

Revenue (1897) Department.

MISCELLANEOUS SERIES.

G.O., No. 5189

DATED 5 Oct 97

[Despatch Abstract.]

Coming to the Board of Revenue G. O. P. W.
Department ordering that the Govt. of
India be addressed in regard to the
statistics of traffic between Kurnool
Road Station and Kurnool for the
year 1893-94 and on the importance
of the line as a famine work.

18.4

BACK PAPERS.

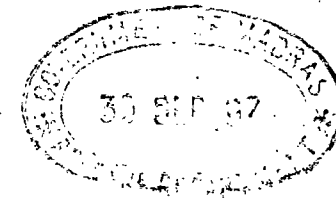
G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

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RAILWAY.

Government {1897} of Madras. PUBLIC WORKS.



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G.O., No. 555 R., 14th August 1897.

G.O. No. 5189 d/15 Oct 97

*Recorded
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AUGUST.

*Sub.
2/10/97*

Copy to the Board (re letter) No. 8.

*Min
2/10/97*

Traffic between Kurnool Road Station and Kurnool

Ordered that the Government of India be addressed in regard to the statistics of — for the year 1893-94 and on the importance of the line as a famine work.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read again the following paper :—

G.O., No. 479 R., dated 20th July 1897.

Read—the following letter from the Under Secretary to the Government of India, Public Works Department (Railway Construction), to the Officiating Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Simla, 16th June 1897, No. 1018 R.C. :—

With reference to the correspondence ending with Government of India memorandum, No. 666 R.C., dated 29th 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 originates 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 some of the traffic now booked to or from Kurnool Road station may be for places nearer the main line than Kurnool town, or off the proposed branch altogether.

If no other traffic than what now finds its way to Kurnool 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.

ENCLOSURE.

From the Agent, Southern Mahratta Railway Company, Limited, to the Consulting Engineer for Railways, Bombay (through the Government Examiner), dated Dharwar, 24th April 1897, No. 3983.

With reference to Bombay Government Resolution, No. 351 of 1897, 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, No. 1503 of 1893. Several of the leading figures need modification, viz. :—

	As estimated.	As now corrected.
Length	32 miles.	32 miles.
Cost, lakhs	11.32	9.88
Cost per mile	Rs. 35,376	Rs. 30,884
Total estimated receipts	35,339*	...
Do. per mile per week	21½	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 Pyngadu (Jamba) sleepers at under Rs. 2 each. On the other hand the price of steel rails has gone up, but to meet this, second hand rails might, as on the Tadepalli canal siding, be used. These reductions bring down the mileage rate for Permanent-way from Rs. 13,785 to Rs. 10,000, the total saving under Permanent-way amounting to 1.44 lakhs which thus reduces the total cost of the line from 11.32 to 9.88 lakhs.

Estimated receipts.—In the original estimate—see report, page 9—only 10,950 third-class passengers were estimated for. I find on enquiry that this estimate was based on the number of passengers travelling by Tonga 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 55,703 to 59,624, 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 15,263.

Using these figures, we have :—

	Rs.
60,000 at average 2½ pies per passenger per mile	= 15 per mile per week.
15,500 at do. ½ pie per maund mile	= 14 "
Total ...	29 "

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. What this latter amounts to cannot well be estimated. Owing to the existing famine it was considered useless to make any attempt to do so this year, but I agree with the Acting Traffic Manager in thinking that the rebate and the intercepted cross country traffic may be taken as raising the receipts to nearly the Rs. 44½ per mile per week, which, with working expenses at 60 per cent., is the amount required to pay 3 per cent. on a line costing Rs. 30,884 per mile.

In this note nothing has been said about the possibility or probability of a line between Hyderabad and Kurnool being constructed at no very distant date, this simply because, if such a line were made, it may, 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.

Order—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.

[Here enter No. 480 R., dated 20th July 1897.]

(True Extract.)

(Signed) F. D. FOWLER,
Under Secretary to Government,
Railway Branch.

From the Officiating Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, to the Secretary to the Government of India, Public Works Department, Simla, dated Ootacamund, 20th July 1897, No. 480 R.

