

Public Works (1898) Department.

RAILWAY BRANCH.

G.O., No. 1132. Ry

DATED 12th Sept 1898.

CONCERNS BOTH BRITISH INDIA
AND INDIAN STATES.

[Despatch Abstract.]

Inspection Report of H. H. the Nizam's
Hyd. State Railway.

Recording letter from the Govt. of H. H.
The Nizam of Hyderabad forwarding for info
a copy of the — for the half-year ending
the 30th June 1898 with half-marginal expla-
natory remarks thereon by the Agent &
Manager of the line.

BACK PAPERS.

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

FURTHER PAPERS.

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

Public Works (1898) Department.

Railway
CURRENT No. 1056

Bf

Order *No. 1132. Dated 12/9/98.*

Received

F.H.S.

12/9/98

From

*The Secy to the Resident
Hyderabad P.W.D.*

No. $\frac{358}{R}$ of 1898

Dated *9th* September '98

Received *3*
Registered *9-9-98*

Enclosures *1*

Spare copies

SUBJECT.

*Inspection Report of H.H.
The Nizams & State Railway*

*Forwarding for
information a copy of the
— for the Half year ending
30-6-98, with half marginal
explanatory remarks thereon
by the Agent & Managers of
those lines.*

We are only waiting for H. H. the Nizam's confirmation of the Government recommendation to buy the extension.

3. Trees on the curves, and jungle at the sides of the line are cut down from time to time and forms part of the ordinary maintenance of the line.

4. The remaining warren girder spans will be finished during the cold season.

The timbers are ready and this bridge will be re-sleepered as soon as the rains are over.

The East Coast Railway now maintain the extension.

*Inspection report on His Highness the Nizam's
Guaranteed State Railway for the half-
year ending 30th June 1898.*

STANDARD GAUGE 5' 6".

Mileage open for traffic (including "Bezawada Extension" in British Territory, 22 miles),
354 miles.

1. The inspection was made on July 2nd to 5th, in company with the Agent, the Chief Engineer, and where necessary the Company's other officers.

2. *General.*—I was told that the Company are about to make an offer to buy the Bez-wada extension from Government. Should this be agreed to they would have a compact self-contained system of their own, between two important junction stations, and things would be generally simplified. I can see no objection to the proposal from any point of view.

3. *Formation*.—All in very good order. Some trees ought to be cut down round the curve near mile 58. Some improvement of grading and raising of banks is going on between Chinta Kani and Bona Kalu; much of this re-grading is still unballasted, but all is in progress. More work of the same sort has been complete at miles 158, 159 and 168.

4. *Bridging*—(a) *Weak Warren girders*—Only 26 spans now remain to be replaced, and it is said that these will all be finished during next cold weather.

(b) *Garla bridge*—mile 257.—Eight spans of 60 ft. plate deck girders want resleepering.

(c) *Culverts*.—At mile 168 $\frac{1}{4}$, 3 spans of 3 ft. culvert have been put in, in lieu of a drain pipe. Some addition to culverts is being made between Chinta Kani and Bona Kalu: The East Coast Railway authorities propose to put in one 20-ft. span just beyond Kondapalli; it is a year now since I pointed out the need for this.

(d) *Utilising old Warren girders.*—The Hyderabad Public Works Department have utilised 5 spans of old 60 ft. railway Warren girders on a road bridge near railway mile 111. The rail, stone, concrete, and moorum roadway seems quite unnecessarily heavy: planking would be amply strong enough. There are 14 feet 6 inches clear between the girders, which is plenty for any District road. The Railway Company are selling these girders at Rs. 100 per ton, but would probably be glad to get Rs. 80. The matter is well worth the attention of Local Boards and the Madras Public Works Department.

5. *Causeways on the Bezvada extension.*—I advised about these in the last two half-yearly reports. I repeat here again that the pernicious causeways near mile 330 ought to be closed at once. They serve no useful object and are only potential sources of mischief. Then the gradient ought to be raised from mile 329 to mile 332/4 and the only waterway to be given in this section should be the one 20 ft. culvert at mile 331, which ought to be strongly floored, drop-walled, and pitched. These measures will have the effect of preventing the Budameru water from crossing the line. As I said before, the Budameru water does not in the very least want to cross the line, and if prevented from doing so by the above measures it will flow off quietly to the east where it desires to flow.

