

Public Works (1894) Department.

RAILWAY BRANCH.

G.O., No. 459-60. R

DATED 27<sup>th</sup> August

[Despatch Abstract.]

Inspection Report.

Orders on the — of the Montreal Railway  
for the half-year ended 30<sup>th</sup> June 1894.

Forwarding copy of Press: on the — of  
the Canadian Railway: for the half-year ended  
30<sup>th</sup> June 1894.

[illegible]

| G.O. | No. | Department. | Date. | G.O. | No. | Department. | Date. |
|------|-----|-------------|-------|------|-----|-------------|-------|
|      |     |             |       |      |     |             |       |

South-West line 41½ miles.

The experiment of leaving the sand ballast over the pot sleepers free from the stone abovementioned to allow the line to be packed without disturbing the stone ballast cover is not favorably reported on.

**Stations.**—At Mosur mile 39/12 a second platform is required.

The 3rd-class waiting hall refreshment stall at Arkónam is very convenient and appreciated by the native passengers.

The reading-room at this station requires extension. This station is over-crowded and the lines of way require re-arrangement and additions. The Agent proposes to spend annually about 10,000 till the work is completed. Proposals for this necessity, which is evident, will shortly be sent up.

The 3rd-class waiting halls generally require some more seats placed round the walls, particularly at the large stations.

At Renigunta the 3rd-class refreshment stall requires counters.

The house adjoining the station set apart for refreshment and sleeping accommodation for native gentlemen and ladies is in progress.

A new station at mile 180 is to be opened.

**Pennér—mile 236.**—A feeder road to this station is required.

**Gooty.**—An extension of the tank-house is needed for locomotive stores and office. The school here also requires enlarging.

**Guntakal.**—More subordinates' lines are wanted here for which land will be required.

**Nagarur—mile 301.**—This station will be re-opened now that the feeder road is open.

**Raichur.**—The tank here is complete with 18' water. A similar refreshment stall to that at Arkonam should be put up here if the Great Indian Peninsula Railway agree.

The house near the station reserved for Hindu gentlemen, who do not eat flesh, is fairly appreciated and used.

**Signals.**—Found in working order and condition except that at Urampad which distant signal is still out of order—*vide* last report.

**Points and Crossings.**—At most stations the ground around these is now mud plastered. There are now no loose stones to get in between the stock and switch rail.

At mile 78, Pudi, the inter-locking arrangements are complete. This is the first of the four stations to be tried on different principles, the best of which will be adopted generally.

At Mamandur, mile 92, the signals are worked by rods controlling the points which are moved by pointsmen.

Molagavalli, mile 283, where there is a lay-bye only is fitted with Stoney's locks to points and signals in which the key can be withdrawn from either when the points are laid for main line or the signal is at danger.

**Fencing**—calls for no remark.

**Telegraph Posts.**—The mileage on these requires repainting between Arkónam and Cuddapah and between Gooty and Raichur.

**Rolling Stock.**—The inspection carriage has had the springs altered and the result is very smooth running; this fact should be remembered by the consulting staff.

**Engine Sheds and Shops.**—The proposal recently sanctioned by the Government of India to remove the engineering shops from Rayapuram to Arkónam requires additional land to be taken up at Arkonam. A site was inspected and approved; also the re-arrangement of the engine changing stations will require that at Cuddapah to be moved to Nandalúr, which halves the running distance, has a good water-supply and is very healthy.

OOTACAMUND,  
17th August 1894.

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

## MADRAS RAILWAY.

Standard 5' 6" gauge.

South-West Line—Total mileage 542

Inspection Report by the Government Inspector of Railways for the half-year ending 30th June 1894.

The inspection was carried out between the 26th July and 4th August 1894. The Agent, Chief Engineer and heads of departments were present during the inspection.

**General.**—The road throughout, with the exception of miles 131 and 132, where the rails had been lately renewed, was in excellent running order, between miles 252 and 272 being especially noticeable for its excellent maintenance.

**Banks and Cuttings.**—The banks and cuttings were everywhere in good order and maintained to full section. Near Karaimadai, at the site of the accident last November, a ditch 40 feet wide has been excavated and the bank raised mile  $\frac{320}{10-11}$ .

At mile  $\frac{181}{17}$  the waste weir of a tank close to the line has been rebuilt and appears higher than before; this may cause flooding of the line. The matter will be investigated. Mile  $\frac{193}{4}$  mentioned in last inspection report. The Deputy Chief Engineer has written to Chief Engineer to say that he has given orders to have the bund of the tank cut should the water rise so as to be dangerous to the railway. Meanwhile orders have been issued for an estimate for the repairs of same.