In reply to your letter No. 1018 R.C., dated 16th June 1897, I am directed to inform you that no statistics of the traffic between Kurnool Road and Kurnool are available of a later date than those contained in the printed report submitted by the Southern Mahratta Railway Company in 1892. Further statistics have been called for from the Collector of the district, and if received in time, will be forwarded to the Government of India before the middle of August with an expression of the opinion of this Government on their value.

2. As regards the estimate of traffic submitted by the Agent, Southern Mahratta Railway, and the comments thereon contained in paragraph 2 of your letter under reply, I am to say that the country between Kurnool and the existing railway as also that lying immediately to the south of Kurnool Road station, is reported to be very poor and sparsely populated. The Agent's assumption that, practically, the whole of the traffic booked at Kurnool Road station is destined for or originates at Kurnool town appears, therefore, to be well founded.

3. On the other hand, there is every reason to hope that the construction of the branch will draw to the railway traffic, from places beyond Kurnool itself, which does not at present come to it.

The Agent has made no allowance for this increased traffic the amount of which it is of course impossible to estimate, but this Government considers that in weighing the financial prospects of the line the value of this indeterminate traffic should not be lost sight of.

4. I am to say that His Excellency the Governor in Council attaches great importance, for administrative reasons, to the connection of this important town with the railway system, and trusts that the project may be favourably considered at the coming railway conference.

Proceedings of the Board of Revenue (Revenue Settlement, Land Records and Agriculture), Mis. No. 6066, dated 3rd August 1897.

Read—the following letter from the Special Assistant Collector of Kurnool, dated 31st July 1897, Dis. No. 2157 :—

With reference to Board's Proceedings, Mis., No. 5761, dated 25th July 1897, I have the honour to report as follows.

2. There are at present 7 horse-jutkas, 7 bullock-carts with springs and 15 ordinary bullock-carts without springs, plying daily between Kurnool and Dhone. Conveyances of the first and second kinds are used exclusively for passenger traffic, and those of the third description generally carry goods, but some poor persons travel in these also. All the jutkas and springed bullock-carts are generally fully occupied every day and as each of the former conveys four and each of the latter six persons, the number of passengers going to Dhone from Kurnool and *vice versa* may be estimated to be as follows in each direction :—

Persons travelling by jutkas			
Do.	by springed bullock-carts	...	$7 \times 4 = 28$
Do.	by ordinary bullock-carts	...	$7 \times 6 = 42$
		...	$15 \times 2 = 30$
Total			100

This is slightly in excess of the daily average arrived at from the 60,000 persons for the year estimated by the Agent, Southern Mahratta Railway, but some of the persons who travel from Kurnool to Dhone pass on to Pydali or other places and *vice versa* without proceeding by rail in the direction of Nandyal or Guntakal, and are therefore excluded from the statistics available at the Kurnool Road station. If the proposed line be constructed, these persons will of course avail themselves of it, hence the slight increase provided for.

3. It should further be observed that intercommunication increases in proportion to the facilities afforded by improved means of locomotion. When the line between Guntakal and Bezwada was opened, there were only two horse jutkas and about half a dozen bullock carts without springs plying between Kurnool and Dhone. These have since largely increased as stated above and generally find the full number of occupants every day. Moreover, the extension of the Railway to Kurnool will induce the inhabitants of the Nizam's villages within a radius of 20 or 25 miles from Kurnool to avail themselves of the new line. Such of these persons as wish to go to Raichur, &c., at 80 or 100 miles from their villages will take the train at Kurnool and proceed by rail rather than travel the whole of the long distances between their villages and their destinations by country carts through difficult and possibly unsafe roads or cart tracks. Under these circumstances, 100 may be safely taken as the minimum daily average number of passengers going to Dhone from Kurnool and *vice versa* in each direction and the receipts in the shape of railway fare payable by passengers may be estimated to be as follows :—

		No.	Railway fare.
			RS.
Adopted from the printed estimate.	1st Class	...	183
	2nd "	...	1,825
	3rd "	...	72,000
			32,191

