

Public Works (1899) Department.

CONCERNS BOTH BRITISH INDIA
AND INDIAN STATES.

RAILWAY BRANCH.

G.O., No. 774 Ry

DATED 13th July 1899

[Despatch Abstract.]

Nanjangod Erode Railway

Form-4 to the Agent S Ry ^{Copy of} letter from the
G.O. I. requesting that the Statistics furnished
on the proposed ——— may be incorporated
by the Agent with the traffic Statistics he is
collecting & submitted in the manner
indicated in the No 784 R.C. of 19.6.98.

BACK PAPERS.

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

Public Works (1899) Department.

P. W. R.
CURRENT No. 883

From The Govt of India

A copy of the Gen. of Ind. letter with
its enclosure ^{is herewith} ~~with~~ forwarded to the Agent
S. I. B. for information and guidance.

Fk.

Franklin

No. 116 R-10.

Dated 28th June 1899

Received 7th Aug '88

Registered — dw —

Enclosures

Spare copies

SUBJECT.

Waujaugud-Krook Railway

Forwarding copies of certain
correspondence received from
the Genl of Bombay & requesting
that the statistics furnished
in the proposed ——— may be
incorporated by the agent, SDG
with the traffic statistics
he is collecting & submitted
tabulated ⁱⁿ the manner indicated
in Genl of India letter no 7842. of 9/6/18

D A N T E

FURTHER PAPERS.

Copy of a letter No.1430, dated 17th June 1899, from the Secretary to the Government of Bombay, Public Works Department, Railway Branch, to the Secretary to the Government of India, Public Works Department.

Copy of letter No. 6638 dated 1st June 1899, from the Agent,
4704
Southern Mahratta Railway Company to the Consulting
Engineer for Railways, Bombay.

With reference to your letter No.11569, dated the 8th October 1898, regarding statistics of local traffic required by the Government of India on the two sections of the proposed Nanjangud-Erode Railway, I have the honour to forward herewith a copy of our Traffic Manager's letter No.R.C.490/98, dated the 31st ultimo, and of its enclosures, which furnish the information required.

The Agent,

Southern Mahratta Railway.

Dharwar

Dharwar 31st May 1899.

Dear

Dear Sir,

With reference to correspondence ending with your No.6638/532 of 16th January 1899, I beg to inform you that it has not been possible to obtain very accurate statistics of the traffic that is likely to be carried over the Erode-Nanjangud Line, as no information could be obtained from the records of the District and where there are Toll ~~bars~~ bars the record is not considered reliable. I am therefore unable to submit a report in the detail required by the orders of the Government of India as contained in their Circular No.784 R.C. of the 9th June 1898.

2. The figures now furnished are based on estimates of the traffic obtained from the leading merchants and land-owners. They are believed to fairly represent the produce of the Districts which the Railway will traverse and err very much on the side of safety.

3. Goods Traffic.- On the Section Erode to Satyamangalam, 40 miles, the chief products are:-

Paddy. - 600,000 to 900,000 maunds are grown annually of which 400,000 to 600,000 (average 500,000 maunds) are available for export. The bulk of this traffic at present finds its way to the Neilgherries taking train at Madras Railway Stations south-west of Erode and will use the Railway for not less than 20 miles.

Chillies. - The quantity available for export is estimated at 100,000 maunds of which 50,000 maunds will go southwards using the line for not less than 20 miles and 50,000 maunds northwards using the line for 90 miles.

Tobacco. - The quantity available for export is estimated at 50,000 maunds of which 25,000 maunds will go southwards using the Railway for not less than 20 miles, and 25,000 maunds will go northwards using the Railway for 90 miles.

Ghee

Ghee

The quantity available for export is estimated at 10,000 maunds, all of which will use the Railway for 90 miles.

Forest Produce. - It is estimated that 3,000 maunds Sandalwood and 6000 maunds galnuts will be carried over the Railway for 70 miles, and that 46,000 maunds of other kinds of traffic will use the Railway for 50 miles.

General Goods. - In addition to the above, there will be salt, piece-goods, hardware, betel-nuts and general goods, but no reliable estimate could be obtained of the quantity of this traffic. It may, however, be safely assumed to be not less than 50,000 maunds a year carried for a distance of 40 miles.