**Bridges and Culverts.**—All the bridges and culverts inspected were in good order. No repairs were in hand on them, nor did any seem necessary.

**Ballast.**—The line was fully ballasted throughout. The dust on the Bangalore branch, where the sand has not had a covering of stone given to it yet, was very objectionable. The covering of sand ballast with stone is almost complete on the main line. The Bangalore branch will soon be taken in hand.

**Rails and Fastenings.**—A good number of old rails were observed which require renewing. Steel rails are being laid out from stations at both ends and those of the replaced rails which are still serviceable are used for replacing unserviceable rails at other places. The principle is good, as it would be a fatal mistake to mix up the steel and iron rails. One objection is that there may be a tendency to put off replacing a really bad rail on the plea that it will very soon be replaced by a steel rail and that it is not worth while to replace it with a good iron rail for the short time required. I think this should be guarded against. The line between Shoranur and Calicut was in good running order and the remarks made in the last inspection report do not now apply.

**Points and Crossings.**—In some places I observed the ballast near the points covered with cow-dung and mud. This seems to act very well, there being no possibility of a stone getting between the switch and stock rail.

**Sleepers.**—The sleepers used are cast iron pots connected by a tie bar fastened by gib and cotter. Their condition was satisfactory. In the old road there are only 6 sleepers to a 20 feet rail and over this it was remarked that the hammering at the joints was very marked.

**Level Crossings.**—The level crossings and their approaches were in good order, with the exception of the level crossing outside Bangalore City station where there was no efficient fencing and passengers could and did cross the line after the gates were closed. This has probably been rectified by this time.

**Fencing.**—The fencing was in good order throughout.

**Maintenance of Carriage and Wagon Stock.**—All the rolling stock was in good order.

**Stations.**—The stations were in most excellent order; every inducement is evidently held out to stationmasters to keep their stations clean and their gardens neat.

**Kātpādi.**—An extra supply of water is urgently needed here. Proposals will be submitted for excavating a well at mile  $\frac{81}{8}$  where there is an underground stream and running the water through cement piping. A novelty observed here was a refreshment stall for natives. The stall goes across one end of the third-class waiting room and was loaded with fruit and sweetmeats. It appears to be much appreciated by the passengers and I hope soon to see other stations similarly fitted up.

**Latteri.**—Mile  $\frac{85}{2}$ .—This is a trial station, but is working under difficulties owing to the delay in the handing over of land required.

**Gudiyatam.**—Water tank requires raising here. Estimate has been sanctioned.

**Ambūr.**—Accommodation insufficient. House for assistant stationmaster required; when this is built a room for waiting shed will be available.

**Vinnamangalam.**—This was a trial station which is now being made permanent. The station platform is in hand.

**Jalarpet.**—A good shed has been sanctioned here, but, owing to the land not having been handed over, work cannot be started. It is very much needed. The buildings mentioned in the last report are finished. Two more double bungalows for guards are required.

**Grouping of points.**—This effects a great saving. One man can now work three sets of points and one signal. New third-class waiting room is being built here; walls now about 3 feet above platform.

**Kolar Gold Fields Railway.**—**Baloghat.**—Another loop siding is required here on the right hand side of the line. As four mines are now taking coal at this station, sidings are insufficient.

**Champion.**—Home signals are outside platform limits and are worked by a man at each signal and not from station. Distant signals are not visible from platform, but are visible from the home signals. This is in accord with the suggested location of signals in inspection of this line on 15th March 1894.

**Mysore Mines Terminus.**—Turn-table has been erected, but it does not appear to be quite on its proper centre, one wheel having a very small bearing on the rail.

**Bangalore City Station.**—New station platform is in hand. Overbridge for passengers consists of two girders, clear span 89 feet; platform on top 15 feet wide is almost complete. Height from platform level is 15 feet and no landing is given. This, I think, is necessary. If new stairs have to be made, I would recommend that the rise should be 5 inches only.

The new sidings and tranship sheds are practically complete and traffic has been diverted into them. Signals complete. The new approach road is in hand, the overbridge in connection with it being finished. The new approach line from the cantonment is finished and in use. Two blocks of porters' quarters have been started. Other buildings not started owing to the delay in handing over the land.

Most of the inwards traffic still goes to the cantonment but outward goods now chiefly come to this station.

