

MISCELLANEOUS.



HOME DEPARTMENT

G.O. No. 2060, 10th June 1962

Administration Report—Motor vehicles—Report for the year 1960—Recorded.

READ—the following paper :—

Letter from the Transport Commissioner, Madras, dated 6th March 1962.
No. 9574/G-1/61.

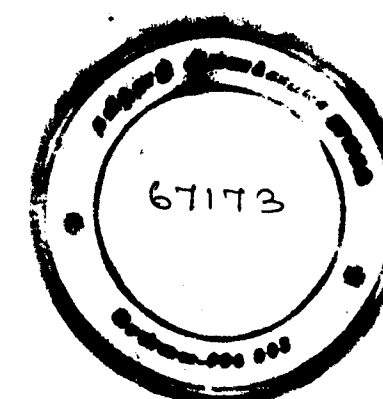
Order—No. 2060, Home, dated 13th June 1962.

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.
" the Transport Commissioner, Madras.
" the Inspector-General of Police, Madras.
" the Commissioner of Police, Madras.
" all Collectors (one each).
" the Chief Presidency Magistrate, Madras.
" the Director of Statistics, Madras.
" the Government of India, Ministry of Transport and Communications, Department of Transport, (Transport Wing.), New Delhi.
" the Secretary, Automobile Association of Southern India, Madras-6.
" the Secretary, Motor Vehicles and Allied Industries Association, 38-A, Mount Road, Madras-2.
" the Secretary, Indian Roads and Transport Development Association, P.B. No. 1270, Muzah Shel House, Esplanade, Madras-1.
" the President, Madras State Bus Owners' Association, 49, General Patters Road, Madras-2.
" the State Governments and Administrations.



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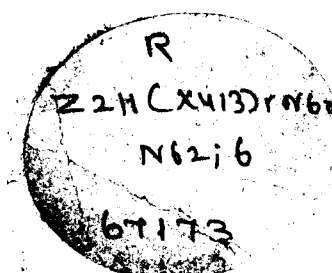
REPORT ON THE ADMINISTRATION
OF THE MOTOR VEHICLES ACT
AND RULES FOR THE
CALENDAR YEAR
1960

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GOVERNMENT OF MADRAS
1962

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1962

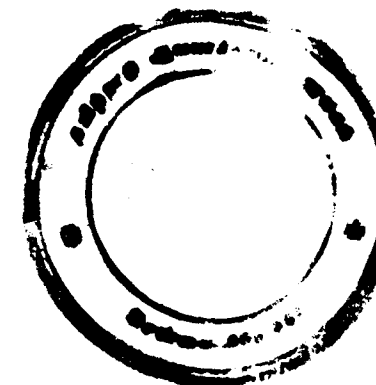


From

SRI S. K. CHETTUR, I.C.S.,
TRANSPORT COMMISSIONER,
Chepauk, 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 1960—Report submitted.]

The administration of the Motor Vehicles Act in this State during the calendar year, 1960 continued to be carried on by the Transport Commissioner, the State Transport Authority, and the 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 who 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, continued as Regional Transport Authority, Madras during the period under review.

2. (i) A Member of the Board of Revenue continued to be the Transport Commissioner with 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 the sections continued to be vested in the State Transport Authority who is also the Deputy Transport Commissioner.

(ii) The Transport Commissioner is assisted by the Deputy Transport Commissioner in all administrative 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 (Collector of Madras) while the Regional Transport Officers in the districts continued as Secretaries to the Regional Transport Authorities (District Collectors).

3. In G. O. Ms. No. 1118, Home, dated 12th April 1960, the Government have decided that the District Transport Advisory Committee constituted to advise the Regional Transport Authorities on matters relating to Motor Transport need not function and that the work would be done by the District Development Councils hereafter with reference to the provisions made under the Madras District Development Councils Act, 1958.

4. The Regional Transport Authorities held public hearings ordinarily once a month during the year, when applications for grant and renewal of permits, endorsements and 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 as in the previous year. The number of hearings held and the names of the officers who were exercising functions as State Transport Authority, State Transport Appellate Tribunal and the Regional Transport Authorities

during the year under review are given in Appendix 'A' to this report. 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, in the operation of Motor Vehicles. The validity of permits, the mechanical conditions, the permit conditions, etc., of the vehicles were examined and suitable disciplinary action taken, wherever necessary, against the permit-holders, the drivers, and the conductors, as the case might be, for breaches of the provisions of the Motor Vehicles Act and the Rules framed thereunder.

5. *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 general directions issued by the Government from time to time with regard to the principles to be adopted in the matter of grant of permits. 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 to be followed during the years under review. So far as public carriers were concerned, Zonal permit system which was introduced from March, 1959 also continued during the year under review.

The principles to be followed in the grant of permits, 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 covering less than 15 miles, as short routes; those covering 15 to 75 miles as medium routes and those covering more than 75 miles as long routes (including Express Service) were continued to be followed. In G.O. Ms. 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 a 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 bus 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 200 miles per day. These instructions were continued to be followed during the period under review.

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

7. The maximum daily mileage limit for 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.

8. There was no change in the policy in the grant of permit except that prior approval of the Government is now necessary in respect of proposals relating to introduction of additional buses on the existing long routes covered by permits issued by the State Transport Authority vide G.O. No. 113, Home dated 12th January 1960 and also in respect of long routes by the Regional Transport Authorities vide G.O. No. 1832, Home, dated 23rd June 1960. In G.O. Ms. No. 1305, Home, dated 28th April 1960 the Government permitted all contract carriages in the City of Madras and Mofussal intended to carry three passengers besides the driver to carry four passengers without any increase in payment of tax.

9. On representation from various lorry operators and others interested in the transport field, the Government decided to lift the ban on plying of lorries between 12 midnight and 4 a.m. and instead to compel the employment of 2 drivers in each lorry where the journey exceeded 225 miles. Final orders of the Government in the matter are, however, still awaited.

10. In the implementation of the Community Development schemes, the Regional Transport Officers kept themselves in close touch with the Block Development Officers and other Officers concerned in their respective districts and provided additional transport facilities wherever possible in the Districts.

