

Public Works (1894) Department.

RAILWAY BRANCH.

G.O., No. 450-451.R

DATED 23rd August

[Despatch Abstract.]

East Coast Railway.

Report of inspection of the — for
half year ended 30th June 1894, communi-
cated to the manager, and copy ordered
to be forwarded to the Govt of India.

Forwarding report of inspection of
the — for half year ended 30th June
1894.

BACK PAPERS.

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

FURTHER PAPERS.

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

EAST COAST STATE RAILWAY.

Standard 5' 6" Gauge.

Length open 321 miles including Cocanada and Vizagapatam branches.

INSPECTION report by the Senior Government Inspector for half-year ending 30th June 1894.

The Inspection was made on 22nd to 27th July in company with Manager, Traffic Superintendent and District Engineers.

General.—The road, excepting the newly-opened portion beyond Vizianagram, shows improvement, particularly the section into Gódvári South, and much of the ballast has been put on the bank. The painting of the remaining girders should be pushed on. Some are already beginning to rust, and, if delayed, the coming monsoon will prevent work. There is, I understand, a quantity of paint on hand.

Although not necessarily pertinent to this report, I mention here the present state of the principal points at issue on the opened portion of the East Coast Railway.

Proposed extension of the Southern Mahratta Railway to Masulipatam.—This is still under reference with the Madras Government.

Transfer of present engine changing station from Bezwada to Seetanagram.—This is practically decided on, using the bridge construction quarters.

Opening of a broad gauge goods and coal transshipping station at or near Tudupilli on the Kistna right bank.—This is certainly desirable, as Bezwada station is congested. Proposals have been submitted.

Gódvári ferry and training works.—Estimates for steamers and flats to cost 3,12,000 and for training works to cost 5 lakhs have been submitted.

Waltair shops and station and Vizagapatam station, &c.—Surveys are being made for a better site for the shops and for a central station to supersede the present two stations of Waltair and Vizagapatam.

Banks and Cuttings.—At mile 28 bank has been raised 3' and a bridge of 2 × 12' girders put in where line was breached last year.

Rajahmundry to Waltair.—This bank has had little or no rain on it since Christmas, and has not therefore properly settled.

Mile 101½.—The line here requires raising or the canal bank (which is close to it) requires lowering, to make this part safe.

Mile 116½ bank here in a similar position to that at mile 101½ has been raised above canal bank with good effect, enabling floods to pass over canal bank.

Mile 120 bank requires raising as a protection against tank near the line.

Miles 144, 145 bank much scoured by rain.

Mile 169 bank requires repair.

Tiláru to Vizianagram.—Newly opened line, bank uneven.

Bridges and Culverts.—In good order, except that many ballast walls require repair which will be done when line is more consolidated at the abutments.

As before stated, the painting of the girders should be completed before the coming rains if possible.

Rails and Sleepers.—The steel sleepers were originally laid on the formation and packed up with ballast when the bank is fairly settled.

This method, which is almost universal, is in my opinion the cause of rust and corrosion of the steel sleepers because the earth in the shell of the sleeper remains in, even after the road is lifted through ballast.

Points and Crossings and Signals.—These were found in good working order except at the Waltair junction, at Simháchalam and between Vizianagram and Tiláru, where the distant signal wires are not in, they being manned at present.

The stations between Vizianagram and Tiláru are laid with equal radii for both main and siding, a plan adopted by the Engineer-in-Chief, to enable a train to pass to either side with equal lateral deflection. It is novel to stations, being generally used for entrance to engine sheds.

Ballast—is fully collected at portions of the line and partially collected at others. Where the bank has ceased settling it is being spread and the line lifted and packed.

Stations.—Those on the section between Bezwada and Góđavari are generally still unbuilt above the foundations and until this section pays better, nothing better than the present sheds can be afforded.

The type of temporary shed stations on the Vizianagram-Tiláru section costing about 1,000 each are effective and will probably last 10 years.

A new flag station at mile 118 called Nedapad is to be opened.

At Cocanada, sheds are being erected along river up to the groin on the left bank thereof.

At Tuni two stations—one on each side of the river—are suggested.

