

CONCERNS BOTH BRITISH INDIA
AND INDIAN STATES.

Public Works (1897) Department.

W. G. B.

G.O., No. 573/R⁷⁴

DATED 19. August 1897

60

[Despatch Abstract.]

H. H. the Nizam's Enamanted State Railway:
Senior Govt Inspector's Report of inspection
of — for the half year ended the 30th June 1897
Comptroller to the Agent & Manager of that Railway
for necessary action, and a copy of the
Pro: ordered to be forwarded to the Govt of India

H. H. the Nizam's Enamanted State Railway: For-
warding copy of Pro: embodying the Senior
Govt Inspector's Report of inspection of —
for the half year ended the 30 June 1897

24/8/97

Recd 24/8/97

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper:—

Inspection report on His Highness the Nizam's Guaranteed State Railway for the half-year ended the 30th June 1897.

1. The inspection was made between the 8th and 11th July 1897 in company with the Agent and Manager and with his officers.

2. *General.*—This railway contains two distinctly different sections, viz., the old line between Wádi and Secunderabad, and the new from Secunderabad to Bezwada. I was told that the former cost only half as much as the latter, and much of this difference is due to the expensive style in which every item on the old line was fashioned, from the coping of a culvert to a station building—a style which would now-a-days only be considered to be justified by the very heaviest and most remunerative passenger traffic. The new section was built as cheaply as possible, and is quite sufficiently good. The road and running throughout the line from end to end are good.

3. *Formation.*—No fault to find under this head.

4. *Bridging.*—One 20-metre span at mile 47-12 requires heavier stone pitching if it is not to be undermined; the chief point about such pitching is the heaviness and angularity of the stones. At Ayalla No. I bridge the old Warren girders have been replaced by new girders of good design. At the Begumpet bridge a diversion has been made in order that the two old Warren girders may be replaced by strong ones. Three 3-feet openings have been given in the newly raised bank at mile 204-205. The defects in sleeping referred to in last inspection report at the Katler bridge, mile 310, eight spans of 60 feet, have been corrected, but just over the piers iron tie-bars bridge ought to be coach-screwed down to the bedplates; at present they are at liberty to move about. Some more waterway is needed just beyond Kondapalli station on the Bezwada extension; probably a couple of rail lengths of rail openings in the proposals with data should be submitted.

5. *Flood Openings, Bezwada Extension.*—The problem to be solved here is how to deal with the Budameru and Kistna floods which have frequently breached the line very extensively. From Kondapalli to Bezwada, a distance of eight miles, the railway runs about midway between the bank of the Kistna and the river Budameru. The former is embanked by the Irrigation Department, but the embankment is liable to be

breached. I am informed, however, that this embankment has been greatly improved, raised and widened, and that a breach is scarcely likely to recur. If it should breach, the quantity of water from the Kistna that will cross the line between miles 330 and 335 will be limited only by the length of river embankment that happens to fail. The railway authorities have now insured themselves against this by building 8,400 feet of a stone causeway down at ground level between miles 334 and 335. This is in addition to an old causeway 5,300 feet long at mile 333.

These two causeways ought to carry all the Kistna water that is ever likely to come through a breach in the embankment. If running 4 feet deep and 5 feet per second they would carry one quarter of the entire discharge of the Kistna—a quantity which it is scarcely possible can ever flow through breaches in the Irrigation Department's embankment.

But besides the Kistna floods the floods of the Budameru river have to be dealt with; for whereas the Kistna floods cross the line from west to east, the Budameru floods cross at nearly the same place from east to west. The latter cross over at mile 330 and 332, run down between the line and the Kistna embankment, and cross back again at mile 334-335 where the new causeway is. I was told that it is proposed to make a causeway or causeways at or near mile 330, and perhaps near mile 332, with a view to letting the Budameru water in, only that it may run out again at the new causeway. This in my opinion is wrong; the proper thing to do is to prevent the Budameru water from getting through at all at miles 330-332, and then it won't want to get out. This can be done by raising the entire bank from about mile 329 to mile 333, and closing every opening in it except the small one 20 feet at mile 331, and thoroughly flooring, drop walling and pitching this latter, whose only object is to let the water of a small branch of the Budameru out from west to east. This will, I think, be found cheaper than the causeway of the length that is supposed to be necessary.