11. The State Transport Authority granted permits to run as Express buses on the following routes.

- | | |
|--|----------|
| (i) Madurai—Salem (via) Dindigul, Pallapatti, Aravankurichi, Karur, Pugalur Bridge, Paramathi, Namakkal and Rasipuram. | 1 Bus. |
| (ii) Salem to Madurai (via) Rasipuram, Namakkal, Velur, Karur, Aravankurichi, Pallapatti and Dindigul. | 1 Bus. |
| (iii) Madras to Bangalore (via) Kancheepuram, Arcot, Vellore, Ambur, Vaniambadi, Krishnagiri and Hosur. | 1 Bus. |
| (iv) Madras to Tiruchirappalli (via) Tambaram, Chingleput, Madurantakam, Tindivanam, Villupuram and Ulundur. | 2 Buses. |
| (v) Madras to Tiruchirappalli (via) Tambaram, Chingleput, Madurantakam, Tindivanam, Villupuram, Ulundur, Perambalur and Punur. | 2 Buses. |
| (vi) Madras to Salem (via) Tambaram, Chingleput, Tindivanam, Villupuram, Ulundur, Kallakurnahi and Attur. | 2 Buses. |
| (vii) Nagercoil to Tiruchirappalli (via) Valliyur, Nanguneri, Tirunelveli, and Koilpatti. | 2 Buses. |
| (viii) Tiruchirappalli to Nagercoil (via) Manaparai, Dindigul, Kodai Road, Madurai, etc. | 2 Buses. |
| (ix) Nagercoil to Coimbatore (via) Valliyur, Tirunelveli, Koilpatti, Sattur, etc. | 2 Buses. |
| (x) Madras to Thanjavur (via) Tindivanam, Pondicherry, Cuddalore, etc. | 2 Buses. |

12. 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:

Number of vehicles owned by each operator.	Number of Operators.		
	1958.	1959.	1960.
1	140	172	200
2	64	70	96
3	71	58	51
4	55	60	65
5 to 9	121	143	149
10 to 14	29	33	39
15 to 19	13	15	17
20 to 24	12	12	12
25 to 49	20	17	15
50 to 74	6	8	9
75 to 99	..	..	1
100 to 149	1	1	1
150 and above ..	1	1	1
Total ..	533	590	656

13. There were 4,852 stage carriages including spare buses and stage carriages owned by the Madras State Transport Department with regular stage carriage permits issued by the State Transport Authority and the Regional Transport Authorities in the State at the end of 1960, as against 4,482 at the end of the previous year. The increase was due to the grant of permits by opening of new routes and introduction of additional buses on the existing routes. There were also 98 stage carriages covered by temporary permits mostly in Kanyakumari District of the Madras State Transport Department.

Public Carriers.—The total number of vehicles covered by public carrier permits in force at the end of the year was 7,245 as against 6,633 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 carrier permits in force at the end of 1960 was 2,384 as against 2,033 at the end of 1959. There was no restriction in the matter of grant of private carrier permits.

Contract carriages.—The number of contract carriages having valid permits in the State at the end of the year, 1960 was 2,501 as against 2,233 at the end of 1959. The increase is due to grant of additional permits to meet the increased demand from the public and as the Regional Transport Authorities were already instructed to be liberal in the matter of grant of contract carriage permits in order to put down illicit taxis.

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

15. **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.

16. **Appeals.**—Appeals against the orders passed by the Regional Transport Authorities and by their Secretaries under the 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 particulars of the appeals received and disposed of during the year 1960:—

1. Appeals pending at the end of 1959	614
2. Appeals received during the year	961
Total ..	1,575
3. Number of appeals allowed	1,180
4. Number of appeals dismissed	..
5. Number of appeals remanded for fresh disposal	..
Number of pending at the end of 1960.	3:5

17. **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 remanded 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.

18. **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 registration of motor vehicles in addition to their work as Secretaries to the Regional Transport Authorities. The seniormost Motor Vehicles Inspectors in the districts continued to exercise the 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 1960. There were 43,642 such vehicles in the State at the end of the year as against 35,913 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. 9,116 vehicles were newly registered during the year as against 6,050 vehicles during the previous year 1959.

19. **Licensing of drivers and conductors.**—This work relating to the licensing of drivers and conductors was continued to be carried on by the Regional Transport Officers in the districts and by 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 73,447 as against 14,257 during the previous year. The large increase is due to the fact that the renewals of Driving Licences which were issued in 1957 fell due for renewal in 1960. One hundred and ninety-six drivers were disqualified under section 15 of the Motor Vehicles Act, and 584, under section 16 of the Motor Vehicles Act during the year, as against 204 disqualified under section 15 and 493 disqualified under section 16 of the Act during the previous year. The district-wise figures are shown in Appendix 'G' which includes the number of conductors who were disqualified during the year from holding or obtaining conductors, licences.

20. **Enforcement of Motor Vehicles Act 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.

21. (i) The Chairman, Inter-State Transport Commission held a discussion with the State Transport Authority, Madras, and the Commissioner for Transport,

Bangalore in order to settle the outstanding inter-state matters between Madras and Mysore in July, 1960.

(ii) The Board of Transport met once during the year, that is, in January, 1960 and discussed matters of common interest for development of the Transport by road, rail and water.

(iii) The State Transport Advisory Committee met twice during the year on 16th September 1960 and 3rd November 1960 and discussed several matters relating to the development of motor transport in this State.

(a) One of its recommendations was to increase the daily mileage of Stage Carriages from 180 to 200 which was accepted by the Government. The Regional Transport Authorities have been instructed to grant additional trips on the existing routes freely up to the limit of 200 miles for each bus a day.

(iv) With view to provide more comfortable seating accommodation to passengers in Stage Carriages, the State Transport Advisory Committee recommended the reduction of the gangway in State Carriages from 19" to 17". The recommendation has also been accepted by the Government and the Regional Transport Authorities have been instructed accordingly.

(v) The Committee also recommended the general increase of staff in the District offices and in the head office. The matter is under examination of the Government.

(vi) The Board of Communications in which the Transport Commissioner is a member met twice during the year (i.e.) in February, 1960 and June, 1960. The meeting held in February, 1960 was represented by the Secretary, State Transport Authority while the meeting held in June, 1960 was attended by the Transport Commissioner.