Then we come to the possibility of Kistna overflow. The chances of this are now much reduced since the Irrigation Department have strengthened their river levees. But if these should unfortunately fail, the old causeway between mile 332/4 and 333/5 and the new causeway between mile 332/19 and 334, a total length of nearly 9,700 feet, ought to very amply suffice to carry off the flow from any probable breach. The East Coast Railway authorities are now blending these two causeways, the old and the new, into one, very properly: and all that will then remain to make a good job of the Kistna-Budameru flood problem will be to raise the gradient from 229 to 332/4 as above recommended, thereby blocking up the very mischievous causeways at mile 330, and to strengthen the one 20 ft. culvert.

6. *Rails.*—The road is very good and fit for any speed, the 22 miles of old rails are still in the road. They are said to cause some breakage of pots near the joints. I think the Agent would rather not change them until he has completed his girder renewals. They have three or four years' life in them yet, but might gradually be replaced.

7. *Sleepers.*—There are 48 miles of pot sleeper road, the rest is pea-pod steel sleepered. The latter are standing very well; very little

This work was carried out by the Hyderabad Public Works Department.

I am asking Mr. Spring to make it known that these are for sale, but I fear the long railway carriage will be against our getting a sale for them outside H. H. the Nizam's Dominions.

5. The Bezvada Extension at present is under the charge of the East Coast Railway Engineers. The estimate submitted some time ago by our Chief Engineer embodies the suggestions and alterations referred to by Mr. Spring.

I will send the Manager of the East Coast Railway a copy of this for his information and guidance.

6. The rails as the Inspector remarks have still three or four years' life in them, but I have asked the Chief Engineer to prepare an indent for the rails &c., to complete the renewals to Wadi as we shall next cold weather finish the bridges and unless an indent is sent early we may have to wait for the rails.

7. These remarks are quite correct.

corrosion. The pots carry double, or bull-headed, rails, and the pea-pods flat-footed rails. The pot road takes 8 gangmen for 3 miles and the steel road 6.

8. This is being done gradually, if done at once the expense will be great.

9. The passenger traffic is increasing at Gangawaram (*Vikarabad*) and I will have the question of a waiting shed considered.

The pool of slush noticed by the Inspecting Engineer is not in the station yard, but just outside station limits.

The alterations in the Dornakal station yard will be put in hand at once.

10. We have not yet been able to settle this question with the military. The last letter, dated the 26th August, states that the matter is under consideration of the Government of India.

11. A new weigh-bridge has been put down. We expect this will do all the work and the second weigh-bridge will not be put down at present. As the collieries extend we shall no doubt have to utilize the second bridge.

8. *Ballast.*—I would here repeat what I said on last inspection about covering the sand ballast. It will pay to get on with it more quickly.

9. *Stations.*—The general practice at third-class stations throughout the line is to have the goods stored on the passenger platform under the stationmaster's own eye. A plank stretching across the platform line, from wall to wagon, serves for loading and unloading. Frequently the open waiting sheds are used for goods under the eye of the Police at small stations. I see no objection. At *Gangawaram* they are doubling the goods shed. I think a passenger waiting shed is wanted here. At Hyderabad an extension 50' x 50' is being made to the third-class waiting shed. There is also a large pen on the platform for marshalling third-class passengers. At several stations flat masonry roofs have been put on the booking offices in lieu of the hot corrugated iron. At *Alir*, the road from the bazaar passes through a pool of slush in the station yard; this should be remedied; here more goods shedding seemed wanted. The new plan of Dornakal station yard is approved; this useful improvement ought to be put in hand now; it will pay well, and is wanted also in the interests of the Public. At *Bona Kalu*, the ashpit is cracking, but as they don't water here, it may be filled up.

10. *Trimulgherry troop siding.*—They have put in three steel sleepers per rail in the curves, and with this patching up the siding may continue to be used for slow speeds. The Company and the Military authorities have been a long time coming to an agreement about this siding.

