

Public Works (1896) Department.

RAILWAY BRANCH.

G.O., No. 607^R

DATED 15th July 1896.

[Despatch Abstract.]

Traffic. — The Revenue Department requested to arrange for the early submission of the necessary statistics of — between Coonoor and Ootacamund.

Indexed.

[illegible]

G.O.	No.	Department.	Date.
B.P.	4467	(R.G.)	15-9-96
Inte by			3-10-96
Inte by			22-10-96
P.M. Secy			14-11-96
Inte to P.D.			
41 or			

To The Revenue Dept

127 C from $\frac{1}{4}$

Sp. boy. I dated 15.7.96

Nilgiri Railway
Revised Estimate of Traffic

Passengers.

1. The actual numbers of the different classes of passengers arriving at and departing from the Metapolum station on the Madras Railway were during the year 1895 as follows:—

	Outwards	Inwards
1st class — — —	1956 1/2	1812
2nd class — — —	4931	4974 1/2
3rd class — — —	120,582 1/2	110,582 1/2
Total	1,27,470.	1,17,341.

2. Of the first and second class passengers, we may take it that the whole of them were travelling to or returning from the Hills in the Estimate prepared on June 30th 1895 it was assumed that, in the absence of a second class, half of the above second class passengers would travel 1st; it is now however necessary to keep

to keep the two classes separate.

3. Of the 1,20,000 3rd class passengers, it is assumed that one quarter of them (30,000) will use the Railway all the way to Coonoor that another quarter (30,000) will travel as far as Kullur only, at the low fare of two annas and that the remaining (60,000) will not use the Railway at all but continue to walk up the Ghaut.

No 60 4. The above figures, it is thought, even if at all, on the side of being underestimated. no allowance whatever has been made for the increase of travel. A Railway always induces people to travel more frequently and the many settlers in the Hills who now do not leave the place from one year's end to another will doubtless move more.

5. It may be noted that the figures for 1895 were considerably below

the average of previous years.

In 1894 the numbers were

Outwards 1,27,403.

Inwards 1,37,671.

Goods

6. The actual tonnage of goods arriving at and despatched from the Metapolyam station on the Madras Railway was during the year 1895 as follows:

Inwards 22,983 tons

Outwards 8,729

7. Of the total of 22,983 tons a very small portion would be for Metapolyam itself; it is a poor place inhabited entirely by the Cooly class and has no European residents besides which the cultivation around is more than sufficient to feed the population and the only imports would be luxuries and clothing.

I

I am of opinion, therefore, that we may fairly assume that out of the 22,983 tons of goods arriving annually at Metapollum station 20,000 tons are for the Hills.

8. In addition to the above there are a great many commodities produced in the neighbourhood of Metapollum which do not pass over the Madras Railway at all. The most important of these is Lime, there is no lime whatever to be had in the Nilgiris, it is all brought by cart from Karamadai near Metapollum, the consumption last year for military works at Wellington alone was 600 tons and in placing the quantity at 2500 tons per annum for Coonoor, Wellington, Ootacamund and

and outlying Districts it should be well within the mark. It is not easy to estimate the quantity of manure brought up, it is chiefly carried on pack bullocks and obtained from Metapollum and surrounding Districts the planters are in great hopes that it may be possible to obtain it from Coimbatore where it is plentiful, if a cheap through rate can be arranged with the Madras Railway. The very moderate amount put down in this estimate is 1000 tons.

A very large quantity of grain rice, wheat, Ragi, Oilcake, Cottonseed, Cholum, is grown in the neighbourhood of Sathiamangalam, Karamadai + Metapollum and

and brought up by cart direct without passing over the Madras Railway; the estimated quantity is 1000 tons per annum. Besides the above, straw for cattle, bamboos, mats, baskets, Earthenware, waterpots and cooking utensils are brought from Metapollum say 250 tons and also fruit, Vegetables, Coconuts, fowls, eggs, ghee, oil, &c say another 250 tons.

