,19,998 10	37,611 27	..	1,57,609 37
South Arcot	..	36,375 00	2,145 00	74 00	38,594 00
Tanjore	..	93,086 00	16,961 00	108 00	1,10,155 00
Tiruchirappalli	..	1,37,940 86	63,069 00	1,938 00	2,02,947 86
Tirunelveli	..	69,312 90	15,404 00	1,752 12	86,469 02
Total	..	17,09,008 72	3,41,805 99	15,564 30	20,66,379 01

APPENDIX K.

Number of extensions granted for goods vehicles and contract carriages by the State Transport Authority, Madras during 1958.

District.	(1)	(2)	(3)	District.	(1)	(2)	(3)
Madras	..	288	100	Kanyakumari	..	22	2
Chingleput	..	32	8	Tirunelveli	..	75	11
North Arcot	..	72	2	Tanjore	..	39	13
South Arcot	..	33	9	Tiruchirappalli	..	91	30
Salem	..	96	8	Mysore based Vehicles	..	125	4
Coimbatore	..	149	3	Kerala based Vehicles	..	119	1
The Nilgiris	..	59	2	Andhra based Vehicles	..	145	5
Madurai	..	54	15	Total	..	1,456	216
Ramanathapuram	..	57	3				

APPENDIX L-1.

Statement showing the number of new routes proposed by the Regional Transport Authorities and confirmed by the Transport Commissioner during 1958.

District.	Number proposed by the Regional Transport Authority.	Number confirmed by the Transport Commissioner.	Number rejected by the Transport Commissioner.	Number of cases pending.	District.	Number proposed by the Regional Transport Authority.	Number confirmed by the Transport Commissioner.	Number rejected by the Transport Commissioner.	Number of cases pending.
Chingleput	7	3	..	4	Tanjore	7	5	..	2
Coimbatore	13	10	1	2	Tiruchirappalli	..	..	..	..
Kanyakumari	4	3	..	1	Tirunelveli	7	3	..	4
Madurai	3	2	..	1	South Arcot	36	8	1	27
The Nilgiris	8	8	..	Nil					
North Arcot	12	9	..	3	Total	108	57	2	49
Ramanathapuram	4	2	..	2					
Salem	7	4	..	3					

APPENDIX L. SECTION II.

Statement showing the number of variations of routes proposed by the Regional Transport Authorities and confirmed by the Transport Commissioner during 1958.

District.	Number proposed by the Regional Transport Authority.	Number confirmed by the Transport Commissioner.	Number rejected by the Transport Commissioner.	Number pending.	Number of bus routes on 31st December 1958.	District.	Number proposed by the Regional Transport Authority.	Number confirmed by the Transport Commissioner.	Number rejected by the Transport Commissioner.	Number pending.	Number of bus routes on 31st December 1958.
Chingleput	13	3	..	10	123	Tanjore	26	15	1	10	127
Coimbatore	5	1	1	3	176	Tiruchirappalli	23	12	4	7	176
Kanyakumari	3	2	..	1	85	Tirunelveli	33	27	1	5	147
Madurai	19	10	1	8	174	South Arcot	37	15	4	18	123
The Nilgiris	..	..	..	..	42						
North Arcot	27	9	8	10	143	Total	243	121	25	97	1,649
Ramanathapuram	37	14	5	18	140						
Salem	20	13	..	7	198						

APPENDIX M.

Number of grant, rejection, etc., of fitness certificate during 1958.

District.	Number of fitness certificates granted.	Number of fitness certificates rejected.	Number of cases appealed against.	District.	Number of fitness certificates granted.	Number of fitness certificates rejected.	Number of cases appealed against.
Chingleput	1,263	201	..	Salem	1,880	402	..
Coimbatore	3,751	310	..	South Arcot	1,109	310	..
Kanyakumari	471	..	..	Tanjore	1,181	212	..
Madras	5,299	1,742	..	Tiruchirappalli	2,285	374	..
Madurai	2,166	39	9	Tirunelveli	1,726	294	..
The Nilgiris	979	415	..	Total	24,598	4,640	9
North Arcot	1,468	177	..				
Ramanathapuram	1,020	74	..				

MOTOR VEHICLES ACT AND RULES, 1958

APPENDIX N.