(vii) The Deputy Transport Commissioner represented the Transport Commissioner in the second meeting of the Road and Inland Water Transport Advisory Committee held in January, 1960 at New Delhi and also the conference of the State Transport Commissioners which was held in November, 1960 at Bombay.

22. **Provincial Motor Transport Controller Branch.**—The purchase of new 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 Government have, however, found that vehicles were being condemned by different departments with reference to their own standards. So the Government have examined the question of laying down uniform standards for this purpose in consultation with the Transport Commissioner Madras and issued orders in G.O. Ms. No. 1062, Home dated 5th April 1960 that the Motor Vehicles belonging to Government Departments should be condemned with reference to the rules annexed to the G.O. referred to above. The sale in public auction of condemned vehicles of departments of Government was however subject to confirmation by the Transport Commissioner.

23. **The Motor Cars (Distribution and Sale) Control Order, 1959.**—The Government of India issued a statutory order called the Motor Cars (Distribution and Sale) Control Order, 1959 which came into effect from 1st May 1959. According to this control order small cars viz., Fiat, Standard and Ambassador have come under the purview of the control order. Persons requiring such cars have to register with the dealers concerned with a bank guarantee of Rs. 2,000 and they will be supplied cars 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 a period 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. Ms. No. 1594, Home, dated 3rd June 1959, the Deputy Transport Commissioner was appointed as the officer to grant permits under Clause 8 of the above control order. In G.O. (P) No. 1595, Home, dated 3rd June 1959, the Deputy Transport Commissioner was authorized to inspect the registers maintained by the dealers in the whole State and the Regional Transport Officers in the areas in their respective jurisdictions. Under Clause 7-A of the Motor Cars (Distribution and Sale) Control Order, 1959, the Secretary to Government of Madras, Home Department, is the Officer to grant permits under the above clause (i.e.) for the purchase of more than one new car in the same calendar year permit has to be obtained from the Secretary to Government, Home Department, Madras. The control is working satisfactorily.

24. Scooters (Distribution and Sale) Control Order, 1960—The Government of India considered it necessary to secure equitable distribution and availability at fair prices of scooters. So the Government of India have issued a Statutory order called the Scooters (Distribution and Sale) Control Order, 1960. According to this Control Order, persons requiring Scooters have to register their names with the dealers concerned with a bank guarantee for a sum of Rs. 250 and they will be supplied in the order of registration by the dealer concerned. Lambretta and Vespa makes of Scooters come under the purview of the control order. No Scooter of the makes referred to above can be sold or offered for sale within one year of its first purchase except and in accordance with the terms and conditions of a permit in writing, from the Controller of Scooters or State Controller concerned. In G.O. Ms. No. 3665, Home, dated 15th November 1960, the Deputy Transport Commissioner was appointed as the Officer to grant permits under clause 9 of the above control order. In G.O. Ms. No. 3664, Home, dated 15th November 1960, the Secretary to Government, Home Department, Fort St. George, Madras has been appointed as the Officer to grant permits under clause 8 of the Control Order (i.e.) for purchase of more than one Scooter in a calendar year.

25. Miscellaneous.—

	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 un-metalled roads, etc.	Q
9 Statement showing the net increase in tax under the Taxation Act	R

26. 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. In G.O. Ms. No. 238, Home, dated 25th January 1960 the Government have decided in consultation with the Government of Mysore that short term licences might be issued on a reciprocal basis to transport vehicles coming to Madras State from Mysore State with effect from 1st April 1960. All Regional Transport Officers and the Secretary and Assistant Secretary, State Transport Authority, in the Mysore State have been appointed as Licensing Officers under the Madras Motor Vehicles Taxation Act, 1931 for the purpose of issuing short-term licences along with temporary permits to transport vehicles going over to Madras State from Mysore State. The Government of Mysore have also passed similar orders on 26th September 1960 for the issue of short term licences and temporary permits by the Regional Transport Officers, Assistant Secretary and Secretary, State Transport Authority, Madras to transport vehicles proceeding from Madras State to Mysore State.

27. In G.O. Ms. 662, Home dated 1st March 1960, the Government have exempted from payment of tax under Madras Motor Vehicles Taxation Act, 1931 all Transport Vehicles belonging to the Government of Pondicherry and used for Government purposes unconnected with any commercial enterprise when used on roads of Madras State.

28. In G. O. Ms. No. 3406 dated 26th October 1960 the Government have appointed the Sub-Treasury Officer, Orathanad in Thanjavur District as one of the Licensing Officers. The Government have made provisions in the Notification under the Madras Motor Vehicles Taxation Act to enable the Deputy Commissioner of Police (Traffic and Licensing), Madras to sanction refund of taxes paid under the Act.

29. The total revenue collected during the year 1960 for different classes of vehicles under the Madras Motor Vehicles Taxation Act, 1931, was as follows:—

	RS.	NP.
(i) Stage carriages	2,25,81,996	72
(ii) Goods vehicles	1,37,10,103	22
(iii) Contract carriages	5,54,164	00
(iv) Cars, motor cycles and others	1,71,98,245	60
Total	5,40,44,509	54

30. Fees under Motor Vehicles Act, 1939—

	RS.	NP.
(i) Fee for registration, licences, badges and fitness certificates	19,57,073	60
(ii) Permit fees	5,13,430	43
(iii) Other miscellaneous fees	90,504	46
Total	25,61,010	49

As against Rs. 16,47,950.72 collected in 1959, the fees collected in 1960 was Rs. 25,61,010.49. The large increase is due to renewal of large number of driving licences issued or renewed in 1957 and came up for renewal in 1960, and also due to registration of more number of vehicles and receipt of more applications for permits.

31. The work of conducting prosecutions in respect of offences detected by the officers of the Transport Department ordered in G.O. Ms. No. 7231, Home dated 11th March 1959 continued to be done by the Senior Motor Vehicles Inspectors in the districts of Thanjavur and Ramanathapuram Districts. No difficulty is being experienced in Thanjavur District. In Ramanathapuram District, the work regarding service of summons is sought

to be imposed on the Police Department as the prosecution work could not be conducted satisfactorily with the existing staff of this department. Hence the matter is under the consideration of the Government.

