

Public Works (1899) Department.

CONCERNS BOTH BRITISH INDIA
AND INDIAN STATES.

RAILWAY BRANCH.

G.O., No. 1149-50 Ry

DATED 13th Oct 1899.

Proof 100
4
20
60
1

[Despatch Abstract.]

Inspection Report of His Highness
the Nizam's Ed State Ry.

Directing that the — for the half-year ending
the 30/6/99, together with the remarks by the
Senior Engr. Insp. of Ry. Madras, be commd.
to the Agent & Manager; and a copy of the
pro forwarded for the info of the Engr. of India

Forwarding for info, a copy of the pro
embodying the — together with the remarks
by the Senior Engr. Insp. of Ry, Madras

2m 3/10
N.E. Plus
3/10
R 7/11

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper :—

HIS HIGHNESS THE NIZAM'S GUARANTEED STATE RAILWAY.

STANDARD, 5' 6", GAUGE.

MILEAGE OPEN FOR TRAFFIC (INCLUDING BEZWADA EXTENSION IN BRITISH TERRITORY 22 MILES), 354 MILES.

Inspection Report for the half year ending 30th June 1899.

1. The inspection was made on the 12th and 14th August in company with the Agent and Chief Engineer. The District Engineers accompanied the inspection party over their respective districts.

2. *Formation.*—Banks and cuttings were everywhere in good order and well maintained. Bank has been raised between miles 285 and 286 to ease gradient. The administration appear to have made up their minds to gradually improve the gradients by raising the banks in the different valleys. Undoubtedly it will pay in the long run to ease off some of the long gradients which must at present restrict the loads of trains. The bank is to be raised near mile 148 where heavy local rain breached the line last June causing a serious accident to a goods train.

3. *Bridging.*—Cogna bridge 15×60 ft. spans. The work of replacing the old Warren girders by new plate girders has been completed. The rails are carried on cross sleepers laid on the upper booms of the girders and held down to the girders by holding-down bolts. The sleepers are of teak spaced 2' 6" apart, the minimum depth of sleeper, which comes over the cover plates, is 7½ inches. The girders require tarring. The deck plates should have holes bored in them to allow the rain water to escape. Altogether a thoroughly good job has been made of this bridge which was passed for traffic without any restriction of speed during the inspection.

Mile 147/16, the scene of the accident last June. Although the bank was washed away altogether on the east of this 4' arch, the culvert remained intact, which speaks well for the work. It is intended now to build some additional openings sufficient to provide for the amount of water which the nullah has now been proved to be liable to discharge.

Mile 257. 8 spans of 60 ft. new longitudinal timbers have been put in and the rails are carried on bearing plates dogspiked to the timbers, the latter being held down to the girders by holding-down bolts.

Weak Warren girders.—There are a number of these, 60-foot spans, available for sale. Although condemned for broad gauge requirements there is no reason why they should not be utilized for metre gauge branches or for road bridges. I examined a number of members and they appeared to have worn very little if at all.

4. *The road.*—The road all through was in excellent running order; even at very high speeds there was little or no oscillation. Twenty-two miles of new rails are expected out in October and when these have been laid the line will have been completely relaid with new steel rails.

5. *Stations.*—The stations were, as usual, exceedingly neat and well kept. The comfort of the travelling public is evidently well looked after. A new station has been opened at mile 111 and called Begampet. It is a non-crossing station and is intended for the convenience of passengers who live in the suburbs of Secunderabad and will save them a journey to Hyderabad and back again to Secunderabad with perhaps a long drive at the end. The station is exceedingly well designed, light and roomy, and the waiting rooms are most comfortably furnished.

6. *Junction with Hyderabad-Godavari Valley Railway.*—This new metre gauge line will join the main line at Secunderabad running in on the north of the existing platform which will thus become an island platform. A third rail will be laid on the main line between Secunderabad and Hyderabad to enable the metre gauge stock to make use of this portion of the main line. A mixed gauge engine siding will be laid from Secunderabad to the present shops. As the shops are on the south of the broad gauge line, arrangements will have to be made to cross the metre gauge from north to south of the broad gauge and it is proposed to do this by means of a diamond crossing. So long as the crossing is properly signalled I see no objection to this, there should of course be a block station at the crossing.

J. C. LYLE,
Government Inspector of Rys.

Remarks by the Senior Government Inspector of Railways, Madras.

The report indicates a very satisfactory state of things.