Statement showing convictions under the Madras Traffic Rules during the period 1958.

District.	Number of prosecutions.	Number of convictions.	Pedestrians.	Cyclists.	Auto drivers.	Cart drivers.	Motor vehicles drivers.	Others.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
Chingleput	2,407	2,346	27	1,449	200	356	280	54
Coimbatore	905	1,048	207	211	44	89	337	110
Kanyakumari	790	727	..	62	..	38	431	196
Madras	19,876	18,412	812	4,612	334	374	9,628	2,602
Madurai (North)	2,921	2,781	103	1,567	212	563	51	285
Madurai (South)	2,832	2,128	325	1,171	81	321	188	42
The Nilgiris	231	227	20	13	..	13	163	18
North Arcot	3,272	2,806	25	433	106	221	1,238	783
Ramanathapuram	4,261	4,196	..	2,287	168	1,026	242	478
Salem	568	515	2	93	42	59	243	76
South Arcot	3,157	3,035	..	1,115	385	582	586	417
Tanjore	3,698	2,692	10	1,522	63	260	568	269
Tiruchirappalli	3,266	3,178	..	2,363	151	365	35	264
Tirunelveli	5,083	5,028	..	2,495	143	974	603	813
Total	53,247	49,119	1,531	19,393	1,979	5,191	14,623	6,402

APPENDIX O.

Statement showing the Number of convictions of motor vehicles offences under Indian Penal Code during 1958.

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 226 and 338.	Under section 336.	Under section 297.	Under sections 337 and 297.	Under sections 279 and 338.	Under sections 279 and 304-A.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
Chingleput	21	77	37	7	1	1	..	15	..	..	..	20
Coimbatore	38	97	18	..	9	5	2	2	1	14	..	16
Kanyakumari	..	..	7	..	..	6	..	..	..	2	2	2
Madras City	88	420	..	..	..	..	..	..	..	..	..	11
Madurai, North	8	20	17	11	5	..	..	..	..	..	..	..
Madurai, South	8	47	35	2	..	1	..	..	..	..	3	3
The Nilgiris	..	10	5	..	..	..	..	..	..	..	..	..
North Arcot	20	46	43	5	3	3	..	..	..	..	..	9
Ramanathapuram	13	29	27	1	2	1	..	..	..	..	..	15
Salem	30	61	44	8	4	1	..	..	..	..	1	16
South Arcot	10	54	17	4	..	5	..	..	..	..	..	21
Tanjore	8	21	6	6	..	..	..	..	..	..	..	1
Tiruchirappalli	..	16	26	2	6	41	..	..	..	..	9	..
Tirunelveli	14	40	55	11	2	6	..	..	..	..	4	16
Total	258	938	337	57	32	70	2	18	19	135	..	..

APPENDIX P.

Statement showing the number of operators owning stage-carriages under each class in 1958.

District.	1	2	3	4	5-9	10-14	15-19	20-24	25-49	50-74	75-99	100-150	Above 150.	Total
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
Chingleput	28	15	14	7	14	3	1	..	1	..	..	..	..	83
Coimbatore	6	3	5	3	15	3	3	1	2	1	..	..	..	42
Kanyakumari	1	1	3	2	1	1	..	1	..	1	..	..	..	11
Madras	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Madurai	5	4	5	6	6	3	1	1	1	..	..	..	1	33
The Nilgiris	2	2	1	1	2	1	1	2	..	..	..	..	..	12
North Arcot	16	4	11	6	13	4	2	..	4	..	..	..	..	60
Ramanathapuram	5	3	4	1	13	2	2	3	1	..	..	..	..	33
Salem	17	8	5	10	23	5	..	2	2	..	..	..	..	72
South Arcot	21	9	14	3	10	1	1	1	1	..	..	..	..	61
Tanjore	4	1	1	..	8	2	..	..	1	..	..	..	..	20
Tiruchirappalli	33	14	3	12	11	2	1	1	2	..	..	..	..	79
Tirunelveli	2	1	5	4	6	1	1	..	5	..	..	..	..	27
Total	149	64	71	55	121	29	13	12	20	9	..	1	1	522

APPENDIX Q.

Statistics relating to area of the various districts, population, etc., in 1958.