4. Satyamangalam to Nanjangud, 82 miles. - It has not been possible to obtain any detailed information of the traffic of this Section. It is known that on an average 500 cart loads of goods arrive weekly from the Mysore Districts at Satyamangalam consisting of food grains, coconuts, jaggee, sugar, gingelly seeds, grain and pulses and that 200 carts leave Satyamangalam for the Mysore District. These latter however comprise the traffic referred to in the previous paragraph. (4) The traffic exported from Mysore would amount to not less than 250,000 maunds a year and would use the Railway for not less than 50 miles.

5. Passenger Traffic. - It was not possible to obtain any particulars of the number of people who might use the Railway. The Southern Section of the line, viz, from Erode to Satyamangalam is well populated. The Northern Section on the other hand is very sparsely populated and with the Ghauts and their dense fever-laden jungles intervening, not much passenger traffic at present uses the road between the Districts north and south of the Ghauts. There is, however, a considerable number of people travelling between these places by the rail route round via Bangalore and Jalarpet. Further with the shortening of communications between the

Mysore

Yours truly,
(Sd.) N.E. Priestley
Traffic Manager.

<u>Section</u>	<u>Principal Towns</u>	<u>Population of Taluk</u>	<u>Distance from Erode</u>		<u>Description</u>	<u>Estimated quantity of Traffic.</u>		<u>Miles to be carried</u>	<u>Estimated miles</u>	<u>Equivalent in mules at 27 maunds to the ton.</u>	<u>Receipts at Rs. 6.36 per ton</u>
			Erode	Nainangudi		Direction up or down	Quantity in maunds				
Erode-Sahyamangalam	Erode	29,000	-	120 $\frac{3}{4}$	Paddy	down	5,00,000	20	1,00,00,000		
	Bhowani Road	23,000	6	114 $\frac{3}{4}$	Chillies	down	50,000	20	10,00,000		
	Gopachelikipalayam } Sahyamanigalayan }	46,000	23 $\frac{1}{4}$	97 $\frac{1}{2}$	"	up	50,000	90	45,00,000		
Sahyamangalam - Naidurgund -	Sahyamangalam	-	-	-	Tobacco	down	25,000	20	5,00,000		
	Gopalhatti (foot of Ghats)	-	57 $\frac{1}{4}$	63 $\frac{1}{2}$	Oleum }	up	25,000	90	22,50,000		
	Guleradi (top of Ghats)	-	75 $\frac{1}{4}$	45 $\frac{1}{2}$	Santalwood }	up	10,000	90	9,00,000		
	Chaurajnafar }	-	96 $\frac{3}{4}$	24 $\frac{1}{4}$	Galmuts }	up	3,000	70	2,10,000		
	Manjargund }	15,000	120 $\frac{3}{4}$	-	Forest Produce }	down	45,000	70	4,20,000		
					General goods }	up	50,000	50	25,00,000		
					Cereals }	down	3,50,000	50	125,00,000		
Passengers.											
							Total earnings from local traffic p.m.m.		Ros. 122,279		
							" " "	per mile	Ros. 1,010		
							" " "	per week	Rl. 20		

* The average receipts per ton per mile was taken from item 93 of the analysis form for 2nd half of 1898.
† The rate charged for Third Class traffic on the S.M.R.

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.

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 $15,136 + \frac{2}{3} \times 13,191 = \dots$	23,930

Passengers.

