

Public Works (1898) Department.

RAILWAY BRANCH.

G.O., No. 196-97 R

DATED 3rd Feby 1898

700/4
20 months
work to
Include
13.7.2 R. m. d. 14-2-98.
Soon

[Despatch Abstract.]

Inspection Report of His Highness the Nizam's
Guaranteed State Ry. including Beyrads.
Intension.

The Senior Govt. Inspector's — for the half-
year ending the 31st Decr 1897, Communicated
to the Agent for information, and necessary
action, and a Copy of the Pros. forwarded to the
Govt of India.

Forwarding for information Copy of Pros.
embodying the Senior Govt. Inspector's — for
the half-year ending the 31st Decr 1897

Indexed.

2/2/98

Government {1898} of Madras.
PUBLIC WORKS.

Spare copies

FEBRUARY.

Inspection Report of His Highness the Nizam's Guaranteed
State Railway including Bezwada Extension

Forwarding, for information, copy of Proceedings embodying the Senior Government Inspector's — for the half-year ending the 31st December 1897.

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 (including Bezwada Extension in British Territory, 22 miles),
354 miles.

Inspection report for the half-year ending 31st December 1897.

1. The inspection was made on the 8th and 9th of January 1898 in company with the heads of the Engineering and Traffic departments.

2. *General.*—Since the 1st January 1898, the Bezwada extension, 22 miles, is to be maintained by the authorities of the East Coast Railway, though worked by the Nizam's Guaranteed State Railway Company. I was informed that the reason for this was that the Company objected to be saddled with the cost of the repair of certain flood damages under the contract whereby, until now, they have maintained the road as well as worked it. It suggests itself that there might be no insuperable difficulties in the way of the Company becoming possessed of these few miles of line in the same way as they are to own some miles of line in British territory in the Munmad direction. Such an arrangement would certainly be conducive to smoothness of working. In view of the working results since its opening, I do not suppose that the Company would find it necessary to ask for a Government guarantee. The booked cost of the 22 miles is Rs. 14½ lakhs.

3. *Formation.*—Under this head all seemed satisfactory. The banks outside the ballast are kept particularly neat, quite a model in this respect. The only importance that I attach to this detail is in the indication which it affords that the road gangs have brought their track into so permanent a state of good order that they have plenty of time to tidy up.

4. *Bridging.*—(a) *New Bridges.*—I passed for traffic the new Moosapet bridge, 4 × 60, and removed the 5-mile-per-hour restriction in force at the other new bridges, the Begumpet, 2 × 60, and the Bulkumpet, 2 × 30.

(b) *Weak Warren Girders.*—Out of the 10 Warren 60-feet girder bridges which required replacement by more modern girders, five have already been altered, and five remain. These latter consist of 28 spans out of a total of 53. All the ironwork for these 28 spans is in hand. The Railway Engineers hope to get one fifteen span bridge finished before next June, and also the Telurpur, 2 × 60, and the Lingampalli, 1 × 60, leaving only two bridges for next year, and of these the foundations are expected to be out of water before next rains.

(c) *Culverts.*—They are putting in a small culvert and raising the bank at mile 158; meanwhile the road is on a diversion.

5. *Waterways on Bezwada Extension.*—For the reason referred to in paragraph 2, nothing has been done about this problem which was treated of in paragraph 5 of my report for last half-year. I am told now that instead of the 8,400 lineal feet of new causeway therein referred to, only about three-fourths have been completed. The road is now running over the causeway. I repeat what I said in my last report that the

proper way to treat this problem is to raise the bank from mile 329 to 333, to put in no openings at all at mile 330—332 except one strongly floored culvert, and then to keep the Budameru water from crossing from east to west where it does not in the least want to cross, while providing ample causeway accommodation for the Kistna spill where the present new causeway is, at mile 334—335. In view of the action taken by the Irrigation Department in strengthening the Kistna river bank levees, I am disposed to think that the 6,000 odd feet of causeway already completed at mile 334—335 will be sufficient. The small work, which at the end of paragraph 4 of last half-year's report I said was necessary at Kondapilly, ought to be built if the line is not to be blocked again at that place.