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 (8) served by each bus (in thousands).	Mileage of road per bus.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
Chingleput ..	3,061	1,833,619	1,133	757	1,890	384	4.78	2.95
Coimbatore ..	6,014	3,293,204	2,371	1,303	3,574	506	6.51	4.48
Kanyakumari ..	646	824,000	657	43	700	152	5.49	4.32
Madras ..	49	1,416,056	555	9	564	(Includes M.S.D. Buses—80). (The passenger road transport in the city is the exclusive monopoly of the Madras State Transport Department.)		
Madurai ..	4,859	2,891,817	1,340	845	2,185	412	7.02	3.25
The Nilgiris ..	982	311,279	423	99	522	97	3.21	4.36
North Arcot ..	4,578	2,791,647	1,206	598	1,804	367	7.61	3.28
Ramanathapuram ..	4,825	2,080,519	909	687	1,596	263	7.87	3.4
Salem ..	7,051	3,371,769	2,115	470	2,585	410	8.22	5.15
South Arcot ..	4,208	2,776,769	1,435	726	2,161	230	1.20	6.24
Tanjore ..	4,738	2,983,013	1,555	1,335	2,890	355	8.40	4.38
Tiruchirappalli ..	5,505	2,943,882	1,799	923	2,722	366	8.04	4.92
Tirunelveli ..	4,467	2,506,375	1,621	234	1,855	381	6.58	4.25

APPENDIX R.

Statistical particulars relating to collection and maintenance of transport vehicles, 1958.

FORM-A (BUSES).

Serial number and district.	Category of operators.	Total number of operators under each category.	Total number of passengers carried.	Total.			Fuel consumed.			Total expenditure.	Total capital cost.	Total depreciation.	Total interest on capital outlay.
				Mileage covered.	Collections made.	Petrol in gallons.	Diesel in gallons.	Charcoal in lb.	Cost.				
(1)	(2)	(3)	(4)	(5a)	(5b)	(6a)	(6b)	(6c)	(6d)	(7)	(8)	(9)	(10)
									RS.	RS.	RS.	RS.	RS.
1 Chingleput ..	(a) Operators having less than 10 vehicles.	82	28,380	47,700	44,275	..	3,670	..	7,280.00	23,370.00	39,500	9,875.00	4,740.00
	(b) Operators having 10 or more but less than 20 vehicles.	1	57,670	46,538	51,669.40	..	4,915	..	7,628.50	31,453.82	81,120	7,780.08	1,979.00
	(c) Operators having 20 or more but less than 50 vehicles.	2	263,075	66,083	53,584	..	4,503	..	8,555.70	83,193.00	25,770	6,442.00	3,855.50
	(d) Operators having 50 or more vehicles.	..	..	..	..	..	..	..	..	..	..	..	..
2 Coimbatore ..	(a) Operators having less than 10 vehicles.	..	..	..	..	..	..	..	..	..	..	..	..
	(b) Operators having 10 or more but less than 20 vehicles.	..	Not readily available.	..	..	..	..	..	..	..	..	..	..
	(c) Operators having 20 or more but less than 50 vehicles.	..	..	..	..	..	..	..	..	..	..	..	..
	(d) Operators having 50 or more vehicles.	..	..	..	..	..	..	..	..	..	..	..	..
3 Kanyakumari ..	(a) Operators having less than 10 vehicles.	8	180,256	50,339	28,171	3,781	3,443	99,360	8,73,238	14,684.85	5,573.50	1,398.70	684.16
	(b) Operators having 10 or more but less than 20 vehicles.	1	..	..	..	..	..	..	..	..	..	..	..
	(c) Operators having 20 or more but less than 50 vehicles.	1	..	..	..	..	..	..	..	..	..	..	..
	(d) Operators having 50 or more vehicles.	1	..	..	..	..	..	..	..	..	..	..	..
4 Madras City ..	The passenger road transport in the city is the exclusive monopoly of the Madras State Transport Department.												
5 Madurai ..	(a) Operators having less than 10 vehicles.	26	91,815	40,989	42,319	..	3,319	..	5,853	22,188	31,841	7,000	2,000
	(b) Operators having 10 or more but less than 20 vehicles.	4	68,252	41,587	53,178	..	3,499	..	6,477	36,923	32,308	12,846	2,900
	(c) Operators having 20 or more but less than 50 vehicles.	2	131,900	47,295	52,064	..	2,883	..	5,585	32,383	34,036	3,506	2,000
	(d) Operators having 50 or more vehicles.	1	116,920	52,865	56,721	..	3,603	..	7,156	32,855	38,766	8,640	..