The fact is that when the Budameru spills about it runs all over the flat country as water out of a jug over a level floor, and all that is wanted is that the railway bank shall be kept up above the level of this water. Some light pitching will probably be wanted on the east side to protect the earth of this bank from wave lap.

I was told that there is a grant for this work this year of Rs. 50,000 which is all nearly spent. I was also told that the 8,400 feet of new causeway had cost Rs. 9-14-0 per foot run—a figure which compares very closely with the figure, Rs. 10 per foot run, which was given me for similar work, but not quite the same, on the East Coast Railway. A great deal of the rough stone in use on the Bezwada extension for the new causeway is far too small. It would pay better to use larger stone and not to be so finicking in making it look pretty.

I think it very likely that if the line is raised as recommended, the villagers of Elapolu on the east, seeing the fields of their neighbours on the west side of the line dry while theirs are flooded, will cut the line and cause a breach. There is always a desire on the part of ignorant villagers to do this, and I have seen it excused by officers who ought to know better. The water has got to rise over the level country to a certain height, and has got to fall in due course, and the act of somewhat increasing the area of country over which it is to rise will not appreciably affect the length of time in which it will remain up or the height to which it will rise. It may be necessary in times of flood of the Budameru to have the embankment watched.

6. *Rails.*—Just 4 per cent. of the rails were renewed during the half-year just ended, practically all being the old double head 68 lb. rail.

7. *Sleepers.*—The renewals of sleepers were under one-sixth per cent. for all sorts. Steel sleepers show little sign of corrosion or injury; when they fail they go at the rail seat, splitting at the edges of the lug. The Company cast their own iron pot sleepers for renewals, putting ten per cent. of pig with old pots. They say that they can do ninety pots per week, and that it pays them.

8. *Stations.*—On the old section these are palatial; I am not going to suggest any further expenditure on them. On the new section they are economical, but in my opinion quite good enough both for passengers and goods, and if a station shows that

it deserves better accommodation there will no doubt be a demand for its improvement. In connection with the new train service the refreshment room of Vikarabad has been closed, and one has been opened at Phowindghar. The goods sidings at the north end of Warangal station are not well arranged. The north distant signal at Papatapalli is not very visible, the jungle needs cutting. The water column of Barialaku is being moved to the south end of Chinta Kani. The water at Muduru is a failure. The road in Gangareni station wants a top put on it.

9. *Catch-siding at mile 56.*—This is a source of danger and is of no real use. The Agent and I agreed that it must come out at once. If anywhere it ought to be at the station so as to catch a runaway before it got beyond the station limits.

10. *Trimulgherry Troop Siding.*—This is unsafe to run over at more than a crawl. The Agent is now in correspondence with the Military Department with a view to recovering the authorised maintenance and interest charges for it from the beginning, in order that he may be in a position to relay it with new sleepers.

11. *Lallaguda Locomotive Works.*—The points for these shops are $2\frac{1}{2}$ miles outside Secunderabad station and all trains pick up *line clear* here. It would be an immense convenience if these $2\frac{1}{2}$ miles were doubled. The Company have enough old rails to do this and have half the number of pot sleepers required. The gates being erected at the ends of the painting shop will be a great improvement. The carriage erecting shop would be better for a traverser at its far end. The Locomotive Department are raising the sides of their low-sided trucks from 24 inches to 33 inches at a cost of Rs. 80 per truck, thereby raising their coal-carrying capacity from 275 to 315 maunds. As the Nizam's Guaranteed State Railway shows every prospect of being one of the most important mineral lines in India this is a great improvement. There was nothing to notice about the fitting and machine shops, the combined boiler and wheel lathe shop, or the engine-erecting shop. The engine-sheds were all right: but the catch-siding points at exit from the engine yard ought to be rodded with the entrance points from the main line, pending doubling to Secunderabad. They were building an Institute beneath the 75,000 gallons, 65' $\times$ 37', tank. Several suggestions were made about this.