	Passengers.
At Navapara (Dholka Road) as per statement D, column 12, there were	764
And at Madalpur (Bavla Road) as per statement D, column 12, there were	353
And this gives an average of $764 + \frac{1}{2} \times 353 = \dots$	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 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.		Percentage of each item in total goods and traffic.
		Up.	Down.	Total.	Up.	Down.	Total.	Up.	Down.	Total.	Up.	Down.	Total.	Up.	Down.	Total.	Up.	Down.	
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Wheat	167	4	171	580	...	580	1,317	3	1,350	775	...	775	293	...	293	3,167	7	3,174	27.10
Grain except wheat	139	62	201	102	576	678	18	634	652	10	395	414	5	169	174	283	1,836	2,110	18.13
Oil and oil-seeds	6	59	65	...	2	2	6	38	44	12	12	24	4	8	12	28	119	147	1.26
Piece-goods.	...	2	2	1	...	1	6	7	1	12	13	...	...	14	14	3	34	37	.32
Cotton and yarn	233	55	288	638	163	801	477	280	763	338	49	337	57	10	67	1,743	563	2,906	19.73
Tobacco	1	1	1	...	7	7	...	...	...	1	3	4	...	3	3	1	14	15	.13
Salt	...	1	1	...	...	...	...	29	29	...	...	14	14	...	72	72	...	116	.99
Hardware	...	2	2	7	...	...	...	...	...	...	2	2	...	7	7	7	11	18	.15
Groceries	2	4	6	26	49	75	1	117	118	5	119	124	5	23	28	39	312	351	3.00
Ghee	...	...	...	...	...	...	...	...	...	1	11	12	...	...	...	1	11	12	.10
Jaggery	7	165	172	1	...	...	...	...	...	25	210	235	15	69	84	40	1,215	1,264	10.81
Mowra	...	...	...	...	...	...	...	...	...	...	3	3	...	2	2	...	5	5	.04
Cocoanuts	18	...	...	81	7	88	102	...	102	82	...	82	...	...	53	336	7	343	2.94
Timber, bamboos, &c.	...	1	1	6	3	11	...	19	19	2	12	14	...	3	3	10	38	48	.41
Firewood	12	29	41	54	67	121	5	53	58	...	...	...	1	...	1	72	149	221	1.89
Grass	20	6	32	...	8	6	2	3	5	8	...	8	17	...	17	53	17	70	.69
Gun and dyes	2	...	2	2	...	2	1	3	4	...	...	...	3	...	3	12	3	15	.13
Raw hides	1	1	2	...	...	...	...	...	...	...	...	...	...	...	...	1	1	2	.02
Sundries	92	53	145	389	314	703	51	...	...	...	...	190	60	180	240	647	777	1,424	12.19
Total	705	445	1,150	1,880	1,719	3,608	2,012	1,528	3,540	1,328	983	2,311	513	560	1,078	6,452	5,235	11,687	100.00

Names of Articles.	FEBRUARY (from 8th).				MARCH.				APRIL.				MAY.				JUNE.				TOTAL.				Percentage of each item in total goods and traffic.
	Up.	Down.	Total.	Tons.	Up.	Down.	Total.	Tons.	Up.	Down.	Total.	Tons.	Up.	Down.	Total.	Tons.	Up.	Down.	Total.	Tons.	Up.	Down.	Total.		
Wheat	167	4	171	580	...	580	1,317	3	1,350	775	...	775	293	...	293	3,167	7	3,174	27.10	...	...	...	...		
Grain except wheat	139	62	201	102	576	678	18	634	652	10	395	414	5	169	174	283	1,836	2,110	18.13	...	...	...	...		
Oil and oil-seeds	6	59	65	...	2	2	6	38	44	12	12	24	4	8	12	28	119	147	1.26	...	...	...	...		
Piece-goods.	...	2	2	1	...	1	6	7	1	12	13	...	...	14	14	3	34	37	.32	...	...	...	...		
Cotton and yarn	233	55	288	638	163	801	477	280	763	338	49	337	57	10	67	1,743	563	2,906	19.73	...	...	...	...		
Tobacco	1	1	1	...	7	7	...	...	...	1	3	4	...	3	3	1	14	15	.13	...	...	...	...		
Salt	...	1	1	...	...	...	...	29	29	...	...	14	14	...	72	72	...	116	.99	...	...	...	...		
Hardware	...	2	2	7	...	...	...	...	...	...	2	2	...	7	7	7	11	18	.15	...	...	...	...		
Groceries	2	4	6	26	49	75	1	117	118	5	119	124	5	23	28	39	312	351	3.00	...	...	...	...		
Ghee	...	...	...	...	...	...	...	...	...	1	11	12	...	...	...	1	11	12	.10	...	...	...	...		
Jaggery	7	165	172	1	...	...	...	...	...	25	210	235	15	69	84	40	1,215	1,264	10.81	...	...	...	...		
Mowra	...	...	...	...	...	...	...	...	...	...	3	3	...	2	2	...	5	5	.04	...	...	...	...		
Cocoanuts	18	...	...	81	7	88	102	...	102	82	...	82	...	...	53	336	7	343	2.94	...	...	...	...		
Timber, bamboos, &c.	...	1	1	6	3	11	...	19	19	2	12	14	...	3	3	10	38	48	.41	...	...	...	...		
Firewood	12	29	41	54	67	121	5	53	58	...	...	...	1	...	1	72	149	221	1.89	...	...	...	...		
Grass	20	6	32	...	8	6	2	3	5	8	...	8	17	...	17	53	17	70	.69	...	...	...	...		
Gun and dyes	2	...	2	2	...	2	1	3	4	...	...	...	3	...	3	12	3	15	.13	...	...	...	...		
Raw hides	1	1	2	...	...	...	...	...	...	...	...	...	...	...	...	1	1	2	.02	...	...	...	...		
Sundries	92	53	145	389	314	703	51	...	...	...	...	190	60	180	240	647	777	1,424	12.19	...	...	...	...		
Total	705	445	1,150	1,880	1,719	3,608	2,012	1,528	3,540	1,328	983	2,311	513	560	1,078	6,452	5,235	11,687	100.00	...	...	...	...		

