Revenue (1897) Department.

MISCELLANEOUS SERIES.

G.O., No. 3790

DATED 22nd July 1897

[Despatch Abstract.]

Forwarding to the Secy. of State Bmo. P.W.D.
(Ry.) calling for statistics of traffic for the
proposed railway from Kurnool Road to
Kurnool Town.

BACK PAPERS.

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

FURTHER PAPERS.

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

Tenjore Irrigation

Revenue (1897) Department.

CURRENT No. 6209

SECR. GOVT. MADRAS
22 JUL 97
REV. DEPT.

From The Public Works Dept
Railway Branch

~~Order~~ Endt. No. 3490 R/22nd July 97.

Forwarded

No. 479 R

G. Wilkins
Ag. Secretary

Dated 20th July 1897

Received

Registered

Enclosures one

Spare copies

AR
22/7/97 To The Bd of Rev. (Mis. 4222)
Copy to the Collector of Kurnool

6 sheets
22/7/97

SUBJECT.

Proposed railway from Kurnool road to Kurnool town

Orders that the Bd of Rev be asked to address the Collector of Kurnool for copies of such statistics of traffic as he may be in possession of & can collect in the next few days so as to reach Govt by the last week

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

Southern Mahratta Railway Co.Ld.

Agent's Office.

Dharwar. 24th April 1907.

No. 3003.

To,

The Consulting Engineer for Railways,

Bombay.

Through the Government Examiner.

Sir,

With reference to Bombay Government Resolution No. 751 of 1907, calling for report on the estimate for the Kurnool Branch Railway Project, I beg to note as follows:-

The estimate formerly submitted was dealt with in Bombay Government Resolution Ex No. 1503 of 1903. Several of the leading figures need modification, viz:-

	As estimated.	As now corrected.
Length	33 miles.	33 miles.
Cost, Lacs	10.23	9.56
Cost per mile... ...	Rs. 30,272	Rs. 29,000
Total estimated receipts.	" 75,272 *	...
Do. per mile per week...	215	" 45

* Exclusive of induced traffic

The following are the reasons for altering the figures as above indicated:-

Cost per mile:-The original estimate provided for steel sleepers at 3-8-0 each, whereas we should now put in local Pynegan (Jamba) sleepers at under Rs. 3 each. On the other hand the price of steel rails has gone up, but to meet this, second hand rails might, as on the Cuddapah Canal Siding, be used. These reductions bring down the mileage rate for perma-

ment may from Rs. 13,000 to Rs. 10,000, the total saving under Permanent Way amounting to 1.11 lakhs which thus reduces the total cost of the line from 11.14 to 8.16 lakhs.

Estimated receipts:- In the original estimate-see Report,para 8-only 10,000 third class passengers were estimated for. I find on enquiry that this estimate was based on the number of passengers travelling by bullock between Kurnool Road and Kurnool, no allowance being made for passengers going on foot or by bullock cart. The statistics of Kurnool Road station show that the total coaching numbers during the last three years varied from 88,203 to 90,601, and as these passengers practically all go to Kurnool, an estimate of 60,000 passengers a year is, I consider,moderate. From the same station statistics it appears that the number of tons of goods in and out of Kurnool road during the last three years varied between 12,370 and 17,283.

Using these figures, we have:-

40,000 at average 24 miles per passenger per mile = 12 Rs.
per mile per week.

15,000 at average 1/4 mile per maund mile = 11 "
per mile per week.

Total. 24 Rs.
per mile per week.

To this must be added first, the rebate of 10 per cent. from the main line under branch feeder line terms, second, something on account of traffic that now goes by cart direct from Kurnool to Gooty instead of, as it would, by rail via Kurnool Road-Guntakal to Gooty. That this latter amounts to

cannot well be estimated. Owing to the existing facing it was considered useless to make any attempt to do so this year,but I agree with the Asst. Traffic Manager in thinking that the rebate and the intercepted cross country traffic may be taken as raising the receipts to nearly the Rs. 444 per mile per week, which, with working expenses at 60 per cent. is the amount required to pay 5 per cent. on a line costing Rupees 30,000 per mile.

In this note nothing has been said about the possibility or probability of a line between Tadepad and Kurnool being constructed at no very distant date, this simply because, if such a line were made,it now, I take it be assumed that the link between Kurnool and Kurnool Road required to connect up the metre gauge systems of Southern and Central India would be sanctioned as a matter of course.

I have the honour to be,

Sir,

Your most Obedient Servant,

(Signed) J. Sym Murdoch.Major R.E.,

Asst.

(R.) Form No. 3.

DEPARTMENT.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following

Letter from the Government of India, Public Works Department No. 1018 R.C., dated 16th June 1897.

With reference to the correspondence ending with Government of India Memorandum No. 666 R.C. dated 14th June 1893 I am directed to enquire whether any further statistics of traffic are available on which to base a reliable estimate of the financial prospects of the proposed branch railway from Kurnool Road Station to the town of Kurnool, and if so to request that they may be furnished to the Government of India at an early date in order that they may be considered at the Conference to be held during the current year.

2. I am to forward for information copy of an estimate prepared by the Agent, Southern Mahratta Railway, and to point out that the Agent's estimate of the traffic that may be expected on this branch if it is made, appears to be based on the assumption that the whole of the passenger and goods traffic which is now booked from or to Kurnool Road Station ordinates at or is destined for Kurnool Town, and does not seem to take into account any fresh traffic which may be developed by carrying the rail-head 32 miles further into the country towards Kurnool Town: nor on the other hand the possibility

that

that some of the traffic now booked to or from Yarnool Road station may be for places nearer the main line than Yarnool Town, or off the proposed branch altogether.

If no other traffic than what now finds its way to Yarnool Road Station is to be expected it is obvious that the proposed branch cannot be remunerative except at the expense of the parent line which would have to pay a rebate on traffic which already comes to it.

3. I am to add that the Government of India would also be glad to be favoured with the views of the Government of Madras as to the value of any further information which may be supplied.

Order thereon:-No. 479 R dated 20th July 1897.

The Board of Revenue will be asked to refer the Government of India letter read above to the Collector of Kurnool for very early report and for favour of such statistics of traffic as he may be in possession of or can collect in the next few days so as to reach Government by 4th August next.

2. The following letter will be addressed to the Government of India.

(True Extract)

(Signed) D- McNeil Campbell,

Colonel R.E.,

Secretary.

To,

The Board of Revenue,

through the Revenue Department.

When given for copying _____
When copied _____
When examined _____ } 189.
When signed _____

READ AGAIN G.O., No. 189, DATED

CURRENT No.

ENCLOSURES TO G. No.

ORDER OF GOVERNMENT	A	A	A	A	A	A	A	
LETTER OF GOVERNMENT.								
STATEMENT WITH DITTO.								
PAPERS NOT FILED UP, BEING MEANT FOR DESPATCH IN ORIGINAL.								

N.B.—
A = Copy in full.
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