OOTACAMUND,
28th September 1899.

FRANCIS J. E. SPRING,
Senior Government Inspector.

ORDER—No. 1149 Ry., dated 13th October 1899.

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

2. A copy of these proceedings will be forwarded for the information of the Government of India.

[Here enter No. 1150 Ry., dated 13th October 1899.]

(True Extract.)

FRANCIS J. E. SPRING,
Secretary.

To the Agent, Nizam's Guaranteed State Railway.
" Resident at Hyderabad, with C.L.
" Manager, East Coast Railway.
" Consulting Engineer for Railways.

ENDORSEMENT—No. 1150 Ry., dated 13th October 1899.

Forwarded.

(By order.)

Secretary.

Exd. T. K. Narayana Aiyangar.

Despatched on 20/10/99

Fair dabl-

RAILWAY.

Government {1899} of Madras.
PUBLIC WORKS.

*Please see
first volume*

Recd.

} 1899.

Enclosures

Regd.

Spare copies

G.O., Nos. , Ry., October 1899.

OCTOBER.

*Please
Please Print the above in the brown paper
me for 250 copies for distribution*

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper :—

HIS HIGHNESS THE NIZAM'S GUARANTEED STATE RAILWAY.

STANDARD, 5' 6", GAUGE.

MILEAGE OPEN FOR TRAFFIC (INCLUDING BEZWADA EXTENSION IN BRITISH TERRITORY 22 MILES), 354 MILES.

Inspection Report for the half year ending 30th June 1899.

1. The inspection was made on the 12th and 14th August in company with the Agent and Chief Engineer. The District Engineers accompanied the inspection party over their respective districts.

2. *Formation.*—Banks and cuttings were everywhere in good order and well maintained. Bank has been raised between miles 285 and 286 to ease gradient. The administration appear to have made up their minds to gradually improve the gradients by raising the banks in the different valleys. Undoubtedly it will pay in the long run to ease off some of the long gradients which must at present restrict the loads of trains. The bank is to be raised near mile 148 where heavy local rain breached the line last June causing a serious accident to a goods train.

3. *Bridging.*—Cogna bridge 15×60 ft. spans. The work of replacing the old Warren girders by new plate girders has been completed. The rails are carried on cross sleepers laid on the upper booms of the girders and held down to the girders by holding-down bolts. The sleepers are of teak spaced 2' 6" apart, the minimum depth of sleeper, which comes over the cover plates, is 7½ inches. The girders require tarring. The deck plates should have holes bored in them to allow the rain water to escape. Altogether a thoroughly good job has been made of this bridge which was passed for traffic without any restriction of speed during the inspection.

Mile 147/16, the scene of the accident last June. Although the bank was washed away altogether on the east of this 4' arch, the culvert remained intact, which speaks well for the work. It is intended now to build some additional openings sufficient to provide for the amount of water which the nullah has now been proved to be liable to discharge.

Mile 257. 8 spans of 60 ft. new longitudinal timbers have been put in and the rails are carried on bearing plates dogspiked to the timbers, the latter being held down to the girders by holding-down bolts.

Weak Warren girders.—There are a number of these, 60-foot spans, available for sale. Although condemned for broad gauge requirements there is no reason why they should not be utilized for metre gauge branches or for road bridges. I examined a number of members and they appeared to have worn very little if at all.

4. *The road.*—The road all through was in excellent running order; even at very high speeds there was little or no oscillation. Twenty-two miles of new rails are expected out in October and when these have been laid the line will have been completely relaid with new steel rails.

5. *Stations.*—The stations were, as usual, exceedingly neat and well kept. The comfort of the travelling public is evidently well looked after. A new station has been opened at mile 111 and called Begampet. It is a non-crossing station and is intended for the convenience of passengers who live in the suburbs of Secunderabad and will save them a journey to Hyderabad and back again to Secunderabad with perhaps a long drive at the end. The station is exceedingly well designed, light and roomy, and the waiting rooms are most comfortably furnished.

6. *Junction with Hyderabad-Godavari Valley Railway.*—This new metre gauge line will join the main line at Secunderabad running in on the north of the existing platform which will thus become an island platform. A third rail will be laid on the main line between Secunderabad and Hyderabad to enable the metre gauge stock to make use of this portion of the main line. A mixed gauge engine siding will be laid from Secunderabad to the present shops. As the shops are on the south of the broad gauge line, arrangements will have to be made to cross the metre gauge from north to south of the broad gauge and it is proposed to do this by means of a diamond crossing. So long as the crossing is properly signalled I see no objection to this, there should of course be a block station at the crossing.