**Devangundi.**—Merchants here apply for goods godown. This seems reasonable enough as the traffic has increased largely.

**Bhowringpet Junction.**—New engine shed here has been completed. The new sidings and additions to station building have also been completed.

**Mile  $\frac{163}{12}$ .**—A dead end has been put in here off the main line to serve the Mysore reefs gold mine.

**Kuppam.**—A small alteration is required here to allow of a re-arrangement of the rooms in the station building. This has been sanctioned on the inspection.

**Mile  $\frac{186}{6}$  to  $\frac{186}{14}$ .**—It is proposed to put in a crossing station here.

**Kadiampatti.**—Great complaints about the unhealthiness of this station. The jungle is close up all round it. I think the Forest Department might be asked if there would be any objection to clearing the jungle for a good space round it.

**Courery.**—This is now a permanent station. A new road is required to serve it, but the Local Board do not see their way to making it.

**Toliyapalaiyam.**—Here also a road is required to serve the station.

**Mangalam.**—The goods shed here was observed to be not nearly sufficient for the traffic, which has been increasing very fast.

**Mittupāliyam.**—The new lines into the station are complete, but will not be used till the present line is required for narrow gauge purposes in connection with Nilgiri Railway.

**Palghat.**—The old temporary goods shed has now been removed and the new one is in use. Sanction has been given for a new loading bank to be placed south of goods shed. It would be better placed so north, and as the work has not been begun I recommend that this alteration be made.

**Calicut.**—The lean-to at the side of the station for the shelter of carriages is complete and in use.

**Catch sidings on Kolar Gold Fields Railway.**—At present I consider these catch sidings unsafe.

Those at Balaghat and Champion are in cutting and no space is left between the end of the rails and the face of the cutting. I recommend that the cutting be further excavated for a length of three wagons and the rails left as at present, so that a run-away wagon would be derailed and stopped before colliding.

At Urigam the siding is on a bank about 15 feet high with a buffer stop and almost straight below this is a road much used by carts which passes under the main line by a 12 feet arched bridge. I consider this siding dangerous, and as I do not think there is room for a proper siding, I recommend that a new catch siding be made on the far side of this bridge to what the station is.

MADRAS,  
17th August 1894.

(Signed) J. C. LYLE,  
Govt. Inspector of Railways.

*Note.*

The report is satisfactory except in regard to the condition of the safety sidings on the Kolar Gold Fields Branch. The attention of the Railway authorities is called to the suggested alterations.

No mention is made of the safety siding for the Southern Mahratta Railway at Bangalore City station whether altered as proposed.

OOTACAMUND,  
27th August 1894

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

27th August 1894, No. 459 R., Public Works.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

Report of Inspection of the Madras Railway for the half-year ended 30th June 1894.

ORDER—dated 27th August 1894, No. 459 R., Public Works.

Communicated to the Agent and Manager, Madras 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. 460 R., dated 27th August 1894.]

(True Extract.)

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

To the Agent and Manager, Madras Railway.

" Revenue Department.  
" Resident in Mysore, through the Political Department. *2*  
" Local and Municipal Department.

ENDORSEMENT—dated 27th August 1894, No. 460 R., Public Works.

Forwarded.

(By Order.)

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

Etd. C. A. Muniswamy.  
Spare Copies

# RAILWAY.

## Gobt. of {1894} Madras. PUBLIC WORKS.

Dated August, 27th.

Recd.

Encl.

G.O., 27th Aug. 1894, Nos. 459,  
460 R.

AUGUST.

### Inspection Report

Forwarding copy of Proceedings on the  
— of the Madras Railway for the half-year  
ended 30th June 1894.

## MADRAS RAILWAY.

### NORTH-WEST LINE.

Standard gauge 5' 6".

Total mileage 308.

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

The inspection was made on 16th, 17th, 18th, and 19th July in company with the  
Agent, Chief Engineer, Locomotive Superintendent, Traffic Manager, and district  
officers.

General.—The condition of the permanent-way and works was satisfactory.

Banks and Cuttings—are in good order. The pitching of banks passing  
through tanks is in general repair. At mile 239/241 when the bank gave some former  
trouble, dry stone drains at close intervals have been put in; the next monsoon will  
test their use.

