

Public Works (1895) Department.

RAILWAY BRANCH.

G.O., No. 463 R

DATED 1st April

[Despatch Abstract.]

S. I. Railway. — note by the Chief auditor on the Capital and Revenue accounts of the — for the half year ended the 31-12-94, ordered to be forwarded to the Govt of India & to the Secretary of State.

Forwarding copy of Procs. embodying a note by the Chief auditor on the Capital & Rev. accounts of the S. I. Ry. for the half-year ended the 31-12-94

[illegible]

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

6. **Rails and Sleepers.**—The 75 lb. rails appear to be standing the heavy engine weights satisfactorily, but it is too early to express any opinion as to their behaviour at present. The sleepers in the line are either wood or of the steel transverse type; so far I believe none of the latter have failed, but their life in the water-logged cuttings and station yards will probably be short.

7. **Level crossings.**—The level crossings are frequently made up with sand or loose stone ballast. The latter is particularly objectionable, and I think in every case a proper crossing of consolidated metal should be given.

8. **Land.**—Most of the railway land is suitably demarcated, but boundary stones have not yet been put down for the seven miles immediately to the north of Waltair, or between miles 254 and 260.

9. **Carriage-stock.**—The upkeep of the passenger stock is satisfactory, and the non-provision of latrine accommodation in the third-class carriages reserved for females has been remedied. The plan adopted on the Nizam's Railway of building out the carriage between the buffers to form a latrine is simple and effective.

10. **Wagon-stock.**—An increased loading up to the limit of 12 tons on a pair of wheel has recently been sanctioned by the Director-General of Railways for stock with journals $9" \times 4\frac{1}{2}"$ and is now in force.

11. **Locomotive-stock.**—The number of engines is quite insufficient for requirements, and to get along at all it has been necessary to hire one engine from the Great Indian Peninsula and obtain another from the Nizam's Guaranteed State Railway in temporary exchange for some ballast wagons. Twenty-six engines of the new Great Indian Peninsula type were indented for some months ago, and until they arrive the present stress will continue. The compound engines appear to be giving less trouble than formerly, probably because they are better understood by the drivers. Three crank axles have been removed from the engines in consequence of flaws appearing to a serious extent. These defects appear to be entirely due to bad welding, and though probably rough treatment has caused the flaws to open out under a small mileage, there can, I think, be no doubt that responsibility for failure rests with the makers. The removal of the axles also throws the attached wheels out of use, as the resources of the Locomotive department are too limited to enable them to remove and replace wheels forced on to axles under great pressure. Even if the manufacturers sent out new axles they would therefore be useless at present. The actual position and extent of the flaws above referred to has been separately reported on by the Locomotive Superintendent.

12. **Stations.**—A happy mean has not been followed in regard to the stations which are either elaborate and costly beyond all requirements, or exactly the opposite and are miserable shanties. I understand a more suitable type of old rails and masonry is in future to be adopted. The compounds have not yet been got into shape and will doubtless be made cleaner and tidier later on.

Mustabad.—The signal lever pits on the platform should be covered in at once. Materials for a permanent station are being collected.

Ganavaram.—The temporary station house has just been started, the masonry is nearly up to floor level, and the rail posts and trusses are up.

Viravalli.—This is a flag station located in a swamp and is cut off from the village it is intended to serve by a large tank. The proposal to move the station to a higher site nearer the village is sound.

Bhimadol.—The permanent station house is being erected. A new flag station to be called Pulla was opened on January 15th between this and Chebrol.

Chebrol.—The construction of the station on the original costly design has been stopped, and a structure on the Director-General of Railway's type is to be erected instead.

Tadepalligudem and Nidadavol.—Station houses on the new type are being built.

Coconada Port.—A considerable area of land along the bank of the fairway channel should be acquired by the railway. There is some difficulty with the Port Department about surrendering to the line some portions of this land, and in the meantime the handling of traffic is much handicapped. A compromise, the railway undertaking to return the land should a regular port be established, seems the best way out of the difficulty. An extensive goods-shed walled in with bamboo-screening has just been erected. I think proper walls are required as the present arrangement is

inflammable and insecure. The coping of the loading platform is much knocked about and I would suggest a nosing of old rails be tried. A shipment shed has lately been built.

Cocanada Town.—The platform wall for a permanent station is in progress.

Pithapuram.—The platform is being lowered and lengthened to 600 feet. A new type of stations is being constructed on the foundations of the former pattern of building. A new flag station is proposed between Pithapuram and Kottapalle, the site of which has not yet been definitely decided on.

Anakapalle.—The fourth line is to be taken up and the station made into a flag station. A site two miles further on opposite the town and on the other side of the river has been fixed for the permanent station on the Director-General of Railway's type.

Devada.—A platform wall is to be built, and a through siding substituted for the present dead end.

Vizagapatam.—One of the arches in the passenger shed has cracked through settlement of the foundations. It is reported that all movement has ceased and the cracks are not increasing.

Mile 227.—A new flag station is to be opened near this mileage.

Alamanda.—The signal lever pits should be covered in.

Guruvili.—It is proposed to shift this station about one mile south to about mileage 269/6 in order to better serve the traffic of the new manganese mine.

Pondur.—There is no name board at this station.

