

Public Works (1898.) Department.

RAILWAY BRANCH.

G.O., No. 890 Ry

DATED 4 July 1898.

100

[Despatch Abstract.]

Procedure to be followed in reporting on the probable
traffic to be expected on new railways.

Endorsement from the Govt. of India, forwarding
~~for information & guidance~~ copy of letter from
the Director of Railway Construction, in regard
to the ———, Comd to the Dy. Admt. & the
Revenue Dept., for information & guidance.

Indexed.

2/7/98.

BACK PAPERS.

FURTHER PAPERS.

RAILWAY.

Government {1898} of Madras.
PUBLIC WORKS.

Recd.

Regd.

1898.

Enclosures

Spare copies

G.O., No. 890 Ry., 4th July 1898.

JULY.

Procedure to be followed in reporting on the probable Traffic to be expected on new Railways

Endorsement from the Government of India forwarding copy of letter from the Director of Railway Construction, in regard to the —, communicated to the Railway Administrations and the Revenue Department, for information and guidance.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

From—The Secretary to the Government of India, Public Works Department.
To—The Joint Secretary to the Government of Madras, P.W. Dept., Ry. Branch.
Dated—Simla, 21st June 1898, No. 857 R.C.

The undermentioned papers are forwarded to the Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, for information.

ENCLOSURE No. 1 to above.

From—The Director of Railway Construction.
To—The Manager, North-Western Railway.
The Manager, Oudh and Rohilkhand Railway.
The Manager, Eastern Bengal State Railway.
The Manager, East Coast (State) Railway.
The Engineers-in-Chief, Vizianagram-Raipur, Rewari-Kuchman, and Bombay-Sind Connection Surveys.
Dated—Simla, 9th June 1898, No. 784 R.C.

As the estimates of traffic submitted with railway projects are often obscure, I have the honour to forward herewith, for information and guidance, four statements A to D, together with a sketch diagram, indicating the lines on which information relating to the probable traffic to be expected on new railways should be collected and the results, which should also show separately the earnings from passengers and goods, brought out in the traffic estimates to accompany the reports thereon.

2. I would add that the reports on new railway projects should also include general information as to the character of the country, its capabilities for development, population of villages along the route of the proposed railway, trade centres, &c., as well as any other useful information that can be given.

ENCLOSURE No. 2 to above.

STATEMENT A.

AHMEDABAD-DHOLKA ROAD.

General Statement of Traffic.

	Tons.
Total goods traffic from Ahmedabad to Dholka as per statement D, column 9	15,136
Total goods traffic from Ahmedabad to Bavla as per statement D, column 9	13,191
The Dholka traffic will use the line for the whole distance and the Bavla traffic will use it for about two-thirds of the distance, and the total average goods traffic for the whole line as existing will be $15,136 + \frac{2}{3} \times 13,191 =$	23,930

Passengers.

	Passengers.
At Navapura (Dholka road) as per statement D, column 12, there were	764
And at Madulpur (Bavla road) as per statement D, column 12, there were	353
And this gives an average of $764 + \frac{2}{3} \times 353 =$	999
per diem for the whole line between 8th February and 30th June 1891, and assuming one-half of this number for the remainder of the year, there will be a daily average, throughout the year, of	695

ENCLOSURE No. 3 to above.

STATEMENT B.

AHMEDABAD-DHOLKA ROAD.

Showing Goods and Passenger traffic from 8th February to 30th June 1891—in all 143 days—at Navapura.

