

Public Works (1893) Department.

RAILWAY BRANCH.

G.O., No. 697R

DATED 11th Sept 1893

[Despatch Abstract.]

Temporary Metre Gauge accommodation at Bezwada
Approving of the proposed — and requesting
the Engineer-in-Chief, East Coast Railway, to
submit an estimate of the temporary arrange-
ments for transshipping purposes.

BACK PAPERS.

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

FURTHER PAPERS.

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

11TH APRIL 1893, No. 697 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper :—

From the Engineer-in-Chief, East Coast Railway, to the Joint Secretary to Government, Public Works Department, Railway Branch, dated Waltair, 21st March 1893, No. 1702.

Now that goods trains can pass over the Kistna bridge and that the passing of that structure for passenger traffic is only a matter of weeks, the question of the provision of means for the exchange of traffic between the Southern Mahratta and His Highness the Nizam's Guaranteed State Railway is an urgent question.

2. I come forward with a proposal for the settlement of this question as a temporary measure and good enough for all that is needed pending such time as the East Coast Railway shall be worked as a separate system into Bezwada, and perhaps south of it, by State agency.

3. The accompanying plan explains itself. It is approved by the Agent of His Highness the Nizam's Guaranteed State Railway and it will, I have no doubt, be gladly availed of by the Southern Mahratta Railway. It will not be necessary to refer the matter to the latter company, because there is no question at present of saddling them with the cost either of a share of the Kistna bridge or of these special sidings. I propose that we merely provide metre gauge facilities at Bezwada, as shown on the plan, as a part of the East Coast Railway terminus at that place.

4. The terms for the use of the Kistna bridge by metre gauge trains as well as of the sidings under reference is an entirely separate question and need not be allowed to confuse that at present under reference, which merely is whether the arrangements shown on the plan are, or are not, suitable arrangements. I propose later on to address you separately on the question of the charge per wagon or per ton to be made to the Southern Mahratta Railway for the use of the bridge and sidings.

5. A reference to the plan will show that it provides *not* for such arrangements as may hereafter be necessary when Bezwada becomes the terminus of His Highness the Nizam's line and the junction of that line with the East Coast Railway, but only for arrangements sufficient and suitable during such period as the Nizam's Guaranteed State Railway may continue to run their trains through from Wadi to the Godavari.

6. The provision which I recommend should be made consists, as shown on the plan, of a temporary island platform, with the broad gauge on one side of it and the metre gauge on the other. It also provides for the access of the metre gauge to the present local goods shed and for the exchange of coal.

7. This coal trade is an extremely important one. I have good reason to believe that it will from the outset be not much less than a train per day. It is in fact only limited in quantity by what the Madras, South Indian and Southern Mahratta Railways can persuade themselves to use now that its transport across the Kistna has by the opening of the bridge been cheapened by fully a rupee per ton.

8. I propose to lay *two* metre gauge trains alongside of *one* broad gauge coal train, the latter being on a somewhat higher rail level, and, the wagons also being higher, the transshipment of the coal from wagon to wagon down sheet iron slides will be easy, cheap, and far less destructive to the coal than the methods ordinarily used. This system is already in successful use at the wharf at Bezwada.

9. I have been in demi-official consultation about the proposed sidings with the Consulting Engineer to the Government of India for Railways and so far he approves of the proposal.

10. I may add that the whole of the permanent-way that is necessary for the proposed scheme is already on the ground and paid for, having formed part of the Kistna bridge plant.

ORDER—dated 11th April 1893, No. 697 R., Public Works.

The proposed temporary metre gauge accommodation at Bezwada is approved, but the Engineer-in-Chief is requested to submit, for the sanction of Government, an estimate of the temporary arrangements for transshipping purposes, which are approved.

2. With reference to para. 4 of letter read above, the Engineer-in-Chief, East Coast Railway, has been called upon in G.O., No. 681 R., dated 7th April 1893, to report about the charge for the bridge.

(True Extract.)

Major, R.E.,
Offg. Under-Secy. to Govt., P.W.D.,
Railway Branch.

To the Consulting Engineer for Railways, with one plan.
" Engineer-in-Chief, East Coast Railway.
" Examiner, East Coast Railway Accounts.
" Agent and Manager, H.H. the Nizam's Guaranteed State Railway.
Copy to the Government of Bombay, for information.

RAILWAY.

Gobt. of {1893} Madras.
PUBLIC WORKS.

Dated April, 11th.

Recd. Encl.

G.O., 11th April 1893, No. 697 R.

APRIL.

Temporary Metre Gauge
Accommodation at Bezvada

Approving of the proposed — and re-
questing the Engineer-in-Chief, East Coast
Railway, to submit an estimate of the
temporary arrangements for transshipping
purposes.

your reply please quote
the number and date of
this letter.

