

Public Works (1897) Department.

G.O. No. 227-28R

DATED 2. April 1897

6/14/97

$\frac{110}{3} = 36\frac{2}{3}$

40 = 13\frac{1}{3}

$\frac{52}{2} = 26$  with debit at the head.

[Despatch Abstract.]

Madras Railway - The Govt Inspector's report of inspection of the — (including the Kolar Cold Hills and the Ennore ~~and~~ branches) for the half year ended the 31<sup>st</sup> December 1896, Comd<sup>d</sup> with remarks to the Agent for necessary action and a copy of the P.D. round to be forwarded to the Govt of India.

Madras Railway - Forwarding Pros: embodying the Govt Inspector's report of inspection of the — (including the Kolar Cold Hills and the Ennore branches) for the half year ended the 31<sup>st</sup> December 1896.

6/14/97

RAILWAY.

Government {1897} of Madras.  
PUBLIC WORKS.

*Recd.*

*Regd.*

} 1897.

*Enclosures*

*Spare copies*

G.O., Nos. 227, 228 R., 2nd April 1897.

APRIL.

Madras Railway

Forwarding Proceedings embodying the Government Inspector's report of inspection of the — (including the Kolar Gold Fields and the Ennore branches) for the half-year ended the 31st December 1896.

GOVERNMENT OF MADRAS.  
PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper :—

Report on the Inspection of the Madras Railway (including the Kolar Gold Fields and the Ennore branches) for the half-year ended 31st December 1896.

ORDER—No. 227 R., dated 2nd April 1897.

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

2. Special attention is invited to paragraph 49 of the report as to acceleration of South-West mail trains.

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

[Here enter No. 228 R., dated 2nd April 1897.]

(True Extract.)

(Signed)

*F. J. E. Spring*  
**F. D. FOWLER,**  
Offg. Joint Secy. to Govt.,  
Railway Branch.

To the Agent and Manager, Madras Railway.  
„ Resident in Mysore.

ENDORSEMENT—No. 228 R., dated 2nd April 1897.

Forwarded.

(By order.)

(Signed)

*F. J. E. Spring*  
**F. D. FOWLER,**  
Offg. Joint Secy. to Govt.,  
Railway Branch.

End. T. K. Narayana Aiyangar.

*Report on the Inspection of the Madras Railway (including the Kolar Gold Fields and the Ennore Branches) for the half-year ended 31st December 1896.*

Standard Gauge, 857.77 miles.

The inspection was made between the 15th and 23rd January and the 2nd and 6th February 1897. The Acting Chief Engineer and the Resident Engineers of divisions accompanied the inspection.

2. **General.**—The line is generally kept up to its usual high standard of neatness and efficiency. The running was as a rule good.

3. **Formation.**—No remarks.

4. **Ballast.**—The following table shows the present state of the stone covering work :—

|                         | Covered.   |
|-------------------------|------------|
| Madras to Méttupálaiyam | 327 miles. |
| Pódanúr to Calicut      | 37 „       |
| Bangalore Branch        | 65 „       |
| Arkonam to Raichur      | 65 „       |
| Total                   | 429 „      |

The progress during the half-year has been slow. The North-West line is very dusty.

5. **Permanent-way.**—The oscillation at high speed is very bad in places, particularly on the old 65 lb. rails between Jalarpet and Salem and on the Ennore Branch where the new pattern (square-cornered) rail has been laid. In this connection it is to be remembered that the Madras Railway gauge is 5' 6 $\frac{3}{8}$ ".

Latterly, however, the gauge for renewals has been fixed at 5' 6 $\frac{1}{8}$ " with satisfactory results, and the Chief Engineer will now try exact gauge as an experiment.

6. The wear of rails on the Bangalore Branch and especially on the Kolar Gold Fields Railway is very severe owing to the rigid wheelbase of the six-wheel coupled goods engines.

7. Examined road at mile 171-9, Bangalore Branch, old iron 75 lb. rails; a great many gone at joints.

Examined road at mile 199-7, South-West line, 65 lb. iron double-headed rails; many gone at joints, indications of wear and bulging.

Walyar ghât South-West line road, rough in places.

8. Considering the large number of gangmen employed on the Ennore Branch and the fact that there is a Permanent-Way Inspector in charge of this 9 miles only, the road was not up to expectations.

The line was fully ballasted with gravel and I see no reason why the road should not be kept up to standard by 4 men per mile, in place of the 7 per mile hitherto employed.

9. The following table shows the renewals during the half-year :—

13.85 miles of bull headed steel 75 lb. rails laid.  
4.65 miles 2nd hand 75 lb. double headed steel rails laid.  
8.12 miles 2nd hand 65 lb. „ „ iron „ „  
5,616 pot sleepers renewed.

10. **Bridges.**—At the request of the Madras Municipality it is intended to substitute trough for the existing ordinary type girders over the Red Hills water channel at mile 6/3.

The abutments of the 9-foot girder at mile 6/21 have cracked badly and must be rebuilt. The opportunity will be taken to convert the bridge into an arch culvert. The work can be carried out without a diversion.