32. Accidents.—The total number of accidents occurred during the year 1960 was 7,135 as against 6,770 during the year 1959. The primary cause of accidents are indicated below:—

I. (a) Fault of driver of the motor vehicle	4,290
(b) Fault of driver of vehicles other than motor vehicles	438
(c) Fault of cyclists	614
(d) Fault of pedestrians	874
(e) Fault of passenger	87
(f) Defective mechanical conditions of motor vehicles	286
(g) Defective road surface	35
(h) Road worn soft or defective	8
(i) Result of weather conditions	135
(j) Other causes	275
(k) Causes not known	93
Total	7,135

II. Particulars of time of accidents—

Number of accidents during day light	5,413
Number of accidents during dark	1,660
Time not known	62
Total	7,135

III. Features of the road—

(a) (i) Number of accidents in built-up area	5990
(ii) Number of accidents in unbuilt-up area	1,145
Total	7,135
(b) (i) Straight road	5,555
(ii) Bend in road	848
(iii) Inter Section	732
Total	7,135
(c) (i) Flat road	6,850
(ii) Hill road	285
Total	7,135
(d) (i) Dry road	6,596
(ii) Wet road	539
Total	7,135
(e) (i) Concrete road	628
(ii) Black topped road	6,029
(iii) Metalled road	418
(iv) Earth on kutchra road	60
Total	7,135

33. Check-posts.—The scheme of check-posts continued to function during the period under review. There were only 10 check-posts in existence at the end of 1959. In September, 1960, 3 check-posts in the South Arcot district were abolished. Only 7 check-posts were functioning at the following places:—

Chingleput district.

1. Red Hills checkpost.
2. Poonamallee Check-post.
3. Kadappery Check-post.

North Arcot district.

- 1 Ranipet Check-post.
- 2 Katpadi Check-post.

Salem district.

Hozur Check-post.

Coimbatore district.

Kondaigoundan chavadi check-post.

Besides these, chowki posts at the following places for checking movement of paddy and rice were functioning on the Coimbatore border adjoining Kerala State—

- (1) Menakshipuram.
- (2) Gopalapuram.
- (3) Manapatti.

In the Madurai District Border.

Kumuli 1 post.

In the Tirunelveli District Border.

Pulliyara 1 post.

In the Kanyakumari District Border.

Kaliakavalai 1 post.

In the Nilgiris District Border.

Gudur 1 post.

34. Planning and Development Wing.—The creation of the Planning and Development Wing in the office of the Transport Commissioner was sanctioned in G.O. No. 1493, Home, dated 25th May 1959 and the Wing was formed with effect from 20th July 1959.

The Regional Transport Officer (Planning and Development Wing) with the assistance of the Motor Vehicles Inspectors attached to the Development Wing completed by the end of November 1960 traffic survey in eight districts, viz., Salem, Chingleput, Madurai, Tiruchirappalli, South Arcot, North Arcot, Tirunelveli and Kanyakumari.

The traffic survey of these districts has disclosed that there is need for opening a number of routes and for putting additional braces on some of the existing routes in the Districts. The Planning and Development Wing has therefore formulated a number of proposals as indicated below on the result of the traffic survey and on the verification of the accounts obtained from the operators concerned.

I.

Districts.	Additional Buses.	New routes.
(1)	(2)	(3)
1 Salem	7	28
2 Chingleput	16	14
3 Madurai	41	15
4 Tiruchirappalli	7	28
5 South Arcot	29	60
6 North Arcot	7	33

II. Total number of proposals finalised and submitted to Government—

1 Salem	3	4
2 Chingleput	9	6
3 Madurai	27	10
4 Tiruchirappalli	..	8
5 South Arcot	..	1

Of the proposals mentioned in item II above, Government have approved and issued directions to the Regional Transport Authorities concerned for opening of new routes

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and for introducing additional buses on the existing routes as indicated below:—

III.

District.	Additional Buses.	New routes.
(1)	(2)	(3)
1 Salem	3	4
2 Chingleput	6	3
3 Madurai	19	7
4 Tiruchirappalli	..	3
5 South Arcot	..	..

The traffic survey in the remaining districts would be taken up in due course. In addition to the proposals already submitted to the Government, a number of proposals relating to the districts surveyed are under detailed scrutiny in the Development Wing. They would be finalised and submitted to the Government as early as possible.

35. 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 1960.

Name.	State Transport Authority.	State Transport Appellate Tribunal.	Number of meetings.
Sri C. Raghupathy Row Naidu, B.A. (From 1st January to 31st December 1960)			15
1 Sri K. S. Venkataraman, I.C.S. (from 1st January to 14th September 1960)			On all working days.
2 Sri M. Tajmool Hussain, B.A., B.L. (from 15th September to 5th October 1960)			
3 Sri M. Balakrishna Menon, M.A., B.L. (from 6th October to 31st December 1960)			

Regional Transport Authorities.