From

THE ENGINEER-IN-CHIEF,
EAST COAST RAILWAY.

To

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

Dated Waltair, the 21st March 1893.

Sir,

Now that goods trains can pass over the Kistna
Bridge, and that the passing of that structure for
passenger traffic is only a matter of weeks, the ques-
tion of the provision of means for the exchange of
traffic between the Southern Mahratta and His Highness
the Nizam's Guaranteed State Railway is an urgent
question.

2. I came forward with a proposal for the
settlement of this question as a temporary measure
and good enough for all that is needed pending
such time as the East Coast Railway shall be
worked as a separate system into Bezvada, and
perhaps south of it, by State Agency.

3. The accompanying plan explains itself. It
is approved by the Agent of His Highness the Nizam's
Guaranteed State Railway and it will, I have no
doubt, be gladly availed of by the Southern Mah-
ratta Railway. It will not be necessary to
refer the matter to the latter company, because
there is no question at present of saddling them
with

/ Enclosures.

with the cost either of a share of the Kistna Bridge, or of these special sidings. I propose that we merely provide metre gauge facilities at Bezwada, as shown on the plan, as a part of the East Coast Railway terminus at that place.

4. The terms for the use of the Kistna Bridge by metre gauge trains, as well as of the sidings under reference is an entirely separate question, and need not be allowed to confuse that at present under reference which merely is whether the arrangements shown on the plan are, or are not suitable arrangements. I propose later on to address you separately on the question of the charge per wagon or per ton to be made to the Southern Mahratta Railway for the use of the bridge and sidings.

5. A reference to the plan will show that it provides not for such arrangements as may hereafter be necessary when Bezwada becomes the terminus of His Highness the Nizam's line, and the junction of that line with the East Coast Railway, but only for arrangements sufficient and suitable during such period as the Nizam's Guaranteed State Railway may continue to run their trains through from Wadi to the Godavari.

6. The provision which I recommend should be made consists, as shown on the plan, of a temporary island platform, with the broad gauge on one side of it and the metre gauge on the other. It also provides for the access of the metre gauge to the present local goods shed, and for the exchange of coal.

This coal trade is an extremely important one. I have good reason to believe that it will from the outset be not much less than a train per

per day. It is in fact only limited in quantity by what the Madras, South Indian and Southern Mahratta Railway can persuade themselves to use now that its transport across the Kistna has by the opening of the bridge been cheapened by fully a rupee per ton.

8. I propose to lay two metre gauge trains alongside of one broad gauge coal train, the latter being on a somewhat higher rail level, and, the wagons also being higher, the transshipment of the coal from wagon to wagon down sheet iron slides will be easy, cheap, and far less destructive to the coal than the methods ordinarily used. This system is already in successful use at the wharf at Bezwada.

9. I have been in semi official consultation about the proposed sidings with the Consulting Engineer to the Government of India for Railways, and, so far, he approves of the proposal.

10. I may add that the whole of the Permanent Way that is necessary for the proposed scheme is already on the ground and paid for, having formed part of the Kistna Bridge plant.

I have the honor to be,
Sir,

Yours most obedient servant,

Wm. H. Spring

Engineer-in-Chief,
S. G. Railway

28th March 1893

Read the following:—

*not to be printed
or quoted*

Letter from the Engineer
in Chief of the Coast Railway
No: 1702, dated 21st March
1893.

FOR ORDERS.

Mr Spring submits
a plan of the existing
station arrangements
at Beypore & proposed
temporary out of gauge
accommodation. It is a
cheap arrangement and
might be sanctioned at
once asking Mr Spring

approved.
Mr Spring has been
repeatedly called on to
report about the change to submit an estimate
for the bridge.

Uls
30 March
FMS
6/4

FMS
29/3 R

Encls 1 plan
Recd: 27.3.93

FOR ORDERS.

Special

A No. 697 R of 11-4-93.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

Prin
Letter from the Engineer } H.E. No. 1702 of 21st March 1893.
Chief East Coast Railway.

30
The proposed new
ponny metric gauge accom-
modation at Berpaddu
is approved but the Engineer
in Chief is requested to sub-
mit for the sanction of Govt.
an estimate of the ^{temporary} ~~expense~~
works for transhipping
purposes which are
approved.

2. With reference to para
4 of letter read above the
Engineer in Chief East Coast
has been called upon in G.O.
No 681 R. of 7th April 1893 to
report about the charge for the
work.

Agent ^{Mr. J. J. J.} H. H. J. J. J.
By
The Engineer in Chief
- Sup. in Ch. E.C.R.
- Ex. Ch. R. J. J.
Copy to the Govt. for information

J.M.L.
6
4
R

A.
No. 697 R. 27 ¹⁰/₁₁ April 1893.