12. *Kazipet Locomotive Station.*—It is in contemplation to move this to Dornakal. Kazipet is between Secunderabad and Dornakal, and both runs are too short, while Dornakal is already a locomotive station; and if the intermediate station, Kazipet, be abolished the entire main line will have only three runs—Wadi-Secunderabad 121, Secunderabad-Dornakal 139, and Dornakal-Bezwada 77 miles. For fast trains the latter, if made an out and back run from Dornakal, though long, will probably not be found too long and the whole service will gain largely in economy.

13. *Dornakal Junction.*—This yard is badly arranged. There is a cross-over at the north end of the station, connecting two sidings with the main line: but its points are facing-points on the main line and are 1,320 feet outside the true station facing-points. Then again at the south end the cross-over between the main line and the branch enters the main line 200 feet outside the true facing-points. The former fault should be corrected by putting in a trailing cross over immediately outside the north true facing-points, with a great access of convenience and safety. The latter fault should be corrected by making the branch enter the main line exactly at the true points at south end instead of far outside them. The distant signals may then be pulled in corresponding distances. Another thing is that the exit from the engine shed ought to be put on a back shunt. All this was settled on the ground with the plans.

14. *Yallandu Branch.*—This branch is now in very good order, all rails having been replaced by new steel ones. There will, apparently, be a very heavy business at the collieries when their new pit is working.

MADRAS,
27th July 1897.

F. J. E. SPRING,
Senior Govt. Inspector of Railways.

HIS HIGHNESS THE NIZAM'S GUARANTEED STATE RAILWAYS COMPANY (LIMITED).

Renewals of sleepers during the half-year ended 30th June 1897.

Details.	Wood.			Iron.	Steel.	Total.
	Transverse.			Cast-iron pots complete sleepers.	Steel, peapod.	
	Pinkadoo.	Others.	Total.			
	No.	No.	No.	No.	No.	No.
1. Number of sleepers in way including sidings at commencement of half- year	710	22,273	22,983	123,415	534,851	681,249
2. Average age of sleepers in way at the end of the half-year Years	1-00	17-50	17-50	23-50	10-50	14-50
3. Number removed	20	289	309	674	197	1,180
4. Number laid	64	238	309	646	202	1,150
5. Percentage of removals on total of each class	2-81	1-29	1-34	54	03	17
6. Number of sleepers in way including sidings at the end of the half-year ..	754	22,222	22,976	123,387	534,856	681,219

The difference is due to the new pots being larger than the old ones and a lesser number having been put in.

Renewals of rails during the half-year ended 30th June 1897.

Details.	Iron.					Steel.				
	Double-headed, weighing 68 lb. per yard.	Double-headed, weighing 66 lb. per yard.	Bridge weighing per yard.	Others.	Total.	Flat-footed, weighing 66 lb. per yard.	Double-headed, weighing 68 lb. per yard.	Double-headed, weighing 75 lb. per yard.	Total.	Total iron and steel.
1. Miles of rail in way including sidings .. Miles.	69-13	..	..	2-82	61-95	646-96	19-62	49-54	716-12	778-07
2. Rails removed ..	2-65	..	..	27-96	30-61	0-07	0-03	0-42	0-52	31-13
3. New rails laid ..	-39	..	..	-18	-57	27-83	-46	2-27	30-56	31-13

27-66 miles single (or 13-83 miles single track) of new flat-footed, 30 feet, 66 lb. steel rails were put into the mineral branch line to replace old iron rails, during the half year.

Permanent-way materials in stock.