9. The total estimated up-tonnage is therefore as follows:-

Goods brought by the Madras Railway	Tons per annum
	20,000

Lime	2500
------	------

Manure	1000
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Gram, Rice, wheat, Ragi	}	1000
Oil cakes, Cottonseed, Cholan		

Straw for cattle, bamboos, mats, baskets, Chatter &c	}	250
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Fruit, Vegetables, Coconuts, Eggs	}	250
fowls, ghee, oil &c		

Total up traffic 25000 tons

10. For the descending traffic we may take the Madras Railway figures namely 8687 tons despatched from Metapollum it consists chiefly of tea and coffee.

Goods Traffic Check Calculation

" It is now proposed to check the figure (25000 tons) in para 9 above by comparing with the statistics of the Toll Bars on the Ghaut Road.

12. The most convenient toll bar to take is that on the Bowann Bridge at Metapollum, as this is situated on the Coonoor side of the town; it therefore excludes all commodities consumed in the town itself.

13. The price at which this was leased in the current year was Rs 8715. Price paid by Contractor

Contractor to Government Rs 8715

Add cost of Collection say 10 p.c. 871

Add Contractor's profit say 15 p.c. 1306

Total value of toll bar per annum Rs 10892

14. An inspection of old registers shows that about $\frac{1}{3}$ of the total received is for horses, Cattle and empty carts, the remainder being for loaded carts.

We therefore have to deduct $\frac{1}{3}$ of Rs 10892; $\text{Rs } 10892 - 3661$
 $= \text{Rs } 7321$

This represents the amount received for loaded carts, as the toll for loaded carts is 2 annas (half rates) this represents 58,568 carts per annum.

Each cart holds from $\frac{1}{3}$ to half ton, the total tonnage therefore carried by carts is 24,403 tons.

In addition to the articles brought up by cart, a great number

number of medium sized packages are brought upon Coolie's heads and these pay no toll. Many years ago a collector of the Nilgiris had an actual count made of these and the total arrived at was 3120 tons.

Besides the above, it must not be forgotten that all Government stores for Police, Public works, Commissariat and military stores are carried free, and pay no toll; it is difficult to say exactly what this would be but I should certainly think not less than 500 tons.

15. The total therefore would be

Carried by carts	24403
Coolies headload	3120
Government stores which pay no tolls	5000

1-32523 tons

16. Assuming

16. Assuming that $\frac{3}{4}$ of this total is up traffic and $\frac{1}{4}$ down traffic.

24,392 tons up
8,131 " down

A result which agrees fairly well with the figures obtained independently in paras 9 and 10.

17. For the purposes of the Estimate therefore 24,000 tons has been taken as the up traffic and 8,000 tons as the down. Of the 24,000 tons up it is assumed that 10,000 tons will consist of lime, manure, and such like articles which will be carried at a specially low rate of Rs 6 per ton.

18. British troops to Wellington. The average number now moving is 2,500 but it is hoped that after the opening of the Railway the Convalescent Depot

Depot will be largely increased, apparently under the concession these troops will be carried in 2nd class carriages at 3rd class fares.

19. Mails. The amount now being paid to the Tonga Company is Rs 14,400 per annum. It is assumed that the Railway will be paid Rs 10,000 for the portion of the journey to Coonoor.

20. Parcels, Excess Luggage ^{or given} The tonnage of goods ^{of one} in para 1 does not include goods, parcels, passengers, luggage etc carried by passenger train, on the Madras Railway. The amount has been put down at 2,500 tons.

Nilgiri Railway
Revised Estimate
Abstract of Traffic

I Passengers

I. Passengers

1st class 2000 up @ 10/- 20000
2000 down @ 8/- 16000

2nd class 5000 up @ 6/- 30000
5000 up @ 4/- 20000

3rd class 30000 up @ 1/4 = 30000
30000 down @ 1/8 = 15000
60000 up & down }
to Kullu @ 1/4 } 7500.