District.	Name of the Regional Transport Authority.	Name of the Secretary, Regional Transport Authority.	Number of meetings.
(1)	(2)	(3)	(4)
1 Chingleput	Sri K. Liaviam, I.A.S. (from 1st January to 14th April 1960).	Sri K. Subramaniam (from 1st January to 31st December 1960).	3
	Sri K. S. Sivasubramaniam, I.A.S. (from 15th April to 18th December 1960).		7
	Sri P. Muthunayagam, B.A., P.A. to the Collector holding full additional charge from 19th December to 31st December 1960).		..
2 Coimbatore	Sri K. S. Moni, I.A.S. (from 1st January to 13th April 1960).	Sri V. V. Radhakrishnan (from 1st January to 16th August 1960).	4
	Sri G. Ramachandran (from 14th April to 31st December 1960).	Sri C. A. Joseph (from 17th August to 22nd September 1960).	10
		Sri J. S. Packianathan (from 23rd September to 31st December 1960).	2
3 Kanyakumari	Sri J. A. Ambasankar, I.A.S. (from 1st January to 31st December 1960).	Sri C. A. Joseph, B.A., (from 1st January to 26th April 1960).	1
		Sri H. J. Ramachandran (from 26th April to 10th May, 1960).	5
		Sri O. L. Mukthanandam (from 11th May to 31st December, 1960).	13
4 Madras	Sri N. Krishnaswamy, I.A.S. (from 1st January to 31st December, 1960).	Sri P. Paramaguru, M.A., B.L. (from 1st January to 21st April, 1960).	14
		Sri K. Radhakrishnan, B.Sc. (Hons.), I.P.S. (from 22nd April to 31st December 1960).	9
5 Madurai	Sri S. Viswanathan, I.A.S. (from 1st January to 31st December 1960).	Sri P. Madhava Menon, B.Sc. (from 1st January to 31st December 1960).	14
6 The Nilgiris	Sri O. H. Dias, I.A.S. (from 1st January to 31st December 1960).	Sri O. L. Mukthanandam (from 1st January to 30th April 1960).	13
		Sri C. A. Joseph, B.A., (from 1st May 1960 forenoon to 31st December 1960).	10
7 North Arcot	Sri C. P. Kelu Erady, I.A.S. (from 1st January to 31st December 1960).	Sri T. M. Raghavan (from 1st January to 31st December 1960).	3
8 Ramanathapuram	Sri E. C. Prabhakar, I.A.S. (from 1st January to 31st December 1960).	Sri V. Munuswamy (from 1st January to 31st December 1960).	7
9 Salem	Sri S. P. Ambrose, I.A.S. (from 1st January to 26th November 1960).	Sri U. C. Surendranath (from 1st January to 7th May 1960 forenoon).	1
	Sri K. V. Ramanathan, I.A.S. (from 27th November to 31st December 1960).	Sri N. Dakshinamurthy, B.Sc. (from 17th May to 10th December 1960).	16
		Sri U. C. Surendranath (from 11th December to 31st December 1960).	
10 South Arcot	Sri S. A. Sundararajan, I.A.S. (from 1st January to 31st December 1960).	Sri A. Marimuthu (from 1st January to 23rd October and 8th November to 31st December 1960).	
		Sri V. V. Radhakrishnan (from 24th October to 7th November 1960).	

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)
11 Thanjavur	Sri A. V. Loganathan, I.A.S. (from 1st January to 19th January 1960).	Sri J. S. Packianathan, B.A. (from 1st January to 17th September 1960).	9
	Sri M. Chandrasekaran, I.A.S. (from 20th January to 31st December 1960).	Sri U. C. Surendranath (from 18th September to 2nd October 1960).	5
		Sri V. V. Radhakrishnan (from 3rd October to 31st December 1960).	9
12 Tiruchirappalli	Sri M. Gbulam Mahamood Badsha, I.A.S. (from 1st January to 31st December 1960).	Sri N. Dakshinamurthy, B.Sc. (from 1st January to 11th May 1960).	11
		Sri U. C. Surendranath (from 12th May to 31st December 1960).	
13 Tirunelveli	Sri R. Pasupathi, I.A.S. (from 1st January to 31st December 1960).	Sri H. J. Ramachandran (from 1st January to 31st December 1960).	

APPENDIX B.

Number of permits of different kinds of vehicles in force at the end of 1960.

District.	Stage carriages.		Public carriers.		Private carriers.		Contract carriages.	
	Pucca.	Tempo-rary.	Pucca.	Tempo-rary.	Pucca.	Tempo-rary.	Pucca.	Tempo-rary.
Chingleput	437	..	240	..	74	..	40	..
Coimbatore	559	..	1,315	..	366	..	413	..
Kanyakumari	74	77	223	..	18	..	78	..
Madras City	526	..	975	..	948	..	1,488	..
Madurai	465	..	582	..	148	..	94	..
The Nilgiris	109	..	504	..	171	..	111	..
North Arcot	413	..	514	..	94	..	47	..
Ramanathapuram	297	..	391	..	47	..	25	..
Salem	442	..	580	..	70	..	92	..
South Arcot	283	..	419	..	148	..	..	..
Thanjavur	362	..	260	..	68	..	17	..
Tiruchirappalli	409	..	764	..	126	..	51	..
Tirunelveli	414	4	468	..	108	..	45	..
State Transport Authority	62	17	..	..	..	..	..	..
Total	4,852	98	7,245	..	2,384	..	2,501	..

APPENDIX C.

statement showing the receipt and disposal of revision petitions and writ petitions during the year 1960.

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).	Revision petitions.			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.	Writ petitions.				Number of writ petitions pending at the end of the year.
				Number of revision petitions disposed of during the year.						Number of writ petitions disposed of during the year.				
				Allowed.	Rejected.	Remanded.				Allowed.	Rejected.	Remanded.		
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
Madras	2	..	2	..	2	..	..	2	1	3	1	2	..	..
State Transport Authority.	3	9	12	1	4	..	7	..	..	..	..	..	..	..
Chingleput	21	20	41	4	29	..	8	10	6	16	..	2	..	14
Coimbatore	17	23	40	..	20	..	20	21	13	34	..	8	..	26
North Arcot	27	30	57	3	50	..	4	33	22	55	..	9	1	45
South Arcot	20	33	53	7	28	2	16	22	18	40	1	8	..	31
Salem	43	45	88	11	59	2	16	17	10	27	..	4	3	20
Tiruchirappalli	20	25	45	2	29	3	11	8	7	15	1	3	2	10
Madurai	14	28	42	5	18	..	19	3	2	5	1	1	..	5
Ramanathapuram	20	21	41	1	28	2	10	1	1	..	..	..	..	2
The Nilgiris	1	6	7	..	2	..	5	4	6	10	..	..	3	7
Tirunelveli	22	9	31	9	20	2	..	4	5	9	..	2	..	7
Thanjavur	15	11	26	1	15	..	10	18	8	26	..	8	3	15
Kanyakumari	..	2	2	..	..	..	2	..	..	..	..	..	..	..
Total	225	262	487	44	304	11	128	143	99	240	4	47	13	194

ADMINISTRATION REPORT OF THE

APPENDIX D.

Number of motor vehicles in the districts other than those for which permits have been issued at the end of 1960.