6. *Rails.*—The road has a very good top and is fit for any speed. About 22 miles of old iron rails remain unrenewed at the Wadi end. They must sooner or later be replaced by steel, as they have been in the road, I believe, about 25 years. It might be as well if all were replaced, say in the next three or four years. Meanwhile they are quite fit to run on. It might be useful to other lines to know that the N.G.S.Ry. has a very large stock of old iron rails for sale.

7. *Ballast.*—The greater part of the road is sand-ballasted. The experience of the Madras Railway points to the advantage of coating the sand with a thin covering of broken stone; without it the road is extremely dusty, which is bad for locomotive and carriage and waggon expenses, and uncomfortable for travellers. The Madras Railway Company have found that it pays them to cover up the sand-ballast.

8. *Level-crossing.*—Just south of Lingampalli all the traffic, instead of using the authorized level-crossing, prefers to pass under a 60-feet bridge close alongside. The level-crossing might as well be permanently closed.

9. *Stations.*—At Chinta Kani the water column at south end of station is nearly ready and the piping has been laid; the ticket office floor would be the better for repair; a buffer stop needs attention. At Warangal it is intended to considerably extend the goods-shed; this seemed quite necessary. The Raghunathpali goods-shed has been lengthened three bays since last report. At Alur too the shed has been lengthened. At Hyderabad more native waiting-shed accommodation was said to be wanted, and it is proposed to give it by fencing off a part of the platform which is amply wide; a zenana waiting-room was also said to be required at Hyderabad. Stations generally throughout the line were commendably neat, and the management seem to me to give full attention to the requirements of the Company's customers.

10. *Dornakal Junction.*—I referred in last half-year's report to certain alterations which were badly wanted in the design of Dornakal yard, chiefly the removal of certain very distant and objectionable facing points at the north end of the yard. The Agent has now promised to remove these points, and to do such minor internal remodelling of the yard as may thereby be rendered necessary.

11. *Interlocking.*—There is one station on the line, that of Gulaguda, through which mail trains run without stopping. They are at present obliged to slow down pending the proper interlocking of the points. But I saw that Dutton's gear had been obtained, and I hope that it will be fitted at once. I have recently passed it for through trains at all speeds at two stations on the South Indian Railway. I consider it to be quite suitable for the conditions of Indian roadside stations, especially since it has been improved in certain details as on the South Indian Railway.

12. *General.*—The objectionable catch siding referred to in paragraph 9 of last report has been removed. Trees encroach too close on the line on the ghât descent between Vikarabad and Darur, and ought to be cut. Since last inspection several of the signals have been placed where they will come better into view of drivers, and the greater uniformity in their location is very properly being aimed at. Most of the minor matters referred to in the last report as needing attention have been attended to. The present inspection was a most satisfactory one. The Company are the possessors of an excellent road.

MADRAS,
12th January 1898.

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

ORDER—No. 196 R., dated 3rd February 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. 197 R., dated 3rd February 1898.]

(True Extract.)

FRANCIS J. E. SPRING,
Joint Secretary.

To the Agent and Manager, His Highness the Nizam's
Guaranteed State Railway.

" Resident at Hyderabad, with C.L.
" Manager, East Coast Railway.
" Consulting Engineer for Railways.

ENDORSEMENT—No. 197 R., dated 3rd February 1898.

Forwarded.

(By order.)

FRANCIS J. E. SPRING,
Joint Secretary.

Exd. T. K. Narayana Aiyangar.

It is most necessary
to have a tubular
form. The tubular
form should always be
set from the lower. It
need not be registered. The
Inspecting Officer will make
what use of the in needs
J.M.

P. W. D. Railway Branch
Madras January 1898

Inspection Report of His

To His Excy: the Governor.

Hon. Sir Henry Bliss K.C.S.I.

Hon. Mr. J. Bruce Esq.

Highness the Nizam's Guaranteed
State Railway for the half year
ending 31st December 1897.

Circulated for perusal.

sal.

