

Public Works ^{1890.} (~~1900~~) Department.

RAILWAY BRANCH.

G.O., No. 1414 *Ry*

DATED 19th September/90

CONCERNS BOTH BRITISH INDIA
AND INDIAN STATES.

[Despatch Abstract.]

His Highness the Nizam's Guaranteed State
Railway. — Report of the inspection of —
and Bezvada Extension for the first half
of 1890, recorded.

give a width of roadway of $11\frac{1}{2}$ feet only for a height of about 5 feet above rail level.

3. *Stations.*—The stations and buildings were generally clean and neatly kept. The following points were noticed:—

It is desirable that tar should be more freely used in all latrines.

The wooden railing that has been put up in front of the third-class waiting-room at Hyderabad should be moved back so as to give a clear width of 20 feet of platform instead of the 10 feet to which it has been reduced.

The signals at some of the stations worked somewhat stiffly and require attention. All the trees which obstruct the view of the signal both from an approaching train and from the platform should be cut away.

Dornakal junction station is water-logged, the water standing in the engine-shed ash-pit up to the foot of the rails. There would be no difficulty in draining the station at moderate cost if funds were available, and the work is urgent as a water-logged station cannot be healthy and the steel transverse sleepers will soon be destroyed by lying in the wet ballast.

A Permanent-way Inspector's house is required and has been sanctioned at Kondapille for the Bezvada Extension.

The goods warehouses on the section between Secunderabad and Bezvada, except at Warungal, consist of corrugated iron sheds open on three sides which also afford waiting accommodation to third-class passengers. If separate sheds for goods cannot be given, it appears most desirable that the existing sheds should be closed in on all sides, except that facing the platform, so as to give some protection against drifting rains to the goods stored therein. Merchants have now reasonable grounds for complaining that sufficient care is not taken of their goods in the railway warehouses. The sheds could be closed in with sheets of old corrugated iron at trifling expense.

The water at Bezvada station is very bad for locomotive purposes, but nothing can be done there pending the settlement of the new junction station with the East Coast and Southern Mahratta Railways.

The back wall of the goods platform at Hyderabad requires raising sufficiently to prevent persons from the adjacent street wandering on to the goods platform.

4. *Ballast.*—The ballast throughout the line was insufficient, especially on the sec-

tion from Secunderabad to Bezvada. A good deal of ballast had been stacked in depôt at the side of the line in readiness for a ballast train which could not be given owing to the locomotive power being insufficient to cope with the general traffic of the line.

5. *Permanent-way.*—The maintenance of the permanent-way evinced care and the running was generally smooth. The junglewood sleepers are being gradually removed from the Singareni branch and replaced by the best teak locally procurable.

The old iron rails had been removed from the road between mile 65 and Secunderabad and replaced with steel flat-footed rails resting on steel "peapod" transverse sleepers.

Including the 11 miles of steel rails to be removed from the sidings between Secunderabad and Dornakal and replaced with second-hand iron there are 18 miles of rails and 7 miles of sleepers in stock, and 11 miles of sleepers have been ordered from England with which it is proposed to relay 6 miles of the old iron permanent-way each half-year for the next three half-years, at the end of which there will be $65-18=47$ miles of old iron double-headed rails resting on cast-iron pot sleepers in the road.

The 65 miles of old rails now in the line were carefully examined rail by rail in several places with the result that it was found that the top flanges were very much worn, that they had spread, and that in many cases there were other serious defects that would necessitate the speedy removal of these rails from the line. There appears to be little doubt that the rate of renewal of 6 miles per half-year will have to be continued and the whole of the iron rails will have to be removed within the next $5\frac{1}{2}$ years. The renewals will have to be made as at present from the end remote from Wadi, as the state of the rails improves the nearer they are laid to that place. When the renewals of the next three half-years are completed there will be 47 miles of sound cast-iron pots in the line and about 30 miles in store, and it appears a pity to sell them as old cast-iron. There is no market for them as they are too small for the rails used on the adjacent lines. I think it would be better to send out 47 miles of double-headed steel rails and utilize the existing cast-iron pots which experience has shown make a good and economical

road. The 30 miles of cast-iron pots which will be in store could be used for renewals from time to time as required. The financial results would be that about Rs. 60,000 would be required each half-year for the renewal of 6 miles of line if the old sleepers are used against Rs. 1,15,000 per half-year if the sleepers also are renewed.

6. *Rolling-stock*.—The rolling-stock was generally in fair condition, but appears to be deficient in quantity. There are 30 engines on the line, from each of which a mileage of 69.82 miles per day was taken in the half-year ending the 30th June last, being upwards of 15 miles in excess of the average of other broad gauge railways in India. The result of overtaking the engines has of course been that less attention could be given to them in the shops, and they are less able to bear the extra strain that is put upon them. Ten new engines are on their way out from England, but they will not much improve the situation as the coal traffic from the Singareni mines is increasing and will continue to increase and the local traffic appears to require more attention than can now be given to it owing to the want of sufficient engine power to move the rolling-stock about. The authorities at the coal mines are able to make their complaints heard and will be the last to suffer from the insufficient rolling-stock. The sufferers will be the small native traders at roadside stations, to whom the Company should look for the development of their local traffic and who are unable to protect themselves. I am of opinion that not less than 60 engines should be put on the line if the local traffic and the traffic which may be expected from the opening of the East Coast Railway is to be properly dealt with. The carriage and wagon stock also appears to be deficient, but this does not so much signify at present, as I understand that the Great Indian Peninsula Railway are prepared to supply all the wagons required to carry the coal they require for their own use.

The general impression I gained from inspecting the railway was that the rolling-stock and especially the engine stock was insufficient and that a large addition to both locomotive and wagon stock was very urgently required to meet the existing traffic efficiently. In addition to the locomotive stock being insufficient or rather because it is insufficient some engines are at work on the line

which should be sent into the shops at once to be thoroughly overhauled.

7. *Trees*.—The trees which would fall across the line if blown down should be everywhere removed; they serve no good purpose and obstruct the view especially round the curves which are very numerous.

8. *Working Trains*.—The station-master at Secunderabad should be provided with written orders for working the trains into the Trimulgherry troop siding. Under existing arrangements an accident might easily occur.

The alterations in the arrangements for signals at the triangle where the Hyderabad branch takes off the main line were not altogether satisfactory; they will have to be inspected again when ready for use.

(Signed) T. GRACEY, Lt.-Col., R.E.,
Offg. Cong. Engineer for Railways.

1st September 1890.

Madras, 9th September 1890.

PUBLIC WORKS DEPARTMENT.

Report on the Inspection of His
Highness the Nizam's Guaranteed State
Railway and Berhampore Extension for
the 1st half of 1890.

No. 603.

SUBMITTED for the information of Government.

2. Forty copies have
been forwarded to the
Resident in Hyderabad
bad, being 5 for his
own use and 35 for
transmission to the
Government of India.

3. The Agent and
Manager of the Nizam's
Guaranteed State Railway
has been also furnished
with 5 copies.

Sidney Smith

for Off. Cons. Eng. for Railways. Major R. B.

Form No. 3.

B. 14 12 R 9 19th Sept 90.

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Recorded.

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Offg. R

From

THE CONSULTING ENGINEER

FOR RAILWAYS,

MADRAS.

No. 603

Dated

9th

} September 1890.

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10.

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Subject.

Submitting Report
on the inspection of
H. H. The Mysore
Guaranteed State Railway
and Belgaoda Extension
for the 1st half of 1890.

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B. 14 12 R 9 19th Sept 90.

See 2891

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