II. Goods

14000 tons up @ 10/- 140000

10000 " " @ 6/- 60000

8000 " down @ 4/- 32000

III. British troops

2500 @ 1/- 2500

IV. Mails

10000

V. Parcels, Excess luggage

2500 tons @ 10/- 25000

Total Rupees 408000

Conclusion

However carefully a traffic estimate of this sort is prepared, it must be accepted with caution

as there are so many points which can only be determined by actual experience after the line is open.

For example the division of the total 24000 tons of goods into 14000 at the higher rate and 10000 at the lower rate is pure guess work and may be too high or too low; the classification of goods on this Railway will require very careful consideration.

Again out of the 120000, 3rd class passengers arriving by the Madras Railway, it is impossible to say what proportion will be able to afford comparatively high fares prevailing on the Nilgiri Railway; it will be noticed that I have increased this proportion from 1/6 (20000) in my estimate of 1895 to 1/4 (30000) in the present ~~my~~ estimate; this has been

been done advisedly; natives of all classes coming to the Hills earn considerably higher pay than those working in the plains and they only put up with the discomfort (to them) of living in the Hills in order to make money, it is thought therefore that at least one quarter of those coming backwards and forwards will be able to afford the luxury of a Railway journey. We now come to the important consideration of whether the Railway will be able to secure the whole of the traffic and to what extent it need fear competition.

As far as the Tonga Company is concerned, I do not think there is much to be afraid of, the proprietor has made a large fortune and with the loss of the Mail Subsidy

and the great reductions in fares which would be necessary to enable him to compete with the Railway, I do not think it will be worth his while to continue running.

Second class passengers, as a rule, come up to the flat in bullock coaches, the cost of these is about 10/- and as they hold four they are somewhat cheaper than the Railway but the journey takes 9 or 10 hours and is most uncomfortable, so that I think very few will continue to use them.

With regard to the Goods Traffic, there are not wanting those who prophesy that merchants in Bobacamin and having to employ agents in Boonoo and to make arrangements for carting from there will prefer to continue their present arrangements.

arrangements and cart the whole way from Metapallium as they have always done; there is doubtless something in this contention and it will have to be shown that there is a distinct advantage in using the Railway on account of its superiority in speed, regularity and cheapness.

Again a ring of carting contractors might be run agreeing to charge almost the same fare for carting from Coonoor to Ootacamund as from Metapallium to Ootacamund.

The remedy of course lies either in extending the line to Ootacamund or for the Railway to arrange for through booking and do the carting itself delivering goods at the merchants'

12
merchants' own door and saving him all trouble; this latter course I strongly advocate, if there is likely to be any considerable delay in undertaking the extension of the Railway.

There can be little doubt that for the first year or two, the traffic, both passenger and goods, will require a certain amount of coaxing; people in India are very conservative and the advantages of a change must be very marked and very unmistakable before they can be induced to make it, but that the competition rarely, serious or permanent, I do not for one moment suppose, I know of no instance in the world where animal carriage can in the long run

run successfully compete
with a Railway.

(Signed) W. J. Weightman
Agent & Chief Engineer

(True copy)

(Signed) W. J. Weightman

Agent & Chief Engineer

Coonor
August 11. 1896

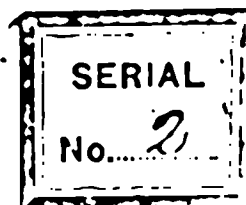
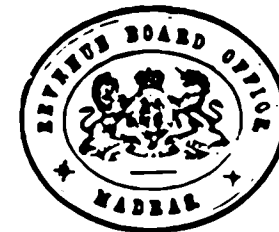
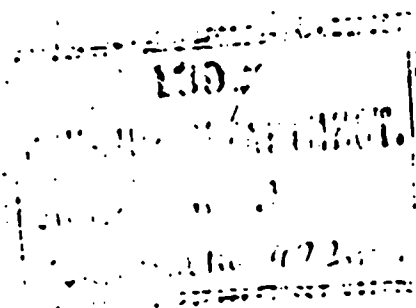
(Copy)

(Signed)

(sd) W. C. Encarnacao
for acting collector

(True copy)

R. V. Srinivasan
Secretary



Proceedings of the Board of Revenue
(Revenue Settlement, Land Records and Agriculture.)