11. It has been decided to discontinue the use of longitudinal timbers on girder bridges. The flat-footed rails in stock can be utilized on the cross sleeper road.

12. Detailed estimates are now under preparation for strengthening the weak 64-foot girders.

Where there is sufficient waterway the strengthening will as a rule be effected by introducing intermediate masonry piers.

13. *Tirur Bridge, Mile 388 (5 × 64).*—Owing to the presence of water all the year round, additional pile piers will be sunk and the main girders supported on cross box girders. The first span might, however, have a masonry pier.

14. *Kadalundi Bridge, Mile 403, South-West Line.*—It is proposed to block up the northern portion of this bridge—as there is ample waterway in the southern portion which will be strengthened by duplicating with girders from the Tungabhadra. It is not known whether any other department should be consulted before this step is decided on.

15. *Tungabhadra Bridge, North-West Line.*—The Chief Engineer has decided to substitute 30-foot arches in the 22 land spans and to indent for new steel girders for the 36 river spans. The old girders will then be available for duplicating the Cheyar Kadalundi and others. On the longer bridges I think the provision of guard rails, to protect trains from the results of a broken axle or other accident would be a prudent precautionary work.

16. *Ennore.*—A new opening is required at the south end of the station to drain the land lying to the west of the Railway.

17. *Cross Bridge timbers.*—On the Madras Railway these are 12" × 6" and the span is 7' 2" between inner edges of girder flanges. This gives a stress of 2,000 lb. per square inch which is too much, the factor of safety working out to 4, whereas it should be 10. I think the cross sleepers should have a section of 9" × 9", and be spaced 2' 6" centres.

18. **Stations and Buildings.**—The copings of platform walls situated on curves are being set back in anticipation of the introduction of bogie stock.

19. At several stations I noticed the line clear picking up apparatus had not been taken out of its socket, with the result that they became obstacles of no small danger to passengers of stopping trains. Originally, two apparatus were provided at each station, one at each extremity of the platform; but on the understanding that they would only be placed in position when required for non-stopping trains, it was agreed that one centrally situated would suffice. Strict orders should be issued for the enforcement of this rule.

20. *Bangalore City.*—The following represents the state of the more important works still remaining to be done:—

|                                  |                      |
|----------------------------------|----------------------|
| Covering of platform,            | } not yet commenced. |
| Watering arrangements,           |                      |
| Boundary wall,                   |                      |
| Institute,                       |                      |
| Four Blocks of Clerks' quarters, | } in hand.           |
| One Eurasian double bungalow,    |                      |
| Coal tranship sidings,           |                      |

21. The Southern Mahratta Railway Traffic Manager's bungalow and office have not yet been purchased; with regard to the former, it is proposed to transform it into quarters for Eurasian guards. This seems a great pity, as the bungalow is far too good for the purpose.

22. It is proposed to divert the road which now separates the goods yard from the new coal tranship sidings. If the municipality raise no objection, this can be done; but I see no reason why a level crossing should not be given without diverting the road; it is assumed, of course, that the tranship sidings will be used as such, and not as marshalling sidings.

23. *Krishnarajapuram.*—I do not think the proposed expenditure of Rs. 6,100 in alteration of sidings is justified. The Traffic Department state that extra accommodation is not needed for goods wagons; and the present arrangements are as convenient, and certainly safer than those at other stations provided with catch sidings.

24. *Bowringpet.*—Although the grid-iron sorting sidings have been finished some nine months, they have never yet been made use of, it is said, because of the want of an over bridge (since sanctioned) at the neck where the shunting takes place.

25. *Kolar Gold Fields Railway.*—Portions of some of the staff quarters have fallen down disclosing an entire absence of bond and mud mortar of bad quality. The tile roofing of the station buildings sags badly owing to the reepers being too weak; many buildings showed signs of cracking and bulging. The lime-pointing is falling off, exposing the mud to the action of the weather.

These buildings, which were built by the Mysore Durbar, were completed little more than two years ago, and the question as to whether the Madras Railway or the Durbar will have to bear the cost of their renewal will have to be decided.

26. *Locur.*—With a view to reducing extra train and assisting engine mileage, I would suggest the question of transferring the sidings now at Mallapuram to this station which is situated at the top of the Salem incline.

27. *Mallapuram.*—The question of the position of the catch siding at this (and other) stations is under reference to the Government of India.

28. *Podanur.*—An estimate for Rs. 16,666 was sanctioned on 18th February 1896 for enlarging this station buildings, and another estimate amounting to Rupees 15,757 is now under correspondence. I am of opinion that with re-arrangement the enlarged building can be made to suffice for all purposes, and that no further extension is needed at present.

29. *Madras Central Station.*—It would be a great convenience if the dial of the outside clock could be illuminated at night.

30. *Mungapatnam.*—A new through siding 1,450' long in the clear has been laid, thus converting this into a crossing station.

31. *Signals.*—All the distant signals have been counterweighted. A few of the platform signals have been taken in hand.