Tilaru.—The station yard is water-logged, the water standing between the rails at present. It is intended to erect goods-sheds at Chepurpalli, Pondur, Sigadam, Amadalavasa and Tilaru. At present there is but little goods accommodation on the line except at the larger stations. No vernacular time-tables appear to be printed and at several stations there were none even in English. Those exhibited are in manuscript, it being explained that owing to late and frequent changes in the timing of the trains and to the difficulty in getting printing work done, it was found impossible to comply with section 65 of Act IX of 1890. It was noticed that the clocks from one end of the line to the other keep most erratic time, while one or two were not going at all.

13. **Ferry.**—The ferry arrangements appear to work well, but the steamers now used being local fund property, it is intended to equip the line with 2 tugs, 2 passenger flats and 8 wagon barges.

14. **Signals.**—All the signals, home and distant, appear to be in thorough order; of those tested all worked well.

15. **Points and Crossings.**—To the north of Vizianagram the stations are laid with the main line and siding taking off from the line outside station limits with equal curvature. The Director-General of Railways has ordered that this arrangement should be discontinued and that the ordinary plan should be followed at all stations.

16. **Numbering of Telegraph Posts.**—The telegraph posts north of Vizianagram are old rails placed with the web at right angles to the line. The numbering is painted on the web and is difficult to see from the train.

MADRAS, 4th February 1895. (Signed) A. D. G. SHELLEY, Captain, R.E., Govt. Inspector of Railways.

Note by the Senior Government Inspector.

The report is fairly satisfactory with the exception that repairs to the banks and cuttings are not promptly carried out at miles 143, 152 and 255. The attention of the Manager is called to this and previous reports.

(Signed) F. R. UPCOTT, Senior Government Inspector. 11th February 1895.

4TH MARCH 1895, No. 124 R., PUBLIC WORKS.

GOVERNMENT OF MADRAS.
PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

Report of inspection of the East Coast Railway for the half-year ending 31st December 1894.

ORDER—dated 4th March 1895, No. 124 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. 125 R., dated 4th March 1895.]

(True Extract.)

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

To the Manager, East Coast Railway.
" Director-General of Railways.
" Marine Department.

ENDORSEMENT—dated 4th March 1895, No. 125 R., Public Works.

Forwarded.

(By Order.)

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

Exd. C. A. Manisawmy.
Spare Copies

RAILWAY.

Govt. of {1895} Madras.

PUBLIC WORKS.

Dated March, 4th.

Recd.

Encl.

G.O., 4th March 1895, Nos. 124,
125 R.

MARCH.

East Coast Railway

Forwarding copy of Proceedings on the inspection report of the — for the half-year ending 31st December 1894.

EAST COAST STATE RAILWAY.

STANDARD 5' 6" GAUGE.

Total mileage open for traffic 321 miles.

INSPECTION report by Captain A. D. G. SHELLEY, Government Inspector of Railways, for the half-year ending 31st December 1894.

The inspection was carried out between 16th and 21st January 1895. The Assistant Manager of the East Coast Railway and the heads of the Traffic and Locomotive Departments accompanied the inspection party throughout. The Assistant Engineers were present over their respective lengths.

2. General.—The road was in good running order, but as the inspection was made from the rear of a slow running mixed train, the line was not severely tested. There was no noticeable difference in the maintenance of the different sections.

3. Banks and Cuttings.—The banks on the whole are low and apparently several have not finally settled. The black cotton soil banks at mileage 82 and between Pithapuram and Kottapalle are low and in places much cut up. At mileage 143/3 and between Waltair and Vizagapatam the banks are also considerably damaged. The drainage of the cuttings generally requires attention or the steel sleepers will soon be seriously rusted. The side drains are particularly inefficient at mileages 152/6, 255/12, south of Vizianagram, and between Kottavalasa and Alamanda. It would probably be economical to turf the sides of the worst cuttings, as at present I understand the side drains are filled up after every moderate fall of rain. Apparently but little has been done to the banks and cuttings since the last report.

4. Bridges and Culverts.—Except for the points noted below, and as regards painting the bridges and culverts are in good order.

Eastern canal bridge, Bezvada.—There is leakage from a water-pipe into the channels of the bottom booms. Extra wires have been put into the side fencing of the foot passenger sub-way to prevent accidents to children, and the bridge is now reasonably safe.

Bridge at mileage 8/8, 3 × 20 feet girders.—Some of the sleepers require squaring and either strapping or bolting at the ends.

Bridge at mileage 148/9, 3 × 60 feet girders.—The horizontal bracing is not in position throughout, and several rivets are out. The decking, which seems hardly necessary, requires tarring.

Bridge at mileage 187/14, 6 × 20 feet spans.—Several sleepers require squaring and a few should be bolted through or strapped at the ends.

Bridge at mileage 259/11, 1 × 10 feet span.—The wing walls are cracked owing, it is said, to the masonry being raised without increasing the thickness.

Bridge at mileage 121/6, 3 × 20 feet.—Some of the sleepers are splitting at the ends.

Bridge at mileage 106/2, 2 × 12 feet.—Ballast walls require repair.

Nearly every girder bridge on the line wants painting, but the work is now in hand. Also most of the approaches are low and there is a jump on to the bridges.

5. Ballast.—The ballast used is red moorum, sand, or broken stone and is generally sufficient. At mile 47/5 it is short and more is required in several places between this point and Bhimadol.

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