Dated 15th September 1896.

No. 4487 Miscellaneous.

Read the following letter from the
Acting Collector of Nilgiris,
dated Ootacamund 26th August
1896 Disposal No. 2073/96:—

With reference to Board's Pro-
ceedings No. 3748 Misc. dated 29th
Ultimo, I have the honor to state
that no registration of traffic
between Coonoor and Ootacamund
has ever been maintained in
this District and that in consequence
no accurate figures can be
furnished on the subject.

2. The local officers and carrying
agents were however applied to
for information on the subject:

Of

Of the statistics furnished, those supplied by the Engineer-in-Chief Nilgiri Railway at Coonoor seem to be the best and as nearly approximate as possible copies of estimates furnished by the above officer are herewith submitted for the information of the Board.

- 2 3 Two thirds of the total number of passengers and of the total weights of goods shown in the revised estimate of the traffic between Mettupalayam and Coonoor may well be taken as representing the traffic between Coonoor and Ootacamund, the remainder being for Coonoor and its neighbourhood.

Resolution

Submitted to Government with reference to its Endorsement No. 2872 M.S. dated 20th July 1896.

- 2 As no attempt has hitherto been

been made to register the traffic between Coonoor and Ootacamund, all estimates of such traffic must be more or less, a matter of guess work. If the Government is not satisfied with the estimate framed by the Agent and Engineer-in-Chief of the Nilgiri Railway which is submitted with these Proceedings; arrangements will be made for registering the traffic at a convenient station during the next year or two.

3. The Board is, however, disposed to consider the collector's estimate that two-thirds of the gross traffic of the ghat will pass on from Coonoor to Ootacamund too high, when the plantigrin interests on the eastern and northern slopes of the hills are considered and the considerable item, which shoves for the depot at Wellington forms

(True copy & extract)

R. V. Smidarsky
Secretary

The Secretary to Government
Revenue Department;

with copy of brochure & the original G.O. P.W.D. returned

End
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SRV. ... PRESENT.
En ...
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on 1.5 (9.11.1991) 1.5.11.1991

Extrusion of Nilgiri R^{ts} to
Cotacmand.

SERIAL
NO. 3

The Rev. Br^gt was requested in G.O. N^o 607 R d 15/7/46 to forward statistics of traffic between Coonor & Bobacammund. A reply has been received forwarding copy of an est of traffic between Metapallem and Coonor compiled by the E.M.C. Nilgiri R^o and stating that 2/3 of this traffic may be taken as up. Mentioning the portion between Bobacammund and Coonor & suggesting that if Govt is not satisfied with this est arrangements will be made for up-keeping the Coonor-Bobacammund traffic.

The estimate made by the Swiss
Nile R.R. has been carefully
prepared and is probably
fairly accurate: but it does
~~not~~ is impossible to say
how much of this traffic will
go onto Italy.

It is suggested that the Rev. Dr. W.
may be asked to make early
arrangements for registering
the dog traffic at the toll-bar above
only. JH 3/10

- (1) His Excellency the Governor
- (2) The Honble Mr. Bliss, CSE
- (3) The Honble Mr. Grose, CSE

KK
Sens KW = 1000 W

Yes, or the P.W.D. I believe the latter
works the toll on the road - yes, it
is better last dept. & interesting to the
traffic - RS
22/10/96

4:2 R27/1A

25
24/10/96

No. 4108C

Government of Madras

SERIAL
No. 4

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH

14th October 1896

31.9

The following is forwarded to the W

for favour of necessary
action with reference to
the Hon. Mr Bliss' note

J. H. 25/10

R

1. G.O. No: 607 R of 15 July 1896
2. Note by R of 3rd Dec 96
3. Note by Hon: Mr Bliss
of 22 Oct. 1896.

sent 14/11/96

18/11

1897

6

278

P.W. E. 6
11530/46
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RECEIVED
ENCLOSURE
TO GOVERNMENT NO. 47

B 607 R at 15.7.96

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