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 ..	97	469	8	2	5	17	..	15	613
Coimbatore ..	1,363	3,471	22	12	99	152	..	1,505	6,624
Kanyakumari ..	52	483	..	..	1	7	..	4	547
Madras ..	4,362	13,666	..	..	98	..	..	27	18,153
Madurai ..	681	2,961	13	13	97	150	8	43	3,966
The Nilgiris ..	800	2,095	3	5	61	62	3	28	3,057
North Arcot ..	201	648	10	8	20	48	..	23	958
Salem ..	621	1,198	2	2	25	61	26	172	2,108
Ramanathapuram ..	74	521	..	..	26	28	..	1	650
South Arcot ..	123	598	9	1	95	24	..	4	854
Thanjavur ..	293	1,858	2	6	134	90	4	80	1,467
Tiruchirappalli ..	365	1,654	7	3	42	48	28	125	2,272
Tirunelveli ..	417	1,864	4	4	12	54	..	18	2,373
Total ..	9,449	30,486	80	56	715	741	69	2,046	43,642

APPENDIX E-1.

Number of motor vehicles newly registered during 1960.

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 ..	7	36	52	22	..	..	..	23	17	..	8	166
Coimbatore ..	324	519	94	209	..	..	..	20	109	..	..	1,275
Kanyakumari ..	8	34	7	70	..	..	..	..	2	..	3	124
Madras ..	1,414	2,177	456	138	220	2	3	31	50	..	20	4,511
Madurai ..	106	258	100	168	..	3	1	6	32	..	18	692
The Nilgiris ..	32	97	16	27	..	..	2	2	4	..	2	182
North Arcot ..	40	33	44	31	..	..	..	..	10	..	2	168
Ramanathapuram ..	22	61	42	72	..	..	..	3	9	..	1	210
Salem ..	63	122	80	61	..	1	..	4	8	..	3	347
South Arcot ..	17	58	51	84	8	1	..	18	24	1	1	263
Thanjavur ..	67	51	60	56	..	..	..	20	8	..	10	272
Tiruchirappalli ..	57	226	94	84	..	..	..	9	7	..	37	514
Tirunelveli ..	43	193	62	87	..	..	..	2	4	..	1	392
Total ..	2,205	3,865	1,158	1,109	228	7	8	144	284	1	107	9,116

APPENDIX E-2.

Number of motor vehicles re-registered during 1960.

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	6	5	4	3	..	..	..	..	..	2	94
Coimbatore ..	20	93	2	21	27	..	..	..	..	..	..	143
Kanyakumari ..	2	14	1	2	3	..	..	..	..	..	..	23
Madras ..	78	492	..	20	..	..	..	..	1	..	..	591
Madurai ..	7	56	..	1	..	..	..	..	..	..	1	65
The Nilgiris ..	2	47	3	44	9	..	..	..	..	..	1	108
North Arcot ..	5	9	6	18	2	..	..	1	2	..	1	44
Ramanathapuram ..	2	17	1	5	..	..	..	..	..	..	..	25
Salem ..	8	24	1	25	3	..	..	..	..	..	..	61
South Arcot ..	1	11	..	7	..	..	..	1	1	..	1	23
Thanjavur ..	9	23	1	6	1	..	..	..	..	..	1	41
Tiruchirappalli ..	8	56	..	21	4	..	..	..	..	..	2	81
Tirunelveli ..	1	23	1	2	..	..	..	..	..	..	..	27
Total ..	147	871	21	176	62	..	..	2	4	..	9	1,261

MOTOR VEHICLES ACT AND RULES, 1959

APPENDIX F.

Statement showing the driving licences issued, etc., during 1960.

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 ..	2,524	666	117	..	5
Coimbatore ..	11,338	1,177	497	61	105
Kanyakumari ..	1,542	1,437	1,002	..	12
Madras City ..	21,461	1,255	465	..	391
Madurai ..	6,902	2,675	2,820	10	2
The Nilgiris ..	2,609	202	233	1	2
North Arcot ..	3,909	817	364	8	..
Ramanathapuram ..	3,300	1,117	508	15	..
Salem ..	4,314	484	95	90	9
South Arcot ..	3,014	1,672	224	1	35
Thanjavur ..	3,081	652	80	..	12
Tiruchirappalli ..	5,690	4,383	2,181	10	5
Tirunelveli ..	3,673	2,111	146	..	6
Total ..	73,447	18,648	8,733	196	584

APPENDIX G.

Number of conductors' licences issued, renewed, etc., during 1960.

District.	Number of conductor's licences.			District.	Number of conductor's licences.		
	Issued.	Renewed.	Number of Conductors disqualified.		Issued.	Renewed.	Number of Conductors disqualified.
(1)	(2)	(3)	(4)	(1)	(2)	(3)	(4)
Chingleput ..	19	143	11	Salem ..	80	517	31
Coimbatore ..	99	371	5	South Arcot ..	70	286	5
Kanyakumari ..	..	108	3	Thanjavur ..	247	204	1
Madras City ..	237	438	4	Tiruchirappalli ..	68	362	8
Madurai ..	19	328	3	Tirunelveli ..	41	361	..
The Nilgiris ..	55	96	..				
North Arcot ..	199	344	10	Total ..	1,460	3,653	86
Ramanathapuram ..	246	115	5				

APPENDIX H.

Number of penalties imposed under the Motor Vehicles Act and Rules during 1960.

District.	Permits suspended.	Permits cancelled.	District.	Permits suspended.	Permits cancelled.
(1)	(2)	(3)	(1)	(2)	(3)
Chingleput ..	341	..	Salem ..	355	12
Coimbatore ..	238	..	South Arcot ..	98	52
Kanyakumari ..	70	62	Thanjavur ..	27	4
Madras City ..	609	274	Tiruchirappalli ..	477	36
Madurai ..	206	36	Tirunelveli ..	70	22
The Nilgiris ..	41	1			
North Arcot ..	123	..	Total ..	2,837	503
Ramanathapuram ..	82	4			

APPENDIX I.

Number of convictions under the various sections of the Motor Vehicles Act during the period from 1st January 1960 to 31st December 1960.