Names of articles.	Goods traffic in tons.												Passenger traffic.			
	February (from 8th).			March.			April.			May.			June.			Total for 143 days.
	Up.	Down.	Total.	Up.	Down.	Total.	Up.	Down.	Total.	Up.	Down.	Total.	Up.	Down.	Total.	
Wheat	167	139	306	580	678	1,258	1,347	18	634	1,365	775	19	298	7	3,174	27.16
Grain except wheat	6	6	12	576	1	577	1	1	2	1	1	1	169	1,886	2,119	18.13
Oil and oil-seeds	233	233	466	638	638	1,276	477	1	638	1,115	338	12	5	119	147	1.26
Piece-goods	1	1	2	163	7	170	477	1	286	293	388	49	14	34	37	1.32
Cotton and yarn	1	1	2	7	7	14	7	7	14	14	14	14	10	67	2,306	19.73
Tobacco	1	1	2	7	7	14	7	7	14	14	14	14	72	7	116	1.13
Salt	1	1	2	7	7	14	7	7	14	14	14	14	72	7	116	1.13
Hardware	1	1	2	7	7	14	7	7	14	14	14	14	72	7	116	1.13
Ghee	1	1	2	7	7	14	7	7	14	14	14	14	72	7	116	1.13
Jaggery	1	1	2	7	7	14	7	7	14	14	14	14	72	7	116	1.13
Cocanuts	1	1	2	7	7	14	7	7	14	14	14	14	72	7	116	1.13
Timber, bamboo, &c.	1	1	2	7	7	14	7	7	14	14	14	14	72	7	116	1.13
Firewood	1	1	2	7	7	14	7	7	14	14	14	14	72	7	116	1.13
Grass and dyes	1	1	2	7	7	14	7	7	14	14	14	14	72	7	116	1.13
Raw hides	1	1	2	7	7	14	7	7	14	14	14	14	72	7	116	1.13
Sundries	1	1	2	7	7	14	7	7	14	14	14	14	72	7	116	1.13
Total	705	445	1,150	3,608	2,013	5,621	5,621	1,719	3,608	5,239	1,719	3,608	5,239	1,719	3,608	100.00

N.B.—In calculating weights, the following are the loads which may be adopted:—

Carts drawn by one bullock 1 of a ton
Do. two bullocks 2
Do. four 4
Do. six and eight bullocks 6
Camels 1
Pack-bullocks, etc. 1

NOTE.—In addition to the information embodied in the statement, the following particulars should be furnished:—
(i) The cost of conveyance used.
(ii) The number of full and empty or laden and unladen carts or animals going each way.

ENCLOSURE No. 4 to above.

STATEMENT C.

AHMEDABAD-DHOLKA ROAD.

Showing Goods and Passenger Traffic with Bavia from 9th February to 30th June 1891—in all 142 days—at Madalpur.

Names of articles.	Goods traffic in tons.												Passenger traffic.											
	February.			March.			April.			May.			June.			Names of months.	Foot.			Riding or driving.			Total for 142 days.	
	Up.	Down.	Total.	Up.	Down.	Total.	Up.	Down.	Total.	Up.	Down.	Total.	Up.	Down.	Total.		Up.	Down.	Total.	Up.	Down.	Total.		
Wheat ..	26	6	32	228	1,380	1,608	945	945	188	2,767	6	2,773	30-88	Feb. ..	7,072	6,874	13,946	103	147	250	7,175	7,021	14,196	
Grain except wheat..	129	50	179	95	63	158	49	102	16	126	40	40	6-92	March.	6,384	6,177	12,561	562	473	1,025	6,936	6,650	13,586	
Oil and oil-seeds ..	14	4	18	23	10	33	14	2	16	..	..	..	7-05	..	2,672	2,376	5,048	667	587	1,244	3,329	2,963	6,292	
Piece-goods ..	..	..	..	..	..	..	..	..	..	..	..	..	28-03	April..	3,476	3,273	6,749	654	767	1,411	4,130	4,080	8,160	
Cotton and yarn ..	482	141	623	619	788	1,407	386	214	600	348	133	481	2-04	May ..	3,548	3,277	6,825	553	514	1,067	4,101	3,791	7,892	
Tobacco ..	1	1	2	..	..	..	..	..	..	..	..	..	7-08	June..	23,162	21,977	45,129	2,618	4,997	25,671	24,456	50,126		
Salt ..	..	..	..	..	..	..	..	..	..	..	..	..	77	Total..	..	..	..	..	..	..	..	..	..	
Hardware ..	..	..	..	..	..	..	..	..	..	..	..	..	18	..	..	..	..	..	..	..	..	..	..	
Groceries ..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..	
Ghee ..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	
Jaggery ..	..	..	..	..	..	..	..	..	..	..	..	..	5	..	..	..	..	..	..	..	..	..	..	
Mogra ..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	
Cocoanuts ..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..	
Timber, bamboos, etc.	..	..	..	..	..	..	..	..	..	..	..	..	18	..	..	..	..	..	..	..	..	..	..	
Firewood ..	..	..	..	..	..	..	..	..	..	..	..	..	10	..	..	..	..	..	..	..	..	..	..	
Grass ..	..	..	..	..	..	..	..	..	..	..	..	..	6	..	..	..	..	..	..	..	..	..	..	
Gun and dyes ..	..	..	..	..	..	..	..	..	..	..	..	..	5	..	..	..	..	..	..	..	..	..	..	
Raw hides ..	..	..	..	..	..	..	..	..	..	..	..	..	5	..	..	..	..	..	..	..	..	..	..	
Sundries ..	..	..	..	..	..	..	..	..	..	..	..	..	5	..	..	..	..	..	..	..	..	..	..	
Total ..	985	332	1,317	1,508	400	1,908	2,730	381	3,111	1,901	880	2,281	295	67	362	7,419	1,560	8,979	100 00	..	..	..	..	