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

Carts drawn by one bullock 1 ton.

Do. two bullocks 2 tons.

Do. four 4 tons.

Do. six and eight bullocks 6 tons.

Camels 1 camel.

Pack-bullocks, etc. 1 bullock.

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 1 1/2 "

Do. four " 2 1/2 "

Do. six and eight bullocks 3 1/2 "

Camels 1 1/2 "

Pack-bullocks, etc. 1 1/4 "

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.

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.

PASSENGER TRAFFIC.																											
Names of articles.	GOODS TRAFFIC IN TONS.												PASSENGER TRAFFIC.														
	FEBRUARY.			MARCH.			APRIL.			MAY.			JUNE.		TOTAL.	Per-centage of each item to total traffic.	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.				Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Total.	
Wheat	26	6	32	228	...	228	1,380	945	...	945	188	...	188	2,773	6	2,773	30.88	February	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	293	328	621	6.92	March	6,354	6,177	12,531	552	473	1,025	6,836	6,650	13,486
Oil and oil-seeds	14	4	18	23	10	33	14	2	16	...	...	...	1	51	17	68	7.76	April	2,972	2,376	5,348	657	557	1,214	3,329	2,963	6,292
Piece-goods	...	1	1	...	...	...	...	...	3	3	...	...	...	...	4	4	7.05	May	3,476	3,273	6,749	654	757	1,411	4,130	4,030	8,160
Cotton and yarn	482	141	623	619	169	788	386	214	600	348	133	451	24	1	25	1,859	28.03	June	3,548	3,277	6,825	553	614	1,067	4,101	3,791	7,892
Tobacco	1	1	2	...	...	...	...	...	...	1	1	2	...	...	2	4	7.00	Total	23,152	21,977	45,129	2,519	2,478	4,997	25,671	24,453	50,126
Salt	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hardware	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Groceries	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Ghee	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Jaggery	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Mowra	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cocoanuts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Timber, bamboo, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Firewood	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Grass	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Gun and dyes	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Raw hides	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Sundries	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total	985	332	1,317	1,508	400	1,908	2,730	381	3,111	1,901	380	2,281	285	67	392	7,419	100.00										

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

Carts drawn by one bullock 1 1/2 of a ton.

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

Carts drawn by one bullock 1 of a ton.

Ditto two bullocks 1 1/2 "

Ditto four bullocks 2 1/2 "

Ditto six and eight bullocks 3 1/2 "

Camels 1 1/2 "

Pack-bullocks, etc. 1 1/4 "

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.