Bridges and Culverts.—The timber of the girder ~~12~~ <sup>15</sup> was in good order.  
A new type of cast iron chair with increase bearing on the longitudinal sleepers is  
being introduced. The points noticed in last report have been attended to.

|           |                |           |                            |
|-----------|----------------|-----------|----------------------------|
| Bridge at | 74 mile double | 15'       | } were carefully examined. |
|           | 113/2 "        | 8 x 20'   |                            |
| Cheyar    | 136 "          | "         |                            |
|           | 291/14 "       | single 9' |                            |
|           | 303 "          | " 9'      |                            |

The diversion at mile 106 for the new double 30 feet girder to replace the 9 feet  
arch is in use. The girder bridge is nearly complete.

In some bridges the attachment of the rolled cross girder with  $\frac{1}{2}$ " bed plate  
to the main girders is defective owing to the rivets between the rolled beam and bed  
plate being counter-sunk below the bed plate and the bed plate connected to the main  
girder by separate rivets. These counter-sunk rivets shear from vibration and the  
violent rattling of the hand railing generally show where this is taking place. A ~~dip~~ <sup>clip</sup>  
bolt through the bed plate clipping the rolled beam appears a remedy.

The attention of the Chief Engineer is called to this matter.

The investigation of the condition and strength of the girders other than those  
already strengthened on this line is being carried out.

Rails and Sleepers.—The level of the road over the small culverts is generally  
good. The up-line into Madras is all re-laid with steel rails; the down-line remains  
to be renewed. Line was opened out at miles 70, 180, 245, and 303 and found in  
good order as regards pot sleepers, tie bars and keys.

The joints at mile 64 are still much down (see last report).

Ballast.—The length of road covered with ballast to keep the sand down is as  
under:— *during past half year*

*North West line - 141 miles*  
*South West line - 44 1/2 miles*

The experiment of leaving the sand ballast over the pot sleepers free from the  
stone abovementioned to allow the line to be packed without disturbing the stone  
ballast cover is not favorably reported on.

**Stations.**—At Mosur mile 39/12 a second platform is required.

The 3rd-class waiting hall refreshment stall at Arkonam is very convenient and appreciated by the native passengers.

The reading-room at this station requires extension. This station is over-crowded and the lines of way require re-arrangement and additions. The Agent proposes to spend annually about 10,000 till the work is completed. Proposals for this necessity, which is evident, will shortly be sent up.

The 3rd-class waiting halls generally require some more seats placed round the walls, particularly at the large stations.

At Renigunta the 3rd-class refreshment stall requires counters.

The house adjoining the station set apart for refreshment and sleeping accommodation for native gentlemen and ladies is in progress.

A new station at mile 180 is to be opened.

*Pennér*—mile 236.—A feeder road to this station is required.

*Gooty*.—An extension of the tank-house is needed for locomotive stores and office. The school here also requires enlarging.

*Guntakal*.—More subordinates' lines are wanted here for which land will be required.

*Nagarur*—mile 301.—This station will be re-opened now that the feeder road is open.

*Raichur*.—The tank here is complete with 18' water. A similar refreshment stall to that at Arkonam should be put up here if the Great Indian Peninsula Railway agree.

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**Points and Crossings.**—At most stations the ground around these is now mud plastered. There are now no loose stones to get in between the stock and switch rail.

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**Rails and Fastenings.**—A good number of old rails were observed which require renewing. Steel rails are being laid out from stations at both ends and those of the replaced rails which are still serviceable are used for replacing unserviceable rails at other places. The principle is good, as it would be a fatal mistake to mix up the steel and iron rails. One objection is that there may be a tendency to put off replacing a really bad rail on the plea that it will very soon be replaced by a steel rail and that it is not worth while to replace it with a good iron rail for the short time required. I think this should be guarded against. The line between Shoranur and Calicut was in good running order and the remarks made in the last inspection report do not now apply.

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**Maintenance of Carriage and Wagon Stock.**—All the rolling stock was in good order.

**Stations.**—The stations were in most excellent order; every inducement is evidently held out to stationmasters to keep their stations clean and their gardens neat.

**Katpadi.**—An extra supply of water is urgently needed here. Proposals will be submitted for excavating a well at mile  $\frac{81}{2}$  where there is an underground stream and running the water through cement piping. A novelty observed here was a refreshment stall for natives. The stall goes across one end of the third-class waiting room and was loaded with fruit and sweetmeats. It appears to be much appreciated by the passengers and I hope soon to see other stations similarly fitted up.

**Latteri.**—Mile  $\frac{85}{3}$ .—This is a trial station, but is working under difficulties owing to the delay in the handing over of land required.

**Gudigattam.**—Water tank requires raising here. Estimate has been sanctioned.

**Ambur.**—Accommodation insufficient. House for assistant stationmaster required; when this is built a room for waiting shed will be available.