N.B.—In calculating weights, the following are the loads which may be adopted :—

Carts drawn by one bullock of a ton.
Do. by two bullocks
Do. by four bullocks
Do. by six and eight bullocks
Camels
Pack-bullocks, etc.

NOTES.—In addition to the information embodied in the statement, the following particulars should be furnished :—

- The cost of conveyance used.
- The number of full and empty or laden and unladen carts or animals going each way.

N.B.—In calculating weights, the following are the loads which may be adopted :—

Carts drawn by one bullock 1 of a ton.
Do. by two bullocks
Do. by four bullocks
Do. by six and eight bullocks
Camels
Pack-bullocks, etc.

ENCLOSURE No. 5 to above.

STATEMENT D.

AHMEDABAD-DHOLKA ROAD.

Showing Goods and Passenger Traffic.

Showing Goods and Passenger Traffic.													
Names of traffic stations.	Actual goods traffic in tons.						Estimated goods traffic for the period for which data have not been obtained.	Total actual and estimated.	Average daily passenger traffic.			Remarks.	
	February.	March.	April.	May.	June.	Total.			Foot.	Riding or driving.	Total.		
1	2	3	4	5	6	7	8	9	10	11	12	13	
Navapura ..	TONS. 1,150	TONS. 3,608	TONS. 3,540	TONS. 2,311	TONS. 1,078	TONS. 11,687	TONS. 3,449	TONS. 15,136	539	225	764	Traffic statistics taken from 8th February to 30th June 1891, in all 143 days, at Navapura on the Ahmedabad-Dholka road.	
Madalpur ..	1,317	1,908	3,111	2,281	362	8,979	4,212	13,191	318	35	353	Traffic statistics taken from 9th February to 30th June 1891, in all 142 days, at Madalpur on the Ahmedabad-Bavla road.	

for the period for which data have not been obtained is estimated as shown below, and the

by the rule of proportion.

the total traffic

N.B.—The goods traffic for the period for which data have not been obtained is estimated as shown below, and the results entered in column 8 :—

- The traffic for the remaining days of February has been obtained by the rule of proportion.
- The traffic from July to January, both months inclusive, has been assumed as equal to double the total traffic in February.

ORDER—No. 890 Ry., dated 4th July 1898.

Communicated to Railway Administrations and the Revenue Department for information and guidance.