APPENDIX R—cont.

Statistical particulars relating to collection and maintenance of transport vehicles 1958—cont.

FORM A (BUSES)—cont.

Serial number and district.	Category of operators.	Total number of operators under each category.	Total number of passengers carried.	Total.			Fuel consumed.			Total expenditure.	Total capital cost.	Total depreciation.	Total interest on capital outlay.
				Mileage covered.	Collections made.	Petrol in gallons.	Diesel in gallons.	Charcoal in lb.	Cost.				
(1)	(2)	(3)	(4)	(5a)	(5b)	(6a)	(6b)	(6c)	(6d)	(7)	(8)	(9)	(10)
									RS.	RS.	RS.	RS.	RS.
6 The Nilgiris ..	(a) Operators having less than 10 vehicles.	8	93,838	39,780	31,800	..	4,164	..	8,580	29,760	32,000	6,000	2,200
	(b) Operators having 10 or more but less than 20 vehicles.	3	29,335	31,519	39,685	..	2,744	..	5,709	31,143	24,967	4,993	2,906
	(c) Operators having 20 or more but less than 50 vehicles.	1	..	27,127	31,418	..	1,939	..	4,374	25,933	10,000	3,412	625
	(d) Operators having 50 or more vehicles.	..	..	..	..	..	..	..	..	..	..	..	..
7 North Arcot ..	(a) Operators having less than 10 vehicles.	56	111,234	40,872	26,849	..	2,796	..	4,592	15,614	33,465	5,672	1,084
	(b) Operators having 10 or more but less than 20 vehicles.	6	112,067	41,975	30,997	..	3,184	..	4,776	18,345	34,123	6,543	1,762
	(c) Operators having 20 or more but less than 50 vehicles.	4	120,075	42,756	35,523	..	3,497	..	5,247	20,682	39,742	8,675	2,156
	(d) Operators having 50 or more vehicles.	..	..	..	..	..	..	..	..	..	..	..	..
8 Ramanathapuram.	(a) Operators having less than 10 vehicles.	1	75,155	38,941	33,170	1,843	2,861	..	6,107	23,475	88,008	4,000	..
	(b) Operators having 10 or more but less than 20 vehicles.	1	79,331	48,131	46,307	..	3,169	..	6,337	33,263	189,385	8,720	2,092
	(c) Operators having 20 or more but less than 50 vehicles.	1	57,472	27,217	42,233	5,423	2,989	..	21,943	26,756	189,790	7,404	734
	(d) Operators having 50 or more vehicles.	..	..	..	..	..	..	..	..	..	..	..	..
9 Salem ..	(a) Operators having less than 10 vehicles.	35	655,000	250,009	195,000	..	18,150	..	36,320	16,500	120,000	25,000	..
	(b) Operators having 10 or more but less than 20 vehicles.	7	44,09,100	14,48,900	160,146	..	80,490	..	108,617	909,997	323,098	275,129	..
	(c) Operators having 20 or more but less than 50 vehicles.	..	..	..	..	..	..	..	..	..	..	..	..
	(d) Operators having 50 or more vehicles.	..	..	..	..	..	..	..	..	..	..	..	..
10 South Arcot ..	(a) Operators having less than 10 vehicles.	4	86,476	49,464	51,256	..	4,004	..	10,082	29,680	42,000	25.12	12
	(b) Operators having 10 or more but less than 20 vehicles.	1	128,009	46,080	52,408	..	3,452	..	8,032	22,684	39,000	25.12	12
	(c) Operators having 20 or more but less than 50 vehicles.	1	93,900	50,640	63,133	..	4,680	..	11,700	17,831	28,800	25.12	12
	(d) Operators having 50 or more vehicles.	..	..	..	..	..	..	..	..	..	..	..	..
11 Tanjore ..	(a) Operators having less than 10 vehicles.	15	71,822	44,494	38,914	1,554	1,771	..	8,241	24,500	26,214	6,553	4,718
	(b) Operators having 10 or more but less than 20 vehicles.	2	110,487	49,882	54,453	..	3,335	..	6,708	31,509	33,981	8,422	2,022
	(c) Operators having 20 or more but less than 50 vehicles.	2	90,837	46,170	46,145	..	3,266	..	6,532	41,328	23,948	6,161	Not charged
	(d) Operators having 50 or more vehicles.	2	112,539	45,063	45,432	..	3,101	..	6,046	26,557	39,713	8,348	Do.
12 Tiruchirappalli ..	(a) Operators having less than 10 vehicles.	..	..	..	..	..	..	..	..	..	..	..	..
	(b) Operators having 10 or more but less than 20 vehicles.	..	..	..	..	..	..	..	..	..	..	..	..
	(c) Operators having 20 or more but less than 50 vehicles.	..	..	..	..	..	..	..	..	..	..	..	..
	(d) Operators having 50 or more vehicles.	..	..	..	..	..	..	..	..	..	..	..	..
13 Tirunelveli ..	(a) Operators having less than 10 vehicles.	18	91,712	47,160	43,180	1,180	2,420	..	9,268	15,388	23,192	2,943	1,606
	(b) Operators having 10 or more but less than 20 vehicles.	2	89,164	44,348	40,884	..	3,524	..	7,065	22,948	29,843	2,855	1,700
	(c) Operators having 20 or more but less than 50 vehicles.	5	93,595	48,951	48,320	72	3,320	..	6,813	17,954	25,650	2,565	1,641
	(d) Operators having 50 or more vehicles.	2	175,656	36,341	47,549	..	3,358	..	6,873	23,310	..	2,040	1,197