32. Nothing has yet been done towards deciding on a definite system of signalling (*vide* paragraph 34 of Inspection Report for 2/1895).

33. *Kuttipuram.*—The platform signal can be removed, as home signals, erroneously called auxiliary distants, have been erected at the points.

34. *Washermanpet.*—The signals are badly arranged and confusing.

35. *Tirutani.*—There is some trouble experienced here and also at the other interlocked stations owing to the expansion and contraction of the signal wires. A wire compensator should be tried.

36. A case occurred at this station recently, in which the stationmaster who was unable to pull off the distant signal to admit a train, sent his pointsman out to lift the counterweight. This would probably never have been brought to notice but that the European Points and Crossing Inspector was present at the time; indeed, he had purposely disconnected the signal wire to effect some repairs. This suggests the necessity for working all interlocked signals with double wires and compensators if, after experiment, it is found that unauthorized tampering can thereby be prevented.

37. *Peddapad.*—The main and loop home signals are of the double arm single semaphore type. The company have recently been erecting bracket semaphores at all interlocked stations, and the introduction of this type of signal is not only a retrograde innovation, but an addition to the already too numerous varied systems of signalling in use.

Owing to the levers in the frame having too short a throw, the signals could not be pulled off more than 20°. These defects should be remedied at once.

38. *Mungapatnam*.—The distant signals require to be moved out to standard distance.

39. **Flood Damages**.—*Mile 309/4, Nilgiri Branch*.—A small stream overflows its original channel, sweeps across some flat fields and strikes the line about 200 yards from the bridge intended to pass it.

The Chief Engineer will submit proposals for the protection of the line.

40. *Mile 95/2, North-West Line*.—Owing to cyclonic rainfall in November 1896, a 3 × 12 feet girder bridge was washed away. The stream also topped the line.

It is proposed to substitute a 2 × 30 feet girder and raise bank 5 feet.

41. Some trouble is experienced at mile 108 owing to the Kodur river shifting its channel. The Chief Engineer is preparing proposals for training the river.

42. **Fencing**.—The level crossing on the Beach Road near Ráyapuram station is, I think, dangerous. A semaphore signal should be erected.

43. The level crossing, mile 7, Ennur Branch, requires metalling up to rail level.

44. **Rolling-stock**.—A pair of wheels with very sharp flanges was noticed, just being removed, from under an engine, at Jalarpet (*vide* paragraph 6). The attention of the Locomotive Superintendent is invited to the advantages of modifying the section of the centre wheel tyres of six-wheel coupled engines in order to give more lateral play.

45. **Vacuum brake**.—The vacuum brake has now been introduced on the North-West Line mail trains, and arrangements are being made for completing the fitting of the stock as fast as possible. But, apparently, the drivers require fuller instruction.

46. At some accidents recently, undue delay has occurred in sending assistance. This delay is owing to the break down trains having to be sent from Madras. Properly equipped break down trains, including a van with medical and surgical appliances, should be kept ready to start at a moment's notice at Gooty, Perambúr, Jalarpet and Pódanúr.

47. The coupling up of trains (apart from the fact that the buffer and drawbar springs are too weak) leaves much to be desired. I have often noticed goods vehicles on mixed trains coupled together by link couplings although screw couplings were also available.

48. **Workshops**.—Temporary sidings for the construction of the Bezwada-Madras stock are in progress.

49. **Train service**.—The Company does not appear at all anxious to accelerate the South-West Line mails. The speed of these trains is now slower than that on the neighbouring metre guage railway.

50. **Gas lighting**.—It would be a great convenience, and doubtless also economy, if the Central Station were lit by gas.

MADRAS,  
22nd February 1897.

(Signed) C. T. R. SCOVELL,  
Government Inspector of Railways.

Remarks by the Senior Government Inspector.

The attention of the Agent and Manager is directed to paragraph 17.

The submission of the estimates mentioned in paragraph 12 should be expedited.

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22nd March 1897.

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(Signed) C. T. R. SCOVELL,  
Government Inspector of Railways.

*Remarks by the Senior Government Inspector.*

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MADRAS,  
22nd March 1897.

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

(R.) Form No. 3.

1) Mr. the Governor  
2) Hon. Mr. A. W. Bliss C.S.E.  
3) Hon. Mr. J. G. G. C.S.E.

No. 227. R dated 2/4/97

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following

*Report on the Inspection of the Madras Rail-  
way (including the Kolar Gold Fields and the  
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31st December 1896 -*

*Order*

*Communicated  
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2. A Copy of these*

*Proceedings will be for-  
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ment*

*H.R.  
24/3/97  
M.V.  
24/3/97  
W.H.  
24/3/97*

ment of India.

26 No. 228 ~~22~~ April 97

Forwarded

Wt 26/3/97

FMS  
R

26/3/97

A/-

No. 227 228 R. dated 2/4/97

To  
The Agent & Manager  
Madras Ry

26/4/97

a Resident in Mysore with C.R.

Wt 26/4/97