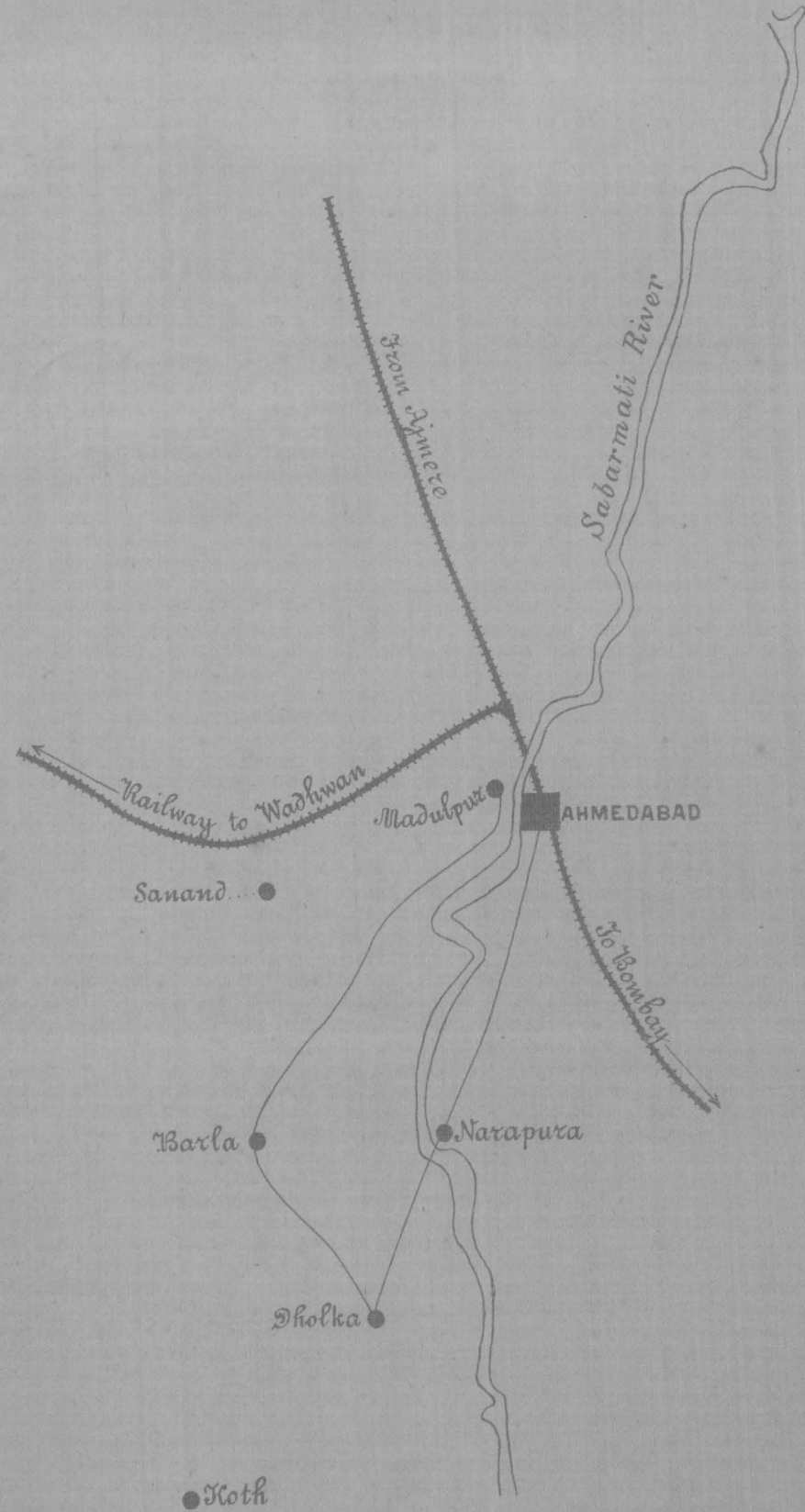
STATEMENT D.
AHMEDABAD-DHOLKA ROAD.
Showing Goods and Passenger Traffic.

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 ...	1,150	3,608	3,540	2,311	1,078	11,657	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	2,231	302	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-Bavla 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 shewing Position of Traffic Stations.



● Dholera



All communications
should be addressed
to the Secretary.

No. 116 R.P.

GOVERNMENT OF INDIA,
PUBLIC WORKS DEPARTMENT,
RAILWAY PROJECTS

To

The Joint Secretary to the Government of Madras,
Public Works Department, Railway Branch.

Simla, the 28th June 1899.

Sir,

With reference to the correspondence ending with
Government of India letter No. 1849 R.C., dated the 28th
November 1898, in which sanction was accorded to an estimate,
amounting to Rs. 32,045, of the cost of the Nanjangud-Erode
Railway Survey, I am directed to forward ~~xxx~~ a copy of the

----- marginally
Letter No. 1430, dated 17th June 1899, and : noted com-
enclosures from the Government of Bombay. : munication,
----- and to request

that the statistics furnished may be incorporated by the
Agent, South Indian Railway, with the traffic statistics
which, it is presumed, he is collecting.

2. I am, however, to request that the information
when finally submitted with the project, may be tabulated
in the manner indicated in Government of India letter
No. 784 R.C., dated the 9th June 1898, copy forwarded to you
under Memorandum No. 857 R.C. of 21st June 1898, copy of
which is enclosed.

I have the honour to be,

Sir,

Your most obedient servant,

F. N. S. S.

Secretary.

Documents accompanying :-

P.T.O.

Documents accompanying :-

(i) Copy of letter No.1430, dated 17th June 1899,
and of enclosures from the Government of
Bombay.

(ii) Copy of letter No.784 R.C, dated 9th June
1898, from Director of Railway Construction.