24/1/98

25

25/1/98

Seen by H.E. the Governor
but not initialed.
H.E.
26/1/98

F.H.S.

R.
18/1/98

H.E. & H.S.
18.1.98

R.
26.1.98

Mudras, *20 January* 1898.

To

AGENT AND MANAGER, M. R.

*H. H. the Engineer's (H. H. 1/2)*No. *196* Reply No. *294 W.*, dated *8.2.98*

SIR,

I have the honour
to request that you will be
so good as to furnish me
both statements showing
quantities of rails & sleepers
& P.W. materials in stock
on your line for the half-
year ending 31-12-97 similar
to those published at page
of G.O. No. 578 R 2/15.88
Subsiding the inspection
Report for the h. y. ended 31-12-97.

Reminders.

20/1/98
Subject.

*20/1/98**20/1/98**20/1/98**20/1/98*

Renewals of sleepers during the half year
ended 31st December 1897

Details	Wood			Iron	Steel	Total
	Transverse			best Iron posts	Complete sleepers	
	Pinkado 9' x 10" x 5"	Others	Total			
1. Number of sleepers in way including sidings at the comm.						
2. Number of the half year	754	22,222	22,976	12,338	53,486	68,121
3. Average age of sleepers in way at the end of the half year—years	1.50	18.00	18.00	24.00	11.00	15.00
4. Number removed	"	527	527	742	7,447	8,716
5. Number laid	"	1,559	1,559	2,422	9,011	*12,992
6. Percentage of renewals on total of each class	"	2.37	2.29	.60	1.39	1.29
7. Number of sleepers in way including sidings at the end of the half year	754	23,254	24,008	12,506	53,642	68,549

* 4,276 Sleepers were laid in excess to those taken out during the half year—Lms.
Number put into dead end sidings that have been extended during the half year
for shunting Ballast trains & for traffic purposes—2,227
Number put into the Hyderabad Ocean Company's siding leading to the
Ballast Pit, during the half year—2,164
Deduct the number removed in remodelling the Running shed—4,391
Yard at Sallagunda—115
4,276

C. S. Daulo

Chief Engineer,

H. H. the Nizam's Guaranteed State Ry's Co.

Recd.

ENG. NO. 1 TO E. R. C. NO. 730 OF 1398
 ORDER NO. 294H D 8. 2. 98
 FROM Am N.C.S.Ry.

H. H. the Nizam's Guaranteed State Railways Co. Ltd.

Renewals of rails during the half year
 ended 31st December 1897

Details	Iron					Steel					Total
	Double headed weighing 68 lbs per yard	Double headed weighing 75 lbs per yard	Bridges weighing per yard	Others	Total	Flat headed weighing 66 1/2 lbs per yard	Double headed weighing 68 lbs per yard	Flat headed weighing 75 lbs per yard	Total	Total	
1. Miles of rail in way including sidings —————	61.01	"	"	5.51	66.52	647.12	19.62	49.54	716.28	782.80	
2. Rails removed ———	.89	"	"	.33	1.22	.09	"	"	.09	1.31	
3. Rails laid ———	2.77	"	"	3.02	5.79	.25	.001	"	.25	* 6.04	

4.73 miles of single rail or 2.37 miles of single track have been laid extra,
 during the half year — thus.
 The Dead end sidings at several stations have been extended, for shunting
 ballast trains, & for traffic purposes, during the half year by 6577 feet —
 Single track ————— 6577
 A new siding leading to the Ballus Pit at Jellundur has been
 constructed during the half year, of a length of 6442^{ft} Single track — 6442
 Total 13019 ft.
 Reduced 486 feet single track taken out in remodelling the
 Running shed yard at Lallaguda ————— 486
 Total 12533 "
 or 2.37 miles

C. B. Duncanson

Chief Engineer,

H. H. the Nizam's Guaranteed State Ry's Co., Ltd.

Rice.