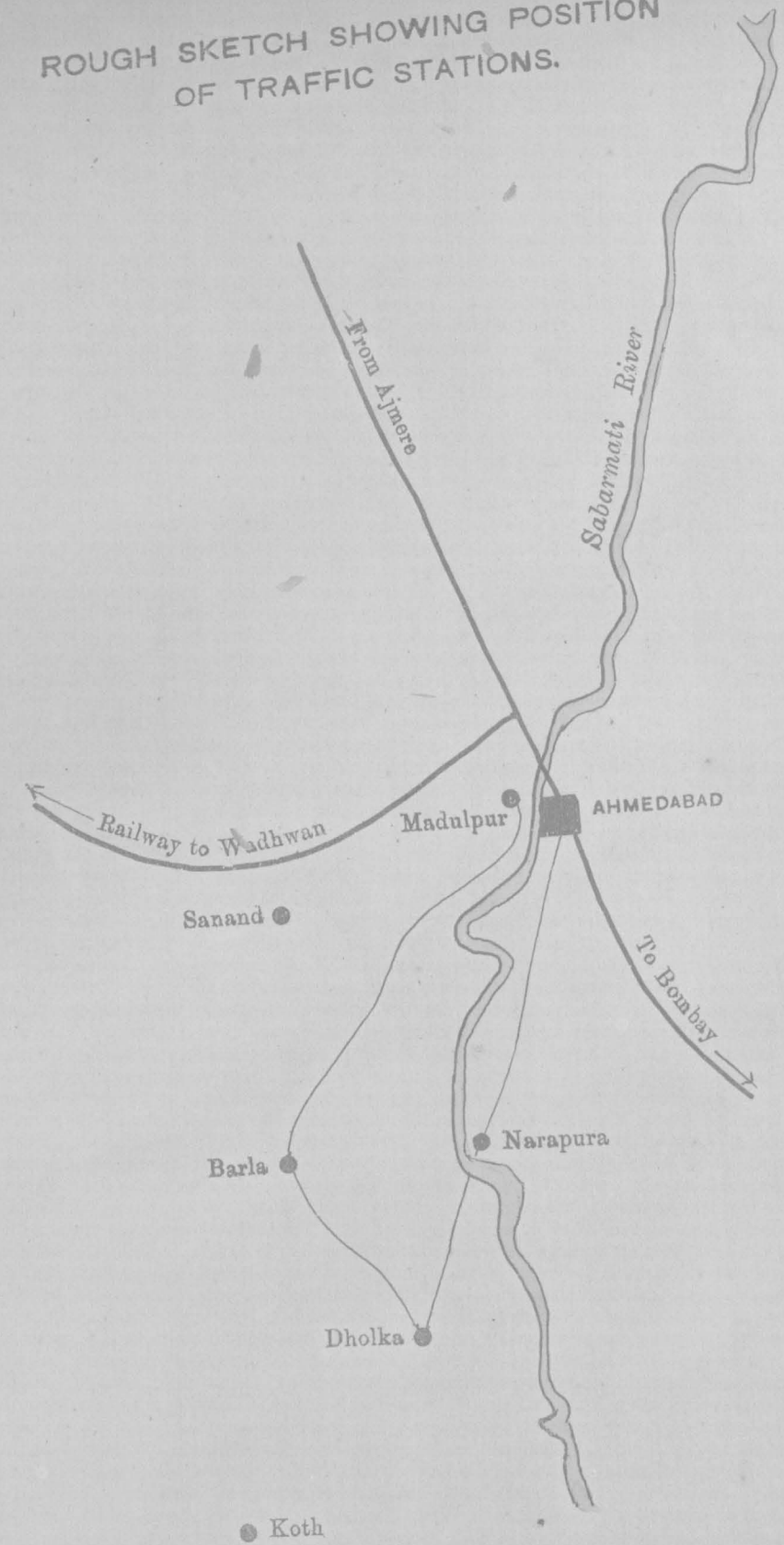
(True Extract.)

FRANCIS J. E. SPRING,
Joint Secretary.

To the Agent and Manager, Madras Railway.
" Agent, South Indian Railway.
" Agent and Chief Engineer, Nilgiri Railway.
" Revenue Department.
" Consulting Engineer for Railways.

Exd. T. K. Narayana Aiyangar.

ROUGH SKETCH SHOWING POSITION
OF TRAFFIC STATIONS.



102/1
30/6/98
22/

Public ^{works} (189 8) Department.

