

CONCERNS BOTH BRITISH INDIA
AND INDIAN STATES.

G.O., No. 189-90R

DATED 22. March 1897

[Despatch Abstract.]

H. H. The Nizam's Guaranteed State Railway:

The Senior Govt Inspector's report of inspection of — for the half year ended the 31st December 1896, Comt^d to the Agent & Manager of the Railway for necessary action, and a copy of the Proo: are to be forwarded to the Govt of India.

H. H. The Nizam's Guaranteed State Railway:

Forwarding Proo: embodying the Senior Govt Inspector's report of inspection of — for the half year ended the 31st December 1896.

Forwarding Proceedings embodying the Senior Government Inspector's report of inspection of — for the half-year ended the 31st December 1896.

ORDER—No. 189 R., dated 22nd March 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. 190 R., dated 22nd March 1897.]

(True Extract.)

(Signed) F. D. FOWLER,
Offg. Joint Secy. to Govt.,
Railway Branch.

To the Agent and Manager, His Highness
the Nizam's Guaranteed State Railway.
,, Resident, Hyderabad, with C.L.

ENDORSEMENT—No. 190 R., dated 22nd March 1897.

Forwarded.

(By order.)

Offg. Joint Secretary to Government,
Railway Branch.

Exd. Shaik Karim.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper :—

HIS HIGHNESS THE NIZAM'S GUARANTEED STATE RAILWAY.

STANDARD GAUGE 5' 6".

Mileage open for traffic 354 miles (including the Bezwada extension).

INSPECTION report for the half-year ended 31st December 1896.

The inspection was made between the 4th and 8th February.

2. **General.**—The line was in good running order with the exception of the Singareni branch.

Construction work has commenced on the extension to Manmar from Hyderabad.

The output from the colliery is likely to increase largely before the end of the year, a new shaft having recently been sunk, and I understand that there is a good prospect of a large coal traffic with Bombay.

3. **Formation.**—The banks and cuttings are up to full section and in good repair.

4. The work recommended in paragraph 43 of the previous report should be put in hand early so as to complete it before the next monsoon. The additional waterway proposed for the bridge of 2/20 feet at mile 235 may perhaps be dispensed with, the ground level being the same there as at causeway No. 2, but the condition of the founds should be carefully examined when the water dries up. The raising of the bank proposed in paragraph 43 (2) is necessary to localise the flood at the causeways. These should have an apron on the down stream side and the rails should be flush with the top of the causeway.

5. **Bridges and Culverts.**—The recommendations in paragraphs 3, 4, 7 of the previous report have been carried out.

6. The Wira bridge is being re-painted, as well as some others which require it. I recommend the use of tar thinned down with kerosine oil instead of the paint now used which soon wears off. Forty-one bridges were re-painted in the past half year.

7. The 8/60 feet at mile 30 has still the defects noticed in the report for half-year ended June 1895, the rails over the piers being unsupported for a considerable distance. The sleepers are nearly worn out; the bridge should be re-timbered as soon as possible and the ballast wall pulled down and re-built so as to give proper spacing between the end of the longitudinal and the sleeper beyond the ballast wall. This last remark applies to several other girder bridges which were examined.

8. 3/20 feet girder bridge at mile 68/18. Sleepers were badly spaced and packed up with chips.

9. 5/20 feet girder at mile 37/16. Sleepers were too far apart (3 feet or more); additional ones should be put in.

10. A new culvert of six spans of 4 feet is being built at mile 204/8: the line has been diverted, the sleepers resting on one side on the masonry of the bridge and on the other on timber baulks carried on piers composed of small wooden blocks. The arrangement is unsatisfactory; but as the bridge was nearly completed, it was allowed to remain, provided that semaphores were erected at once at each end and provided with red lamps to ensure that every train is brought to a stand before crossing. The line clears were endorsed to this effect, but this precaution was not considered sufficient. Notice should have been given to the Government Inspector before opening the division for traffic; the same remark applies to the Iyalla bridge.

11. Iyalla bridges No. I of 4/60 and No. II of 13/60 girders. Good progress has been made with the reconstruction of these bridges; the masonry is practically finished and is of excellent quality; the new girders have been received and the old ones have been dismantled. On No. I and partly on No. II the dismantled girders have been taken to pieces and carefully numbered. It is anticipated that the work will be completed in April.