Serial No.	Materials in stock.			New.	Serviceable.	Useless.	Remarks.
	Rails.			NO.	NO.	NO.	
1	75 lb. B. H. steel	..	..	106	74	..	
2	68 lb. D. H. ..	..	..	56	135	..	
3	66 lb. F. F. ..	..	..	871	56	10	
4	62 lb. F. F. ..	..	..	..	3	..	
5	68 lb. D. H. iron	..	..	..	14,710	379	
6	60 lb. F. F. ..	..	..	..	455	883	
	Total rails ..			1,033	15,433	1,272	
	Sleepers.						
1	Cast-iron pot sleepers (complete in pairs) ..	..	..	1,743	2,388	544	
2	Steel-peapod sleepers ..	..	..	146	69	82	
3	Wooden sleepers ..	..	..	276	283	745	
4	Bridge sleepers ..	..	..	335	..	..	
	Total sleepers ..			2,500	2,740	1,371	

(Signed) W. C. CARR-BROWNE,
for Chief Engineer

ORDER—No. 573 R., dated 19th August 1897.

Communicated to the Agent and Manager, His Highness the Nizam's Guaranteed State 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. 574 R., dated 19th August 1897.]

(True Extract.)

Under Secretary to Government,
Railway Branch.

To the Agent and Manager, His Highness the Nizam's
Guaranteed State Railway.
„ Resident, Hyderabad, with covering letter.

HIS HIGHNESS THE NIZAM'S GUARANTEED STATE RAILWAY. 352-90

STANDARD GAUGE, 5' 6".

Mileage open for traffic, including the Bezwada extension—354.

*Inspection Report for the half-year ending 30th June 1897, by Mr. E. J. E. Spring,
Senior Government Inspector of Railways, Madras.*

1. The inspection was made between the 8th and 11th July 1897 in company with the Agent and Manager and with his officers.

2. *General.*—This railway contains two distinctly different sections, viz., the old line between Wādi and Secunderabad, and the new from Secunderabad to Bezwada. I was told that the former cost only half as much as the latter, and much of this difference is due to the expensive style in which every item on the old line was fashioned, from the coping of a culvert to a station building—a style which would now-a-days only be considered to be justified by the very heaviest and most remunerative passenger traffic. The new section was built as cheaply as possible, and is quite sufficiently good. The road and running throughout the line from end to end are good.

3. *Formation.*—No fault to find under this head.

4. *Bridging.*—One 20-metre span at mile 47-12 requires heavier stone pitching if it is not to be undermined; the chief point about such pitching is the heaviness and angularity of the stones. At Ayalla No. I bridge the old Warren girders have been replaced by new girders of good design. At the Begumpet bridge a diversion has been made in order that the two old Warren girders may be replaced by strong ones. Three 3-foot openings have been given in the newly raised bank at mile 204-205. The defects in sleepers referred to in last inspection report at the Katler bridge, mile 310, eight spans of 60 feet, have been corrected, but just over the piers iron tie-bars ought to be put through the rail webs to prevent spreading. The girders of this bridge ought to be coach-screwed down to the bedplates; at present they are at liberty to move about. Some more waterway is needed just beyond Kondapilli station on the Bezwada extension; probably a couple of rail lengths of rail openings in the low bank will suffice, with a little engineering of the ground on the up-stream side; proposals with data should be submitted.

5. *Flood Openings, Bezwada Extension.*—The problem to be solved here is how to deal with the Budameru and Kistna floods which have frequently breached the line very extensively. From Kondapilli to Bezwada, a distance of eight miles, the railway runs about midway between the bank of the Kistna and the river Budameru. The former is embanked by the Irrigation Department, but the embankment is liable to be breached. I am informed, however, that this embankment has been greatly improved, raised and widened, and that a breach is scarcely likely to recur. If it should breach, the quantity of water from the Kistna that will cross the line between miles 331 and 331 will be limited only by the length of river embankment that happens to fail. The railway authorities have now insured themselves against this by building 8,400 feet of a stone causeway down at ground level between miles 334 and 335. This is in addition to an old causeway 5,300 feet long at mile 333.

These two causeways ought to carry all the Kistna water that is ever likely to come through a breach in the embankment. If running 4 feet deep and 5 feet per second they would carry one quarter of the entire discharge of the Kistna—a quantity which it is scarcely possible can ever flow through breaches in the Irrigation Department's embankment.