Railway
CURRENT No. 788

From The Govt of India

Order No. 890 R.C. 24 July 1898

Communicated to
Railway Administrations & the
Revenue Department for
information & guidance.

No. 857 R.C.

Dated 21st June 1898

Received } 29th do -

Registered }

Enclosures 5

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Issue

7/7/98
30/6/98
S.R.

SUBJECT.

Procedure to be followed in reporting
on the probable traffic to be ex-
pected on new railways.

Forwarding copy of letter
No 784 R.C dated 9.6.98 from
the Director of Railway Construction
regarding the _____

Despatched on 6/7/98

cc. dt 5/8/98

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

No. 784 R. C.

FROM

THE DIRECTOR OF RAILWAY CONSTRUCTION,

TO

THE MANAGER, NORTH WESTERN RAILWAY.

THE MANAGER, OUDH AND ROHILKHAND RAILWAY.

THE MANAGER, EASTERN BENGAL STATE RAILWAY.

THE MANAGER, EAST COAST (STATE) RAILWAY.

THE ENGINEERS-IN-CHIEF, VIZIANAGRAM-RAIPUR, REWARI-KUCHAMAN, AND BOMBAY-SIND CONNECTION SURVEYS.

Simla, the 9th June 1898.

SIR,

As the estimates of traffic submitted with railway projects are often obscure, I have the honour to forward herewith, for information and guidance, four statements A. to D., together with a sketch diagram, indicating the lines on which information relating to the probable traffic to be expected on new railways should be collected and the results, which should also show separately the earnings from passengers and goods, brought out in the traffic estimates to accompany the reports thereon.

2. I would add that the reports on new railway projects should also include general information as to the character of the country, its capabilities for development, population of villages along the route of the proposed railway, trade centres, &c., as well as any other useful information that can be given.

I have the honour to be,

SIR,

Your most obedient servant,

C. W. HODSON,
Director of Railway Construction.

Documents accompanying.

Four statements A to D and sketch diagram.

N.B.—In calculating weights the following are the loads which may be adopted:—

Note.—In addition to the information embodied in the statement, the following particulars should be furnished:

- (1) The cost of conveyance used.
- (ii) The number of full and empty or laden and unladen carts or animals going each way.

STATEMENT A.
AHMEDABAD.
DHOLKA ROAD.

General Statement of Traffic.

Total goods traffic from Ahmedabad to Dholka as per statement D, column 9	15,136
Total goods traffic from Ahmedabad to Bavla as per statement D, column 9	13,191
The Dholka traffic will use the line for the whole distance and the Bavla traffic will use it for about two-thirds of the distance, and the total average goods traffic for the whole line as existing will be $15,136 + \frac{2}{3} \times 13,191 =$	23,930

Passengers.

At Navapura (Dholka Road) as per statement D, column 12, there were	764
And at Madulpur (Bavla Road) as per statement D, column 12, there were	353
And this gives an average of $764 + \frac{2}{3} \times 353 =$	999
per diem for the whole line between 8th February and 30th June 1891 and assuming one-half of this number for the remainder of the year, there will be a daily average, throughout the year, of	695

STATEMENT C.
AHMEDABAD-DHOLKA ROAD.

Showing Goods and Passenger Traffic with Bavla from 9th February to 30th June 1891—in all 142 days—at Madulpur.