**Vinnamangalam.**—This was a trial station which is now being made permanent. The station platform is in hand.

**Jalarpet.**—A good-shed has been sanctioned here, but, owing to the land not having been handed over, work cannot be started. It is very much needed. The buildings mentioned in the last report are finished. Two more double bungalows for guards are required.

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**Kolar Gold Fields Railway—Balaghat.**—Another loop siding is required here on the right hand side of the line. As four mines are now taking coal at this station, sidings are insufficient.

**Champion.**—Home signals are outside platform limits and are worked by a man at each signal and not from station. Distant signals are not visible from platform, but are visible from the home signals. This is in accord with the suggested location of signals in inspection of this line on 15th March 1891.

**Mysore Mines Terminus.**—Turn-table has been erected, but it does not appear to be quite on its proper centre, one wheel having a very small bearing on the rail.

**Bangalore City Station.**—New station platform is in hand. Overbridge for passengers consists of two girders, clear span 89 feet; platform on top 15 feet wide is almost complete. Height from platform level is 15 feet and no landing is given. This, I think, is necessary. If new stairs have to be made, I would recommend that the rise should be 5 inches only.

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**Mile  $\frac{163}{12}$ .**—A dead end has been put in here off the main line to serve the Mysore reefs gold mine.

**Kuppam.**—A small alteration is required here to allow of a re-arrangement of the rooms in the station building. This has been sanctioned on the inspection.

**Mile  $\frac{186}{6}$  to  $\frac{186}{14}$ .**—It is proposed to put in a crossing station here.

**Kadiakpatti.**—Great complaints about the unhealthiness of this station. The jungle is close up all round it. I think the Forest Department might be asked if there would be any objection to clearing the jungle for a good space round it.

**Caurery.**—This is now a permanent station. A new road is required to serve it, but the Local Board do not see their way to making it.

Totyapalliam

5

*Totyapalliam.*—Here also a road is required to serve the station.

*Mangalam.*—The goods shed here was observed to be not nearly sufficient for the traffic, which has been increasing very fast.

*Mittupalaiyam.*—The new lines into the station are complete, but will not be used till the present line is required for narrow gauge purposes in connection with Nilgiri Railway.

*Palghat.*—The old temporary goods shed has now been removed and the new one is in use. Sanction has been given for a new loading bank to be placed south of goods shed. It would be better placed so north, and as the work has not been begun I recommend that this alteration be made.

*Calicut.*—The lean-to at the side of the station for the shelter of carriages is complete and in use.

*Catch sidings on Kolar Gold Fields Railway.*—At present I consider these catch sidings unsafe.

Those at Balaghat and Champion are in cutting and no space is left between the end of the rails and the face of the cutting. I recommend that the cutting be further excavated for a length of three wagons and the rails left as at present, so that a run-away wagon would be derailed and stopped before colliding.

At Ooregaum the siding is on a bank about 15 feet high with a buffer stop and almost straight below this is a road much used by carts which passes under the main line by a 12 feet arched bridge. I consider this siding dangerous, and as I do not think there is room for a proper siding, I recommend that a new catch siding be made on the far side of this bridge to what the station is.

CHEPAX,  
17th August 1894.

(Signed) J. C. LYLE,  
Govt. Inspector of Railways.

Note.

The report is satisfactory except in regard to the conditions of the safety siding on the Kolar Gold Fields Branch - The attention of the Ry authorities is called to the suggested alterations - no objection is made of the safety siding on the Kolar Gold Fields Branch whether altered or proposed -

F. W. McCott  
Senior Govt. Inspector of Railways.

A. No 459-R. D. 27<sup>th</sup> Aug. 1894

PUBLIC WORKS DEPARTMENT.

RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

Report of inspection of the Madras Railways for  
the half-year ended 30<sup>th</sup> June 1894.

Communicated  
to the Agent and Manager  
Madras Railway for  
information & necessary  
action.

W  
24 Aug

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

12460 R. D. 27<sup>th</sup> Aug 1894

Forwarded

DESPATCHED  
- 6 SEP 94

To  
The Agent and Manager  
Madras Rly  
" Revenue Dept  
" Resident in Mysore  
" through the Political C (RSC)  
Department  
" Local and Municipal  
Dept.

7/11

23  
8

R

DESPATCHED  
- 7 SEP 94

A. C. 459 R. of 27<sup>th</sup> Aug: 1894  
460