At mile 182 Yellamauchili, sidings at the back of the station-house have been laid in.

At mile 298 the flag station called Amadalavalasa where the road from Chicacole passes, has a platform wall, and will shortly be opened for traffic.

In the inspection report for opening the Vizianagram-Tiláru section, Dosi and Chicacole road were given as separate places, they are the same.

The future position of the permanent station depends on whether a new road to the nearest point of the line 6 miles will be made from Chicacole or if the present road will serve the town.

Ferry.—At present the small steamer *Helen* is used on the local service and the *Dorothy* for passengers and the *John Mullins* for towing native craft with goods. All these steamers are hired, and need early overhauling.

Workshops and Sheds—were inspected and found in order.

Rolling stock.—The stock running on the line and under erection is as under:—

Engines.	Completed.	Under erection.
Compound class	30	...
Small tank engines used for construction and shunting ...	3	3
G.I.P. class	2	...

The Manager has indented for 26 engines of the G.I.P. type instead of more of the compound class.

I was informed that there have been two or three cases of cracked axles discovered in the compound engines, and request a report may be forwarded of the facts—

Vehicles and carriages—

	Completed.	Under erection.
First class	5	6
Second class	3	6
Composite class	4	...
Third class	65	6
Third and postal	2	...
Brake-vans	26	1
Covered goods wagons	398	2
Low-sided wagons	300	...
High-sided wagons	99	1
Timber trucks	30	...
Horse boxes	4	...
Postal vans	2	...
Inspection carriages	...	2
Ten-ton cranes	2	...

Of the wagons, the axle-boxes are marked 9" × 4½". If the larger diameter of axle is in use, the maximum load of 12 tons per pair of wheels might be allowed.

The use of covered goods as passenger cooly class has been discontinued north of the Góđavari, but some are still running between Bezwada and Góđavari south. I noticed the class reserved for females on this section were not provided with latrine accommodation, which should be done.

OOTACAMUND,
17th August 1894.

(Signed) F. R. UPCOTT,
Senior Govt. Inspector of Railways.

GOVERNMENT OF MADRAS.
PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

Report of inspection of the East Coast Railway for the half-year ended 30th June 1894.

ORDER—dated 23rd August 1894, No. 450 R., Public Works.

Communicated to the Manager, East Coast Railway, for information and necessary action.

2. A copy of these Proceedings will be forwarded for the information of the Government of India.

[Here enter No. 451 R., dated 23rd August 1894.]

(True Extract.)

(Signed) F. R. UPCOTT,
Joint Secy. to Govt., P.W.D.,
Railway Branch.

To the Manager, East Coast Railway.

" Marine Department.
" Consulting Engineer for Railways, Bombay.
" Chief Engineer for Irrigation.
" Public Works Department.
" Director-General of Railways.

ENDORSEMENT—dated 23rd August 1894, No. 451 R., Public Works.

Forwarded.

(By Order.)

Joint Secy. to Govt., P.W.D.,
Railway Branch.

Exd. C. A. Meniasamy.
Spare Copies

RAILWAY.

Gobt. of {1894} Madras.

PUBLIC WORKS.

Dated August, 23rd.

Recd.

Encl.

G.O., 23rd August 1894, Nos 450,
451 R.

AUGUST.

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Second class	...	...	...	...	...	...	...	3	6
Composite class	...	...	...	...	...	...	...	4	...
Third class	...	...	...	...	...	...	...	63	6
Third and postal	...	...	...	...	...	...	...	2	...
Brake-vans	...	...	...	...	...	...	...	26	1
Covered goods wagons	...	...	...	...	...	...	...	398	2
Low-sided wagons	...	...	...	...	...	...	...	300	...
High-sided wagons	...	...	...	...	...	...	...	99	1
Timber trucks	...	...	...	...	...	...	...	30	...
Horse boxes	...	...	...	...	...	...	...	4	...
Postal vans	...	...	...	...	...	...	...	2	...
Inspection carriages	...	...	...	...	...	...	...	...	2
Ten-ton cranes	...	...	...	...	...	...	...	2	...

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pls 30/5
ack P. 25.11