Names of Articles.	GOODS TRAFFIC IN TONS.												PASSENGER TRAFFIC.			
	FEBRUARY.			MARCH.			APRIL.			MAY.			Foot.		Riding or Driving.	
	Up.	Down.	Total.	Up.	Down.	Total.	Up.	Down.	Total.	Up.	Down.	Total.	Up.	Down.	Up.	Down.
Wheat	26	6	32	223	23	246	1,380	945	2,325	188	945	1,033	7,772	6,574	14,346	250
Grain except wheat	129	60	189	63	15	78	49	102	151	40	203	243	6,381	6,177	12,558	473
Oil and oil-seeds	14	4	18	33	10	43	2	16	18	1	61	62	6,381	6,177	12,558	473
Piece-goods	1	1	2	1	1	2	1	1	2	1	1	2	2,672	2,376	5,048	557
Cotton and yarn	432	141	573	619	169	788	214	600	314	1	25	1,859	3,476	3,273	6,749	767
Tobacco	1	1	2	1	1	2	1	1	2	1	1	2	3,476	3,273	6,749	767
Salt	1	1	2	1	1	2	1	1	2	1	1	2	3,476	3,273	6,749	767
Hardware	3	4	7	2	7	9	1	1	2	1	1	2	3,476	3,273	6,749	767
Grain	3	4	7	2	7	9	1	1	2	1	1	2	3,476	3,273	6,749	767
Ghee	1	1	2	1	1	2	1	1	2	1	1	2	3,476	3,273	6,749	767
Jaggery	2	11	13	32	32	64	8	3	11	13	5	17	3,476	3,273	6,749	767
Mogra	17	7	24	35	35	70	34	34	68	22	108	130	3,476	3,273	6,749	767
Cocanuts	18	18	36	18	18	36	63	43	106	6	6	12	3,476	3,273	6,749	767
Timber, bamboos, etc.	84	31	115	232	9	241	724	426	5	431	5	1,471	3,476	3,273	6,749	767
Firewood	108	26	134	252	6	258	77	11	88	30	30	60	3,476	3,273	6,749	767
Grass	1	1	2	1	1	2	1	1	2	1	1	2	3,476	3,273	6,749	767
Gum and dyes	1	1	2	1	1	2	1	1	2	1	1	2	3,476	3,273	6,749	767
Raw hides	29	40	69	69	21	90	35	62	154	44	13	57	3,476	3,273	6,749	767
Sundries	985	332	1,317	1,508	400	1,908	381	1,031	380	235	362	7,419	3,476	3,273	6,749	767
Total	985	332	1,317	1,508	400	1,908	381	1,031	380	235	362	7,419	3,476	3,273	6,749	767

N.B.—In calculating weights the following are the loads which may be adopted:—
Carts drawn by one bullock 1 ton.
Ditto two bullocks 2 tons.
Ditto four bullocks 4 tons.
Ditto six and eight bullocks 6 tons.
Camels 1 ton.
Pack-bullocks, etc. 1 ton.

Notes.—In addition to the information embodied in the statement, the following particulars should be furnished:—
(i) The cost of conveyance used.
(ii) The number of full and empty or laden and unladen carts or animals going each way.