11. *Yellandu branch.*—This is in very good order. At Yellandu station it has been decided to build a weigh bridge, a new siding, an ashpit, and some new staff quarters for signallers.

12. *Rolling-stock.*—This seemed to be well maintained. The new coal waggons carry 436 maunds with 183 maunds tare, or 11½ tons on a pair of wheels. The old waggon carried only 315 maunds for 172 maunds tare. This question of coal waggon loads is of great importance to the Company, as coal now forms considerably over half of the weight of their public traffic, and furnishes nearly half of their earnings. The six wheel coupled engine with bogie is reported to be an excellent engine. It works freely on 1,320 ft. curves. The shop arrangements are good.

13. *Dutton's interlocking gear*.—I inspected this at Gollaguda. It works quite satisfactorily and the stationmaster understands it. But they might just as well have given it a better chance by putting it on the straight, a couple of rail length further out, instead of on a curve, at the north end of the station.

14. *New station*.—At mile 111 it is proposed to give a new station where the carriages of Secunderabad people may meet them, so that they will not be under the necessity of going round by Hyderabad. This will be a great convenience. It is approached by a good road. It will only be a stopping station, no sidings. It will only be a mile from the outskirts of Secunderabad.

15. *Working Results*.—The following figures will be of interest. They are taken from the Director's report for 31st December 1897. They refer to the entire length from Bezwada to Wadi:—

	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.
Mean mileage worked..	349	354	354	354	354	354	354	354	354
Gross earnings ... Rs.	23,34,133	25,32,000	27,76,438	27,80,642	28,60,069	32,56,885	34,11,308	34,57,844	37,77,153
Working expenses ..	15,44,114	15,23,720	14,88,521	14,26,775	13,89,646	15,63,587	17,39,039	16,56,592	17,57,576
Net earnings ...	7,90,019	10,58,280	12,87,917	13,53,867	14,70,423	16,93,298	16,72,269	18,01,252	20,19,577
Sterling exchange at which Net earnings are converted ...	1/5 1/2	1/5 3/4	1/4 1/2	1/2 1/4	1/2 3/4	1/3 1/2	1/2 1/4	1/2 3/4	1/3 3/4
Net earnings in sterling ...	56,031	77,896	87,777	82,835	89,012	92,834	98,740	109,844	134,381
Percentage of working expenses on gross earnings ...	66.15%	59.01%	53.61%	51.31%	48.59%	48%	50.97%	47.91%	46.53%

13. Placing the points on the straight would have necessitated removing a level crossing with its gates, gate-posts &c. from its present position, and constructing new approaches through land which is at present under cultivation. We should have been obliged to obtain possession of the land which would have been opposed by the owner.

14. This is the new Bagumret station which has just been sanctioned and the work will shortly be put in hand.

16. *Conclusion*.—The inspection train ran at a speed of up to 53 miles per hour over many parts of the road, which is all round in excellent condition.

W. PENDLEBURY,

Agent and Manager.

Secunderabad,

Dated 30th August 1898.

MADRAS,
13th July 1898.

FRANCIS J. E. SPRING,
Senior Govt. Inspector of Railways,
Madras.

ORDER—No. 966 Ry., dated 28th July 1898.

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. 967 Ry., dated 28th July 1898.]

(True Extract.)

FRANCIS J. E. SPRING,

Joint Secretary.

NO. 358 R OF 1898

PUBLIC WORKS SECRETARIAT, HYDERABAD,

BOLARUM, THE 7th September 1898

FROM

THE SECRETARY TO THE RESIDENT,

IN THE PUBLIC WORKS DEPARTMENT,

TO

The Secretary to the Government of Madras,
Public Works Department.
Fort St. George, Madras.

Sir

I am directed to forward, herewith,
for information and record, a printed copy of the
Inspection Report of His Highness the Nizam's Gua-
ranteed State Railways by the Senior Government
Inspector of Railways, for the first half of the current
calendar year, with half-marginal explanatory re-
marks thereon by the Agent and Manager of these
lines.

I have the honor to be
Sir
your most obedt. servant.

W. J. S.
Offy: Secretary to the Resident
Hyderabad, W. J. S.

R. C. M.

Encls: one

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P. H. R. C. No. 1056/98