12. The Bridge Inspector, whose appointment was suggested in paragraph 10 of previous report, should be instructed to travel periodically over the whole line and make such repairs as may be found necessary. The ordinary Permanent-Way Inspector is seldom qualified to supervise girder work. The inspection and adjustment of weigh-bridges might also form part of his duty.

13. **Ballast and Permanent Way.**—The road is in good order and well ballasted.

14. The new rails for the Singareni branch have arrived at Cocanada and, it is hoped, will soon be in the road.

15. The condition of the sleepers in the Trimulgherry troop siding has been commented on in previous reports. The Agent and Manager informs me that no payment has been made for maintenance by the Military Department. It is not understood how this has occurred, as under Circular III R., rule 3, the railway is entitled to receive annually 7 per cent. on the cost of materials provided and $2\frac{1}{2}$ per cent. for maintenance on cost of works. The sleepers should be renewed without delay, the question of payment for maintenance being settled in due course.

16. Some of the switches in the Hyderabad yard are worn out and should be replaced.

17. Cross-over roads should be put in at Dornakal to save unnecessary shunting.

18. The statement of renewals is given in appendix.

19. **Stations and Buildings.**—These are, as a rule, neatly kept and most of them have gardens. The traffic being small, goods-sheds are provided at a few stations only and the third-class waiting-shed serves as goods-shed and quarters for police (who seem more numerous than on other lines). I consider that the presence of the police in the waiting-sheds is likely to deter passengers from making use of them, and I recommend that separate quarters be built for their accommodation.

20. There are no fruit-stalls for native passengers; these should be gradually put up beginning at the important stations as is done on the Madras and South Indian Railways.

Stand-pipes are being put up for the use of passengers at all watering-stations.

21. Steps are being taken to provide accommodation for station menials as so to remove the insanitary huts noticed in paragraph 28 of previous report. Quarters have been sanctioned at Jangaon, Raghunathpalli and Hyderabad. A certain number of stations should be taken in hand each half-year and the quarters built out of revenue.

22. **Khammameth.**—The waiting-shed is blocked with goods and police. It is proposed to give more accommodation by enlarging the existing shed. It would be better to build a separate goods-shed which might conveniently be placed on the station side of the line and be served by a lay-bye taking off at the end of the platform. At present goods are conveyed from passenger platform to wagon by means of planks.

23. **Dornakal.**—Quarters for menials completed.

24. **Raghunathpalli and Alir.**—Third-class waiting-shed blocked with goods. Separate goods-shed should be built.

25. **Kazipet and Lallaguda.**—The Locomotive Department ask for another cross-over road to give another entrance to the engine-shed in the event of engines being derailed which has happened on two occasions. It would be better to take steps to prevent derailments by providing treadle bars and other safeguards against derailments.

Vikarabad.—Goods-shed requires extension.

Collagudu.—Proper ticket-window required.

26. **Dharur.**—A catch-siding is placed on the down hill side of the station and distant from it about one-third of a mile; the line is graded as follows: 1/150 towards the station, 1/300 between facing points and 1/500 from the station, all grades falling in the same direction. These are not sufficiently steep to make provision for a run-away train necessary. The catch siding should be removed and derailing switches laid off the loop to prevent wagons escaping from the yard, orders being given to the staff prohibiting hand-shunting on the main line.

27. **Signals.**—All signals have been weighted to fly to danger on the failure of any connections.

28. At Dornakal there is a three-armed signal on the platform and the usual distant signals for main line and Singareni branch which are pulled from the points. The main signal should be removed, and bracketed home signals for main line and branch erected at the branch line facing points. These should be worked from the platform and detectors should be fitted, so that main line home signal cannot be pulled off when branch line facing points are set for main line, nor branch line home signal be pulled off unless main line home and distant are at danger and points set for branch.

The locomotive shop signal was out of order; it should be actuated by the point lever.

29. A treadle bar should be fitted to the weighted points at the locomotive shop siding.

30. **Rolling-stock.**—The conditions of the engines has improved since last report. The empty state of the workshops was noticeable. The reason seems to be that there is a deficiency of engines and rolling-stock. With the prospect of increased coal traffic the question of additional locomotives requires careful consideration. I am inclined to think that many engines and carriages which should come in for periodical repairs cannot be spared.