M.V.—3A.

APPENDIX R—cont.

Statistical particulars relating to collection and maintenance of transport vehicles 1958—cont.

Serial number and district.	Total number of lorries.	FORM B (LORRIES)												Interest on capital outlay.
		Total.		Total collections.	Fuel consumed.				Average rate of freight.	Total expenditure.		Total depreciation.	Interest on capital outlay.	
		Goods carried.	Mileage covered.		Petrol.	Diesel.	Gas.	Cost.		Total expenditure.	Total depreciation.			
(1)	(2)	TONS.		RS. NP.	(6)	(7)	(8)	RS. NP.	RS. NP.	RS. NP.	RS. NP.	RS. NP.	RS. NP.	RS. NP.
1 Chingleput ..	324	1,100	20,370	20,243 28	..	1,758	..	4,165 78	0 79 per mile.	5,273 78	26,389 60	2,500 00	6 per cent.	..
2 Coimbatore ..	1,133	1,300	53,825	29,730 00	1,150	2,400	..	9,450 00	0 50 per mile.	19,000 00	2,000 00	2,000 00	2,500 00	..
3 Kanyakumari ..	150	1,440	28,800	800 00	..	2,100	..	4,572 00	0 75	15,096 00	32,000 00	8,500 00	1,752 00	..
4 Madras ..	..	..	3,500 per mile.	1,500 00 per mile.	..	225 per mile.	..	422 per mile.	0 44	500 per mile.	12,500 00	4,500 00 per six months.	1 50 per 100 per month.	..
5 Madurai ..	9	1,080	11,110	6,978 00	..	2,156	..	3,789 00	0 33 per ton. per mile.	6,122 00	30,556 00	7,639 00	1,833 00	..
6 The Nilgiris ..	547	2,620	43,173	26,516 00	2,215	5,114	..	16,928 00	0 55 per mile.	21,397 00	19,666 00	7,542 00	9,650 00	..
7 North Arcot ..	440	6,904	32,837	24,576 00	2,706	2,025	..	5,972 00	1 75	19,964 00	27,653 00	1,532 00	..	..
8 Ramanathapuram ..	6	1,636	77,508	..	..	3,748	..	8,088 00	0 44 per mile.	4,813 00	27,813 00	1,789 00	418 00	..
9 Salem ..	579	1,800	720,000	57,600 00	..	6,120	..	14,871 00	0 75	41,916 00	30,000 00	15,000 00	462 00	..
10 South Arcot ..	438	960	72,000	18,000 00	..	6,220	..	15,188 00	50 per day.	8,794 00	23,000 00	80 per cent.	12 per cent.	..
11 Tanjore ..	265	3,846	57,315	24,810 00	..	4,030	..	8,060 00	0 65 per mile.	19,789 00	27,350 00	5,470 00	1,641 00	..
12 Tiruchirappalli ..	(Not readily available)													
13 Tirunelveli ..	440	..	25,466	23,034 00	350	2,200	..	5,460 00	0 75 per mile.	39,640 00	30,000 00	3,000 00	1,800 00	..