4. As regards goods traffic, I beg to append two statements showing particulars of articles exported from and imported into Kurnool from 1st July 1893 to 30th June 1894. These statistics were furnished in 1894, a normal year, by M.R.Ry. A. Vencoba Rau, the then Municipal Chairman; M.R.Ry. Medam Subbanna Chetty, the leading merchant of Kurnool and M.R.Ry. C. Ramsingh Rao Bahadur, also an influential merchant of the town, and at present out-agency contractor. The persons have by their position and occupation special means of knowing well the nature and extent of the commercial transactions of Kurnool and their figures may be regarded as fairly reliable. It will be seen that the total quantity shown in statement A (imports) is nearly the same as that given in the printed estimate prepared in 1892, but statement B exhibits considerable increase. This is mainly due to the fact that the quantities of timber and bamboos exported were altogether omitted in Mr. Huddleston's estimate and the exports of linseed was greatly underestimated. Again the total of the exports and imports entered in the statements available at the Kurnool Road station is by Major Burn Murdoch from the statistics relating to the proposed branch and Kurnool finding its way direct to Gooty instead of being booked at the Kurnool Road station, an important factor in the statistics relating to the proposed branch and referred to by the Agent in the penultimate paragraph of his letter embodied in the Board's Proceedings under reply. Also of timber and bamboos, a good deal goes to Adoni and Bellary by road which would probably be sent by the proposed line. The entire quantity shown in statement B will be booked at Kurnool, if it becomes a Railway station.

5. Another important matter for consideration is that Kurnool has for centuries been the emporium of grain and other merchandise from a large number of the Nizam's villages adjoining and it is estimated that about 20 per cent. of the traffic from Kurnool appertains to these villages. The extension of the railway to Kurnool will tend to attract the grain merchants and other traders of several villages lying beyond within a radius of about 25 or 30 miles from Kurnool. These men now carry their commodities 70 or 80 miles to Raichur.

Thus not only will considerable trade be diverted from the direction of Raichur to that of Kurnool but also the commercial resources of Kurnool and the adjacent Nizam's country will be developed, as a result of which it is estimated that the exports and imports of Kurnool will be augmented by at least 10 per cent. to begin with.

6. Arranging these data, we have—

Freight or imports of 8,241 tons (Statement A)	Rs.
Do. or exports of 14,956 " (" B)	14,925
	25,632
Total	40,557
Add—10 per cent. of the above, being receipts likely to be realized by increased traffic from the Nizam's villages	4,056
Add—earnings by passenger traffic	32,191
	75,804
Deduct—60 per cent. of total earnings for working expenses	45,483
Surplus	30,321

It will be observed that the surplus is sufficient to pay an interest of 3·1 per cent. on the invested capital (9·83 lakhs) even neglecting the rebate of 10 per cent. on inter-changed traffic claimable by the new branch from the parent line.

7. I beg to state in conclusion that added to the fairly promising nature of the financial prospects of the undertaking is the consideration that the new line would be a great boon to this district as a famine protective work and that its consideration is, therefore, very desirable.

8. G.O., No. 179 R., dated 20th July 1897, is herewith returned as directed.

ENCLOSURES.

A.—STATEMENT showing particulars of imports from Madras, &c., to Kurnool, from 1st July 1893 to 30th June 1894.