Engines should be supplied with head lights. A brake-down wagon was examined at Kazipet. I was not supplied with a list of articles supposed to be in stock, but the equipment appeared to be very meagre. I suggest that the Agent, Madras Railway, be asked to supply a copy of this list: the question having been very carefully considered on that Railway.

31. **Train Service.**—Suggestions were made in previous reports for improving the mail service by reducing halts at Wadi and Vikarabad and by dividing the train at Husain-Sagar junction. The Agent and Manager informs me that it is impossible to curtail the halt at Wadi owing to frequent late arrival of Great Indian Peninsula or Madras trains, and considers that the splitting up of the train at Husain-Sagar would be unworkable. It is proposed to meet the convenience of residents of Secunderabad and its environs by building a small station at Begunpel or Fatehnagar: it is to be hoped that this proposal may be carried out.

32. The present arrangement by which passengers dine at Vikarabad at 17.24 is very inconvenient and a refreshment-room at Secunderabad would be a great boon to through passengers. The Agent and Manager proposes to defer the matter until the new station arrangements necessitated by the Manmar line are completed. As these are not likely to be decided on for some time, it is suggested that a cheap temporary refreshment-room might be put up for a few hundred rupees as is commonly done on other railways.

MADRAS,
25th February 1897.

(Signed) F. D. FOWLER,
Senior Govt. Inspector of Railways.

APPENDIX.

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

Permanent-way Materials in Stock.

Serial No.	Materials in stock.	New.	Service-able second hand.	Useless.	Remarks.
<i>Rails.</i>					
1	75 lb. B.H. steel	516	..	..	
2	68 lb. D.H. "	55	210	..	
3	66½ lb. F.F. "	322	84	..	
4	62 lb. F.F. "	..	3	..	
5	68 lb. D.H. iron	..	14,536	405	
6	60 lb. F.F. "	..	580	1,555	
Total, Rails ..		893	15,413	1,960	
<i>Sleepers.</i>					
1	Cast iron pot sleepers, pairs	840	2,147	595	
2	Steel peapod sleepers	93	350	48	
3	Wooden sleepers	591	106	957	
Total, Sleepers ..		1,524	2,603	1,600	

*Maintenance of Way for the half-year ended 31st December 1896.**Sleepers.*

Details.	Wood.			Iron.	Steel.	Total.
	Transverse.			Cast iron pots complete sleepers.	Steel peapod.	
	Jungle 10'×3"×5".	Others.	Total.			
1. Number of sleepers in way including sidings at the commencement of the half-year ..	..	23,168	23,168	123,470	534,746	681,384
2. Average age of sleepers in way at the end of half-year Years. ..	..	17.00	17.00	23.00	10.00	14.00
3. Number removed	..	1,509	1,509	486	267	2,262
4. Number laid	..	1,324	1,324	481	372	2,127
5. Percentage of removals on total of each class. ..	..	6.51	6.51	.39	.05	0.33
6. Number of sleepers in way including sidings at the end of the half-year	..	22,983	22,983	123,415	534,851	681,249

Forty-six extra sleepers were put into the line in places where the sleepers were a little far apart.
 One hundred and twenty-two sleepers were taken out of disused sidings that were removed at Yellandu.
 Fifty-nine sleepers were removed from sidings at Lallaguda on the sidings being remodelled.

Rails.

Details.	Iron.					Steel.					Total iron and steel.
	Double headed weighing 68 lb. per yard.	Double headed weighing 66 lb. per yard.	Bridge weighing per yard.	Others.	Total.	Flat-footed weighing 66½ lb. per yard.	Double headed weighing 68 lb. per yard.	Double headed weighing 75 lb. per yard.	Total.		
1. Miles of rails in way including sidings ..	61.39	..	..	30.60	91.99	619.20	19.19	47.69	686.08	778.07	
2. Rails removed .. Miles.	.92	..	..	3.05	3.97	.03	..	..	.03	4.00	
3. Rails laid .. do.	.75	..	..	1.61	2.36	1.38	..	..	1.38	3.74	

0.22 miles of rails were removed from sidings at Yellandu as not required.
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MADRAS,
25th February 1897.

(Signed) F. D. FOWLER,
Senior Govt. Inspector of Railways.

Accepted Report of the
the Survey for the half year ended the 31st
December 1890.

At the
No 189 R dated 22.3.97
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