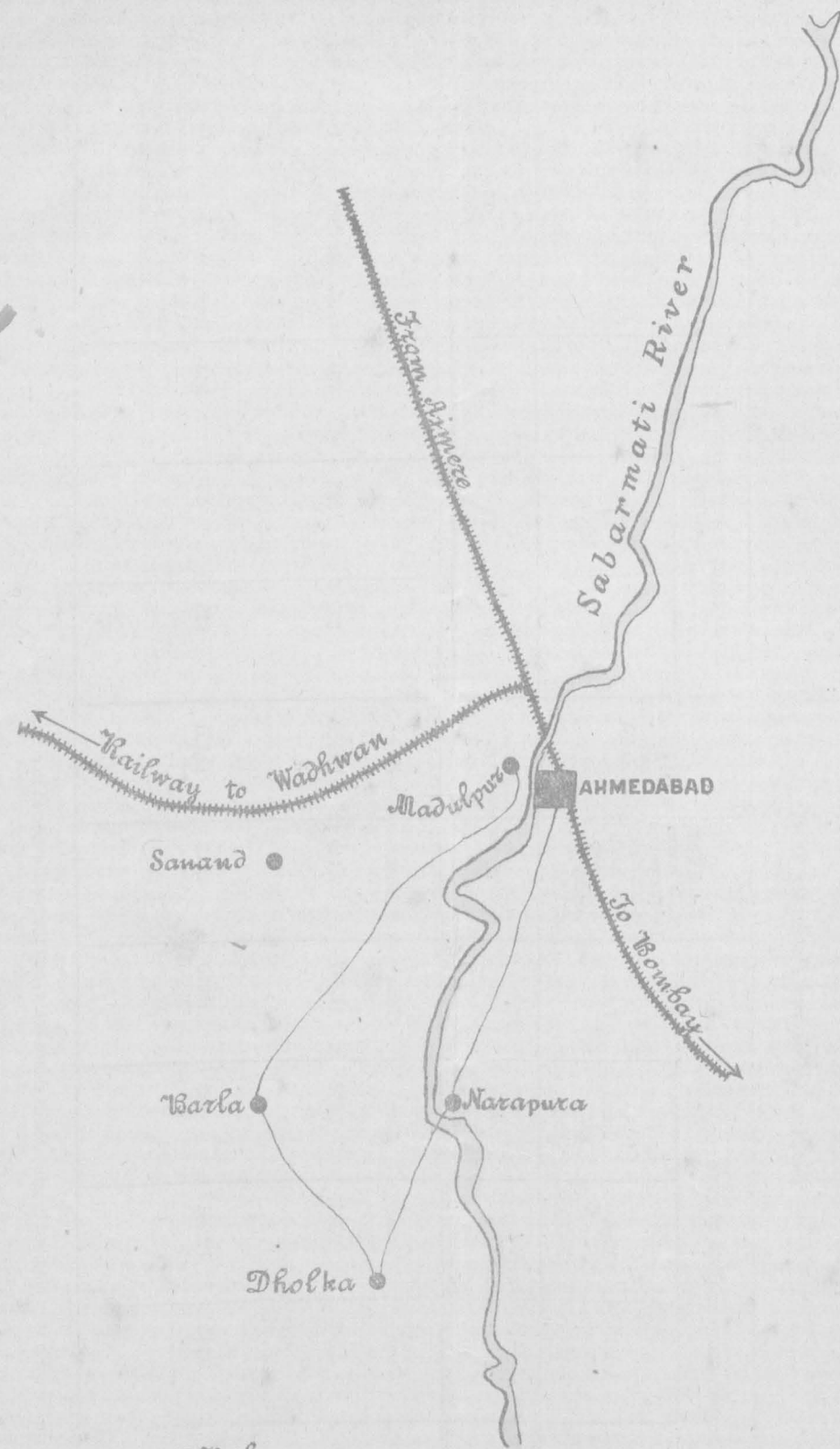
STATEMENT D.
AHMEDABAD-DHOLKA ROAD.
Showing Goods and Passenger Traffic.

Names of traffic stations.	ACTUAL GOODS TRAFFIC IN TONS.						Estimated goods traffic for the period for which data have not been obtained.	Total actual and estimated.	AVERAGE DAILY PASSENGER TRAFFIC.			REMARKS.
	February.	March.	April.	May.	June.	Total.			Foot.	Riding or driving.	Total.	
1	2	3	4	5	6	7	8	9	10	11	12	13
Navapura ..	Tons. 1,150	Tons. 3,608	Tons. 3,540	Tons. 2,311	Tons. 1,078	Tons. 11,687	Tons. 3,449	Tons. 15,136	539	225	764	Traffic statistics taken from 8th February to 30th June 1891, in all 143 days, at Navapura on the Ahmedabad Dholka road.
Madalpur ..	Tons. 1,317	Tons. 1,908	Tons. 3,111	Tons. 2,281	Tons. 362	Tons. 8,979	Tons. 4,212	Tons. 13,191	318	35	353	Traffic statistics taken from 9th February to 30th June 1891, in all 142 days, at Madalpur on the Ahmedabad Barla road.

N.B.—The goods traffic for the period for which data have not been obtained is estimated as shown below, and the results entered in column 8:—

- (1) The traffic for the remaining days of February has been obtained by the rule of proportion.
(2) The traffic from July to January, both months inclusive, has been assumed as equal to double the total traffic in February.

Rough Sketch showing Position of Traffic Stations.