District.	Under Section 112.	Under Section 118.	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	7,239	46	14	1,012	139	..	..	..	..	..	..
Coimbatore	6,447	4	21	297	9	3	1	73	442	314	5
Kanyakumari	1,116	77	43	22	6	1	2	6	422	33	..
Madras	13,062	734	1	3,414	909	1	..	..	199	2,601	..
Madurai (North)	1,112	7	1	234	1	..	..	17	414	198	..
Madurai (Urban)	1,711	8	..	176	17	..	..	..	154	354	..
The Nilgiris	1,161	..	..	19	10	..	..	..	120	12	..
North Arcot	4,002	6	..	316	17	..	..	..	20	21	..
Ramanathapuram	815	14	..	55	5	1	2	..	72	25	..
Salem	3,077	1	3	58	11	..	1	..	235	9	401
South Arcot	1,549	4	4	42	4	..	3	..	61	4	..
Thanjavur	694	1	..	33	6	..	..	..	131	46	..
Tiruchirappalli	1,082	44	1	144	7	..	..	..	122	253	..
Tirunelveli	3,881	136	25	416	144	1	1	..	467	..	..
Total	46,948	1,082	113	6,237	1,285	7	10	101	2,859	3,867	409

APPENDIX J.

Statement showing the receipts under "XII.—Taxes on Vehicles" and refunds during 1960.

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	48,612	50	35,476	75	5,215	26	89,304	54
Coimbatore	3,43,355	45	83,563	77	22,065	15	4,48,984	37
Kanyakumari	45,125	52	14,370	00	162	91	59,658	43
Madras	5,86,625	09	57,979	55	4,204	98	6,48,809	62
Madurai	1,51,439	00	57,327	00	590	00	2,09,356	00
The Nilgiris	67,993	50	11,165	00	23	50	79,182	00
North Arcot	1,51,556	00	30,696	00	30,737	15	2,12,989	15
Ramanathapuram	61,282	11	15,344	50	19,286	51	95,913	12
Salem	96,142	65	45,676	50	5,925	00	1,47,744	15
South Arcot	60,860	00	32,191	50	..	..	93,051	50
Thanjavur	81,388	56	28,259	29	..	..	1,09,647	85
Tiruchirappalli	1,30,036	22	59,488	57	1,075	00	1,90,599	79
Tirunelveli	1,32,657	00	41,892	00	1,521	00	1,76,070	00
Total	19,57,073	60	5,13,430	43	90,506	46	25,61,010	49

APPENDIX K.

Statement showing the number of extensions granted by the State Transport Authority for period from 1st January to 31st December 1960.

District.	Public carrier.	Private carrier.	Contract carriages.	District.	Public carrier.	Private carrier.	Contract carriages.
Madras	167	174	23	Ramanathapuram	70	9	10
Chingleput	29	10	1	Thanjavur	62	7	..
North Arcot	63	14	9	Tirunelveli	41	31	14
Tiruchirappalli	123	19	31	Kanyakumari	50	2	19
South Arcot	56	26	..	Andhra Pradesh	307	9	..
Salem	91	11	22	Mysore State	97	4	..
Coimbatore	218	27	64+2*	Kerala State	153	..	10
The Nilgiris	55	8	50	Total	1,708	372	334
Madurai	121	21	68+1*				

* Library coaches.

APPENDIX L.

STATEMENT I.

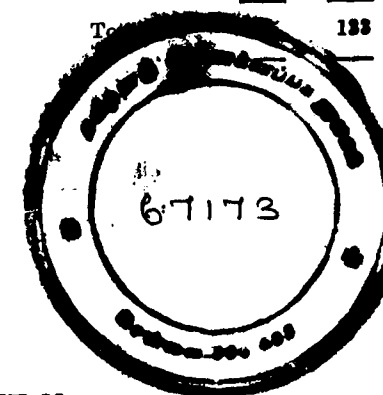
Number of new routes.

District.	Proposed by the Regional Transport Authority.	Confirmed by Transport Commissioner.	Rejected by the Transport Commissioner.	Number pending.	District.	Proposed by Regional Transport Authority.	Confirmed by Transport Commissioner.	Rejected by Transport Commissioner.	Number pending.
Thanjavur	3	2	1	1	Coimbatore	25	22	..	..
Kanyakumari	..	1	1	..	Madurai	26	14	..	12
North Arcot	1	1	1	1	Tiruchirappalli	10	9	1	1
Salem	9	8	1	1	Tirunelveli	22	10	..	12
Ramanathapuram	11	6	1	5	Total	132	81	..	51
The Nilgiris	4	4	..	..					
South Arcot	6	1	1	5					
Chingleput	15	4	1	11					

STATEMENT II.

Number of variations.

District.	Proposed by the Regional Transport Authority.	Confirmed by the Transport Commissioner.	Rejected by the Transport Commissioner.	Number of cases pending.	Number of bus routes as on 31st December 1960.	District.	Proposed by the Regional Transport Authority.	Confirmed by the Transport Commissioner.	Rejected by the Transport Commissioner.	Number of cases pending.	Number of bus routes as on 31st December 1960.
Thanjavur ..	5	3	..	2	156	Coimbatore ..	47	35	8	4	212
Kanyakumari ..	3	1	..	2	78	Madurai ..	19	10	6	3	214
North Arcot ..	41	20	5	16	179	Tiruchirappalli ..	23	17	4	2	183
Salem ..	27	16	1	10	201	Tirunelveli ..	15	3	2	10	183
Ramanathapuram ..	26	18	3	3	150	Total ..	133	39	81	1,878	
The Nilgiris ..	7	4	..	3	53						
South Arcot ..	21	2	7	12	161						
Chingleput ..	21	4	3	14	138						



APPENDIX M.

Number of grant, rejection, etc., of fitness certificate during 1960.

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	1,013	..	..	Salem	1,907	474	..
Coimbatore	4,291	582	..	South Arcot	1,302	307	..
Kanyakumari	806	3	3	Thanjavur	1,310	192	..
Madras	6,057	995	..	Tiruchirappalli	2,275	390	..
Madurai	2,565	96	..	Tirunelveli	1,813	662	..
The Nilgiris	1,350	255	..	Total	27,876	4,100	3
North Arcot	1,887	167	..				
Ramanathapuram	1,300	77	..				

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APPENDIX N.