ENC. No. 2 TO E. R's. C. No. 736 OF 1898
 Lst. No. 29410 8-2-98
 FROM Am N.C.S. Ry

H. H. the Nizam's Guaranteed State Ry's Co. Ltd.
 Permanent way materials in stock at the end of Dec/97.

No.	Materials in stock	Serviceable			Remarks.
		New Nos	2 nd hand Nos	Unser- viceable Nos	
<u>Rails</u>					
1	75th B. H. steel	62	74	"	
2	68th D. H.	56	132	"	
3	66 1/4" G. G.	1145	73	9	
4	62 " G. G.	3	"	"	
5	68 " D. H. Iron	7	13902	535	
6	60 " G. G.	"	5135	228	
Total Rails		1273	19316	772	
<u>Sleepers</u>					
1	Cast Iron pot sleepers (single pot)	4093	4485	507	
2	Steel peaked sleepers	10749	267	73	
3	Anderson sleepers	"	5112	"	
4	Wooden sleepers	645	1006	681	
Total Sleepers		15487	10870	1261	
C. B. Dumble Chief Engineer, H. H. the Nizam's Guaranteed State Ry's Co., Ltd. new.					

C. R. Dunlop
 Chief Engineer,

H. H. the Nizam's Guaranteed State Ry's Co., Ltd.

new.

NO 294W



From

THE AGENT AND MANAGER,

H. H. the Nizam's Guaranteed State Rys. Co., Ltd.

To

The Consulting Engineer
for Railways
Madras

Dated Secunderabad, (Deccan) 8th February 1898.

ENCLOSURE 3.

REFERENCE.



Sir,

With reference to your letter
No. 196 dated 20th January/98, I have the
honor to forward herewith three statements
showing renewals of rails and sleepers &
permanent-way in stock on this line
for the half year ended 31st December/97.

ER

~~ER~~

7/11

HR well. where is the
inspection report?
7/11

File 7/11 11/1/98

ER Poup - we

I have the honor to be,

Sir,

Your most obed^t servant

H. H. the Nizam's

Agent & Manager

GOVERNMENT OF MADRAS.
PUBLIC WORKS DEPARTMENT.

Railway.

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12th January 1898.

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

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[Here enter No. 197 R., dated 3rd January 1898.]

(True Extract.)
(Signed)

FRANCIS J. E. SPRING,
Joint Secretary to Govt., P.W.D.,
Railway Branch.

To The Agent & Manager of the Nizam's Guaranteed State Railway
Resident at Hyderabad with C.L.
Manager, Secy.
Consulting Engineer for C.G.
5/10/98

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To
THE Resident
at Hyderabad
Kolaram

14th February 1898.

SIR,

I am directed
to forward herewith, for
your information, a copy
of G.O. No. 196.R. dated the
3rd February, 1898, ambod-
-ing the Inspection Report
of the Dirgam's Gurant
State Railway, including
the Bezwada Extension,
for the half-year ended
the 31st December, 1897-

Document acc?

7 copies of G.O. No. 196.R.
3/2/98.

Despatched on 14/2/98

12/2/98



No. /382

From

THE MANAGER,
EAST COAST RAILWAY,

To

THE CONSULTING ENGINEER for RAILWAYS,
M a d r a s .

Waltair, the 14th February 1898.

Consulting Engineer's Inspection Reports.

Sir,

In acknowledging the receipt of G.O.No.196 R., dated 3rd February 1898, I have the honor to request the favour of being furnished with a copy of the Consulting Engineer's Inspection Report of His Highness the Nizam's Guaranteed State Railway including Bezwada Extension, for the half year ended 30th June 1897, as embodied in G.O.No.573 R., dated 19th August last.

I have the honor to be,

Sir,

Your most obedient Servant,

M. R. E.
Major R.E.,

Offg. Manager.

H.

Madras, 18 February 1898.

To

Railway Department.

*The Manager,
E. C. Ry*

No. 506 Reply No. 1, dated

SIR,

In compliance with the request contained
in your letter No. 1382, dated 14th inst.,
I have the honor to forward, herewith, a Copy
of G.O. No. 573 567 R of 19.8.97

Yd 17/2/98

Despatched 21 18/2/98

Ld 18/2/98

*6
18/2/98*

2. January 1914

4
3

to the
1914