Encl. to P. C. 788
9.29.69

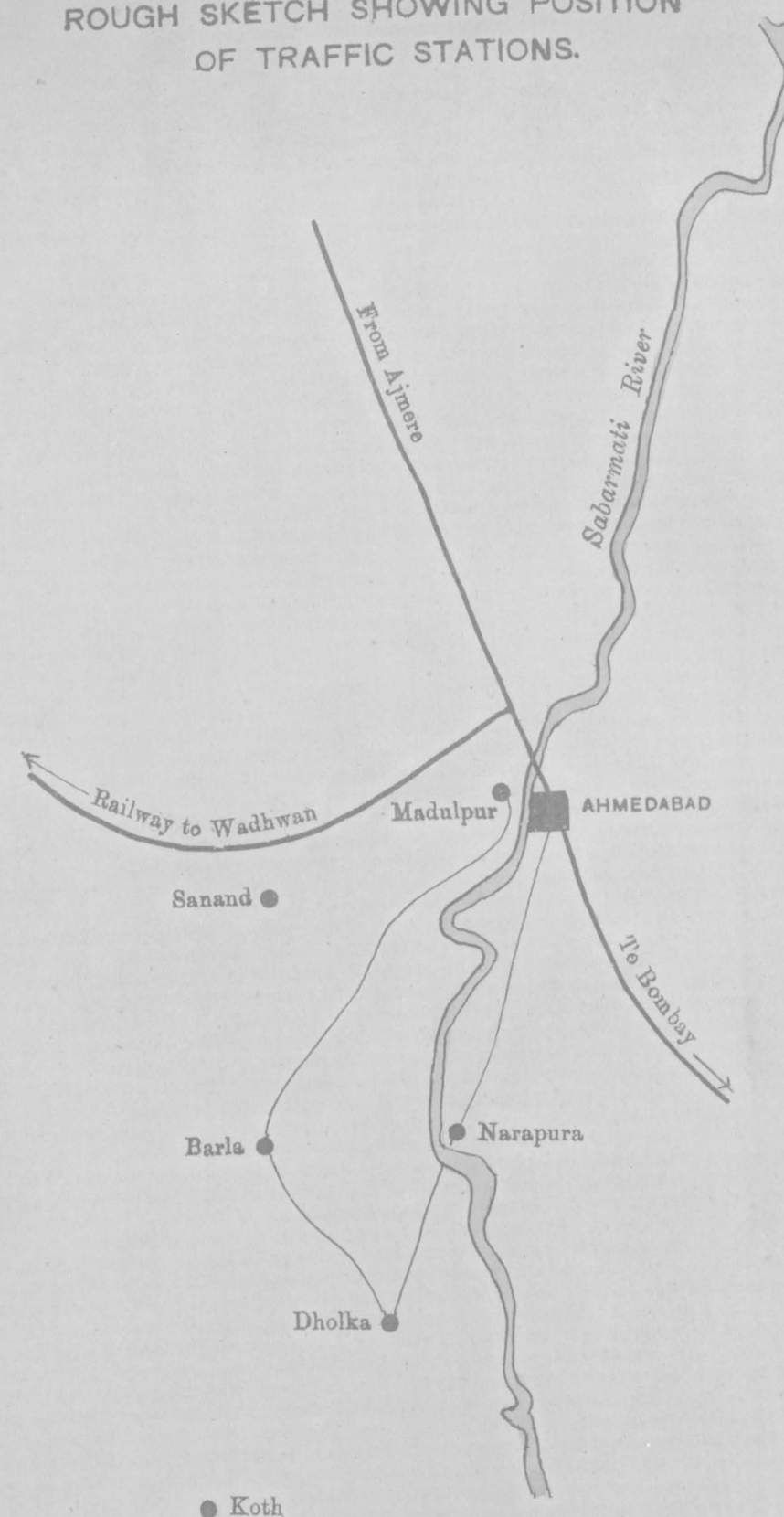
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ROUGH SKETCH SHOWING POSITION
OF TRAFFIC STATIONS.



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No. 857 R.C.
GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY CONSTRUCTION.

Simla, the 21st June 1898.

By order,

Under Secretary.

Procedure to be followed in reporting on the probable traffic to be expected on new railways.