FORM C (CONTRACT CARRIAGES).

Serial number and district.	Total number of contract carriages.	Total miles covered.	Total number of passengers carried.	Total collections.	Fuel consumed.		Expenses incurred.	Capital cost.	Depreciation.	Interest on capital outlay.
					Quantity.	Cost.				
(1)	(2)	(3)	(4)	RS.	(6)	RS.	RS.	RS.	RS.	RS.
1 Chingleput ...	27	25,000	11,500	7,200	720	2,160	3,350	9,000	3,000	12 per cent
2 Coimbatore ...	96	10,000	1,500	5,000	500	1,500	1,680	11,000	1,100	17 per cent
3 Kanyakumari.	89	8,400	7,200	3,600	420	1,575	1,800	3,500	800	350
		120	3	35	4	12	7-75	10,500	2,000	1-50 * *
				per day	per day		per day		per day	
4 Madras Baby taxi ..	..	..	..	..	..	..	..	..	..	..
Big taxi ..	..	50	5	20	3	9	4	13,000	15	1-50 * *
				per day	per day		per day	in 1946	per day	
5 Madurai ..	1	25,602	2,232	9,143	1,248	3,917	4,978	5,000	1,250	600
6 The Nilgiris ..	90	18,125	3,545	6,275	904	3,069	2,475	4,915	983	246
7 North Arcot ..	45	18,275	9,126	10,092	1,523	4,569	2,782	10,586	325	312
8 Ramanathapuram.	2	4,550	700	1,032	162	615	574	..	..	..
9 Salem ..	..	1,700	1,000	2,600	541	1,720	467	13,000	1,200	..
10 South Arcot ..	..	..	..	..	..	..	..	..	..	..
11 Tanjore ..	..	9,000	2,100	4,800	480	1,560	2,240	6,000	1,250	16 per cent
12 Tiruchirappalli.				(Not readily available)						
13 Tirunelveli ..	36	24,002	1,847	6,745	801	2,541	3,005	11,000	1,100	560

* 100 per month.

APPENDIX S.

Tax particulars.

Madras Motor Vehicles Taxation Act, 1931.

	1957.		1958.	
	RS.	NP.	RS.	NP.
Stage carriages ..	1,67,73,186	04	1,75,22,198	16
Goods vehicles ..	1,13,73,326	00	1,24,62,994	04
Contract carriages ..	3,36,632	00	3,83,012	00
Cars, Cycles and others ..	46,73,862	44	78,88,673	56
	3,31,57,207	20	3,82,56,877	76
	RS.	NP.		
Tax collected in 1958 ..	3,82,56,877	76		
Tax collected in 1957 ..	3,31,57,207	20		
Increase ..	50,99,670	56		

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

	1957.		1958.	
	RS.	NP.	RS.	NP.
1 Stage carriages ..	54,22,736	00	60,95,842	00
2 Public carriers ..	15,09,120	00	15,85,748	00
	69,31,556	00	76,81,090	00
	RS.	NP.		
In 1958 ..	76,81,090	00		
In 1957 ..	69,31,556	00		
Increase ..	7,49,534	00		

MISCELLANEOUS



HOME DEPARTMENT

G.O. No. 222, 23rd January 1960

Administration Report—Motor vehicles—Report for the year 1958—Recorded.

READ—the following paper:—

Letter from the Transport Commissioner, Madras, dated 17th October 1959,
No. 4596/G-1/59.

Order—No. 222, Home, dated 23rd January 1960.

Recorded.



(By order of the Governor)

P. P. I. VAIDYANATHAN,
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-8.
" 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, 38-A, Mount Road, Madras-6.
" the Secretary, Indian Road and Transport Development Association, P.B. No. 1270, Burmaah Shell House, Esplanade, Madras-1.
" the President, Madras State Bus Owners' Association, 49, General Patters Road, Madras-2.
" the State Governments and Administrations.