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91
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MADRAS,
27th July 1897.

(Signed) F. J. E. SPRING,
Senior Govt. Inspector of Railways.

HIS HIGHNESS THE NIZAM'S GUARANTEED STATE RAILWAYS COMPANY (LIMITED).
Renewals of sleepers during the half-year ended 30th June 1897.

Renewals of sleepers during 1902

Details.	Wood.			Iron.	Steel.	Total.
	Transverse.			Cast-iron pots complete sleepers.	Steel, peaked.	
	Pinkadoo.	Others.	Total.			
	NO.	NO.	NO.	NO.	NO.	NO.
1. Number of sleepers in way including sidings at commencement of half- year	710	22,273	22,983	123,415	534,851	681,249
2. Average age of sleepers in way at the end of the half-year Years	1.00	17.50	17.50	23.50	10.50	14.50
3. Number removed	20	239	309	674	197	1,180
4. Number laid	64	238	309	646	202	1,150
5. Percentage of removals on total of each class	2.81	1.29	1.34	.54	.03	.17
6. Number of sleepers in way including sidings at the end of the half-year	754	22,222	22,976	123,387	534,856	681,219

The difference is due to the new pots being larger than the old ones and a lesser number having been put in.

Renewals of rails during the half-year ended 30th June 1897.

Details.	Iron.					Steel.				
	Double headed, weighing 68 lb. per yard.	Double-headed, weighing lb. per yard.	Bridge weighing per yard.	Others.	Total.	Flat-footed weighing 66½ lb. per yard.	Double-headed weighing 68 lb. per yard.	Bull-headed weighing 76 lb. per yard.	Total.	Total iron and steel.
1. Miles of rail in way including sidings	59.13	..	..	2.82	61.95	646.96	19.62	49.54	716.12	778.07
2. Rails removed Miles.	2.65	..	..	27.96	30.61	0.7	0.03	0.42	0.52	31.13
3. New rails laid	.39	..	..	.18	.57	27.83	.46	2.27	30.56	31.13

27.66 miles single (or 13.83 miles single track) of new flat-footed, 30 feet, 66½ lb. steel rails were put into the mineral branch line to replace old iron rails, during the half year.

Permanent-way materials in stock.

Serial No.	Materials in stock.	New.	Serviceable.	Useless.	Remarks.
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2	68 lb. D. H.	56	135	..	
3	66½ lb. F. F.	871	56	10	
4	62 lb. F. F.	..	3	..	
5	68 lb. D. H. iron	..	14,710	379	
6	60 lb. F. F.	..	455	883	
	Total rails	1,033	15,433	1,272	
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3	Wooden sleepers	276	283	745	
4	Bridge sleepers	335	..	..	
	Total sleepers	2,500	2,740	1,371	

(Signed) **W. C. CARR-BROWNE,**
for Chief Engineer.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

*Inspector Report on H.H. the Nizam's Quar-
anteed State Railway for the half year
ending the 30th June 1897.*

- (1) His Excellency the Governor communicated to the
- (2) The Honble Sir Henry Bliss, Agent & Manager, His High-
- (3) The Honble Mr J. G. Rose, Secy to the Nizam's Guaranteed
State Railway, for infor-
mation and necessary
action.

2. A copy of these Progs
will be forwarded for the
information of the Govern-
ment of India.
a Resident Hyderabad
with covering letter

H. EN: 574 R 17/19 Aug 1897

Forwarded.

31/8/97
mes

JW

RPSR

7-8-97

10.8.97
14/8/97
15/8/97
16/8/97

Paper taken out of the Records from the charge of the Referencer.

DEPARTMENT.

Press
~~Miscellaneous~~
Routine

No. 73-48, dated 19-8-97 193

193

Date taken out.	For what purpose.			Initials of clerk taking the paper or of attender.	Date returned.	Initials of attender.
	Department.	C. No.	Year.			
	Removed to					
	Indian State					
	Commonwealth					
					\$ 28/6/37	
	Re-registered					
	Full					
					30/11/37	
					/BSM	