Names of articles.	Quantity in tons.	Rate per ton for 32 miles.	Amount of freight.	From what places imported.
Iron	555	Rs. A. P.	Rs.	Madras.
Copper and brass utensils	30			Bombay.
Salt	1,083			Madras, Bombay and Goa.
Kerosine oil	166			Bombay.
Sugar	144			Bombay and Madras.
Catechu	6			Do.
Jaggery	1,550			Cuddapah and Hindupur.
Wheat	389			Bellary.
Salt fish	30			Madras.
Potatoes, garlic, &c.	130			Bangalore.
Gunny bags	50			Bombay and Madras.
Horsegram	500			Gooty, Cuddapah and Bellary.
Cotton seeds	608	1 8 9	9,762	Adoni, Bellary and Guntur.
Kusumalu	55			Adoni and Bellary.
Gingelly oil seeds	65			Gooty and Cuddapah.
Red gram	500			Guntur.
Cocoanut oil	16			Guntur and Bellary.
Groundnuts	25			Hindupur and Bangalore.
Bengal gram	100			Guntur and Cuddapah.
Gingelly oil	33			Bellary and Hosped.
Empty bags	167			Madras and Bombay.
Teakwood	25			Madras.
Coriander seeds	16			Guntur.
Coal	20			Madras.
Twist and piece goods	6,311			Madras and Bombay.
Liquors (English)	778			Madras.
Do. (country)	25			Bellary, &c.
Cocoanuts	150			Bellary.
Ginger (green)	350			Gooty.
Cement	25			Madras.
Native cloths	1,353			Madras.
Government stationery	222			Madras, Bombay, Salem, &c.
Medical drugs and stationery	20	2 15 3	715	Madras.
Cash-chests	268			Bombay and Madras.
Match-boxes	6	3 12 9	1,033	Madras.
Government treasure	50	4 8 0	225	Do.
	13	11 4 0	146	Do.
Total	8,241		14,925	

B.—STATEMENT showing particulars of exports from Kurnool to Madras, &c., from 1st July 1893 to 30th June 1894.

Names of articles.	Quantity in tons.	Rate per ton for 32 miles.	Railway freight.	To what places exported.
Skins (raw)	100	Rs. A. P.	Rs.	Madras.
Horns	67			Madras and Hyderabad.
Oil-seeds (castor)	866			Gooty and Cuddapah.
Onions	100			Cuddapah, Bellary, &c.
Onions	267			Bombay and Madras.
Joana	125			Bellary.
Bengal, green and black grams	183			Bellary, Anantapur, &c.
Tamarind	4,444	1 8 9	18,352	Hyderabad.
Linseed	17			Proddatur, &c.
Lamp oil	2,500			Guntur.
Timber and bamboos	50			Cuddapah and Madras.
Betel leaves	75			Bombay and Madras.
Indigo seeds	75			Bellary and Adoni.
Oil-cakes	28			Madras and Cuddapah.
Myrabolams	1,666			Hyderabad, Madras and Nellore.
Vomum	1,200			
Rice	18			
Coriander seeds	83			
Dal, &c.	11,864			
Bark (tanning)	900			Madras.
Skins (tanned)	33			Madras and Bombay.
Hides	18			Madras.
Cotton (pressed)	1,000			Madras and Bombay.
Saffron	100			Madras.
Ghee	33			Cuddapah, &c.
Wax	11	2 4 0	6,721	Madras, Bangalore, &c.
Chillies	22			Hyderabad.
Carpets	317			Bangalore.
Painted wooden cot legs	60			Madras and Hyderabad.
Tobacco	300			Madras.
Do. stalks and powder	100			Salem.
Fruits	59			Bellary.
Gum	3			
Mustard seed	20			
Bamboo mats	20			
	2,987			
Indigo	75	2 15 3	221	Madras.
Government treasure	30	11 4 0	338	
Total	14,956		25,632	

Resolution—Mis. No. 6066, dated 3rd August 1897.

The Collector's report is full and will be submitted to Government, in reference to its order, No. 479 R., dated 20th July 1897.

(True Copy and Extract.)

(Signed) L. E. BUCKLEY,
Famine Secretary.

Mis. No. 4088, Revenue.

Transferred to the Public Works Department (Railway Branch), with reference to its Proceedings, No. 479 R., dated 20th July 1897.

(Signed) G. STOKES,
Ag. Secretary to Government.

6th August 1897.

15

S No. $\frac{555}{A}$ R., 14th August 1897.

ORDER—No. $\frac{555}{A}$ R., dated 14th August 1897.

The Government of India will be addressed.

[Here enter No. 556 R., dated 14th August 1897.]

(True Extract.)

Handwritten signature

Under Secretary to Government,
Railway Branch.

To the Consulting Engineer for Railways.
„ Revenue Department.

Handwritten initials

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READ AGAIN G.O., No
189

DATED

ENCLOSURES TO G. No.

ORDER OF GOVERNMENT

LETTER OF GOVERNMENT.

STATEMENT WITH DITTO.

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End. W. D' MORA.

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