Number of convictions under the Madras Traffic Rules during 1960.

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	6,150	5,213	53	1,620	145	493	2,192	710
Coimbatore	4,377	4,377	..	2,688	389	810	391	99
Kanyakumari	1,219	1,184	..	85	5	44	831	219
Madras	23,187	21,622	3	12,455	330	3,318	1,285	4,231
Madurai (North)	4,074	3,953	388	1,754	167	543	849	252
Madurai (South)	2,423	2,196	31	1,337	90	522	99	67
The Nilgiris	318	294	..	21	..	4	246	23
North Arcot	4,668	4,340	121	2,190	237	527	737	523
Ramanathapuram	5,632	5,452	176	3,285	153	1,361	47	436
Salem	4,102	4,016	3	2,510	384	441	505	173
South Arcot	2,783	2,710	92	1,110	220	711	245	331
Thanjavur	4,471	4,358	155	2,907	127	1,640	279	150
Tiruchirappalli	3,526	3,416	..	2,278	47	531	274	286
Tirunelveli	5,383	5,099	656	2,404	161	1,179	495	24
Total	72,293	68,230	1,679	35,794	2,455	12,124	8,475	7,703

APPENDIX O.

Number of convictions of motor vehicles/offences under Indian Penal Code during 1960.

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 286 and 338.	Under section 336.	Under section 297.	Under sections 297 and 297.	Under sections 279 and 338.	Under section 304-A.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
Chingleput	85	85	60	7	8	1	..	3	..	..	6	18
Coimbatore	39	121	71	7	5	38	1	..	1	1	3	50
Kanyakumari	1	3	10	..	..	7	..	..	..	..	4	5
Madras	79	340	..	12	..	..	..	..	..	..	..	14
Madurai (North)	15	20	11	4	2	3	1	2	..	..	1	5
Madurai (South)	13	45	53	4	..	10	..	..	..	..	..	7
The Nilgiris	4	17	17	..	2	..	..	..	..	..	..	1
Ramanathapuram	11	28	15	1	1	4	..	1	..	1	2	12
Salem	26	94	50	3	..	5	..	..	..	..	..	30
South Arcot	18	29	34	4	1	2	..	..	..	..	..	16
Thanjavur	8	30	17	6	3	8	..	1	..	..	1	..
Tiruchirappalli	7	24	54	2	7	71	..	1	1	16	21	..
Tirunelveli	17	46	65	9	1	7	..	1	7	..	3	11
North Arcot	20	52	49	12	1	..	..	14	..	..	1	20
Total	293	934	1,506	71	31	156	2	23	9	18	42	189

APPENDIX P.

Statement showing the number of operators owning stage-carriages under each class in 1960.

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	27	19	12	10	16	3	..	..	2	..	..	..	..	89
Coimbatore	12	6	6	4	18	3	4	1	2	1	..	..	..	57
Kanyakumari	2	..	1	1	4	..	1	..	1	..	1	..	..	11
Madras	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Madurai	8	5	2	5	10	3	1	1	1	..	..	..	1	37
The Nilgiris	3	4	1	..	3	1	1	2	..	..	..	..	..	15
North Arcot	22	11	7	10	8	9	6	2	..	3	..	..	..	78
Ramanathapuram	10	5	3	4	11	4	1	3	..	..	..	..	..	41
Salem	21	13	2	12	27	7	..	1	2	..	..	..	..	85
South Arcot	29	10	8	3	19	1	2	..	1	..	..	..	..	72
Thanjavur	18	5	..	2	7	2	..	..	..	3	..	1	..	38
Tiruchirappalli	44	16	4	12	17	4	1	1	1	1	..	..	..	101
Tirunelveli	4	2	5	2	9	2	..	1	5	1	..	..	..	31
Total	300	96	51	65	149	89	17	12	15	9	1	1	1	656

APPENDIX Q.

Statistics relating to area of the various districts, population, etc., in 1960.

Name of the District.	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 (2) served by each bus (in thousands).	Mileage of metalled road per bus.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
Chingleput	3,061	1,833,619	1,375	636	2,011	437	4.20	3.15
Coimbatore	6,014	3,293,204	2,380	1,204	3,584	559	5.89	4.26
Kanyakumari	646	824,000	757	65	822	151	5.46	5.01
Madras	49	1,416,056	555	9	564	526	(The passenger road transport in the city is the exclusive monopoly of Madras State Transport Department.)	
Madurai	4,859	2,891,817	1,847	372	2,219	465	6.22	3.97
The Nilgiris	982	311,279	474	48	522	109	2.86	4.35
North Arcot	4,578	2,791,647	1,266	584	1,850	413	6.76	3.07
Ramanathapuram	4,825	2,080,519	1,442	532	1,974	297	7.01	4.86
Salem	7,051	3,371,769	2,183	431	2,614	442	7.63	4.94
South Arcot	4,208	2,776,769	1,455	800	2,255	283	9.81	5.14
Thanjavur	4,738	2,983,013	1,467	1,378	2,845	362	8.24	4.05
Tiruchirappalli	5,505	2,943,882	1,863	1,044	2,907	409	7.20	4.56
Tirunelveli	4,467	2,506,375	1,888	124	2,012	418	6.00	4.52

APPENDIX R.

TAX PARTICULARS.

Madras Motor Vehicles Taxation Act, 1931.

	RS.	NP.
Stage carriages	2,25,81,996	72
Goods vehicles	1,37,10,103	23
Contract carriages	5,54,164	00
Others	1,71,98,245	60
Total	5,40,44,509	54
	RS.	NP.
Tax collected in 1960	5,40,44,509	54
Tax collected in 1959	4,57,02,128	32
Increase	83,42,381	22

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

Madras Motor Vehicle						1959.		1960.	
						RS.	NP.	RS.	NP.
Stage carriages	..	..	..	..	..	70,96,280	21	85,19,210	00
Public carriers	..	..	..	..	..	16,02,039	00	28,04,175	00
Total						86,98,319	21	1,13,23,485	00
						RS.	NP.		
In 1960	..	..	..	..	..	1,13,23,485	00		
In 1959	..	..	..	..	..	86,98,319	21		
Increase						26,25,165	79		