J. C. LYLE,
Government Inspector of Rys.

Remarks by the Senior Government Inspector of Railways, Madras.

The report indicates a very satisfactory state of things.

Ootacamund,
28th September 1899.

FRANCIS J. E. SPRING,
Senior Government Inspector.

ORDER—No. Ry., dated October 1899.

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

2. A copy of these proceedings will be forwarded for the information of the Government of India.

[Here enter No. Ry., dated October 1899.]

(True Extract.)

FRANCIS J. E. SPRING,
Secretary.

To the Agent, Nizam's Guaranteed State Railway.

Resident at Hyderabad, with C.L.

Manager, East Coast Railway.

Consulting Engineer for Railways.

ENDORSEMENT—No. Ry., dated October 1899.

Forwarded.

(By order.)

Secretary.

Exd. T. K. Narayana Aiyangar.

MS 26.7.99

6

RAILWAY.

Government (1899) of Madras.
PUBLIC WORKS.

Prin
Plumier
Fresh meat soon

Recd.

Enclosures

Regd.

} 1899.

Spare copies

G.O., No.

Ry.,

September 1899.

October
SEPTEMBER.

*The mis rept was not used for
only in the 16/10/98*

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following paper :—

HIS HIGHNESS THE NIZAM'S GUARANTEED STATE
RAILWAY.

STANDARD, 5' 6", GAUGE.

MILEAGE OPEN FOR TRAFFIC (INCLUDING BEZWADA EXTENSION IN BRITISH TERRITORY
22 MILES), 354 MILES.

Inspection Report for the half year ending 30th June 1899.

1. The inspection was made on the 12th and 14th August in company with the Agent and Chief Engineer. The District Engineers accompanied the inspection party over their respective districts.

2. *Formation.*—Banks and cuttings were everywhere in good order and well maintained. Bank has been raised between miles 285 and 286 to ease gradient. The administration appear to have made up their minds to gradually improve the gradients by raising the banks in the different valleys. Undoubtedly it will pay in the long run to ease off some of the long gradients which must at present restrict the loads of trains. The bank is to be raised near mile 148 where heavy local rain breached the line last June causing a serious accident to a goods train.

3. *Bridging.*—Cogna bridge 15x60 ft. spans. The work of replacing the old Warren girders by new plate girders has been completed. The rails are carried on cross sleepers laid on the upper booms of the girders and held down to the girders by holding-down bolts. The sleepers are of teak spaced 2' 6" apart, the minimum depth of sleeper, which comes over the cover plates, is 7½ inches. The girders require tarring. The deck plates should have holes bored in them to allow the rain water to escape. Altogether a thoroughly good job has been made of this bridge which was passed for traffic without any restriction of speed during the inspection.

Mile 147/16, the scene of the accident last June. Although the bank was washed away altogether on the east of this 4' arch, the culvert remained intact, which speaks well for the work. It is intended now to build some additional openings sufficient to provide for the amount of water which the nullah has now been proved to be liable to discharge.

Mile 257. 8 spans of 60 ft. new longitudinal timbers have been put in and the rails are carried on bearing plates dogspiked to the timbers, the latter being held down to the girders by holding-down bolts.

Weak Warren girders.—There are a number of these, 60-foot spans, available for sale. Although condemned for broad gauge requirements there is no reason why they should not be utilized for metre gauge branches or for road bridges. I examined a number of members and they appeared to have worn very little if at all.

4. *The road.*—The road all through was in excellent running order; even at very high speeds there was little or no oscillation. Twenty-two miles of new rails are expected out in October and when these have been laid the line will have been completely relaid with new steel rails.

5. *Stations.*—The stations were, as usual, exceedingly neat and well kept. The comfort of the travelling public is evidently well looked after. A new station has been opened at mile 111 and called Begampet. It is a non-crossing station and is intended for the convenience of passengers who live in the suburbs of Secunderabad and will save them a journey to Hyderabad and back again to Secunderabad with perhaps a long drive at the end. The station is exceedingly well designed, light and roomy, and the waiting rooms are most comfortably furnished.

6. *Junction with Hyderabad-Godavari Valley Railway.*—This new metre gauge line will join the main line at Secunderabad running in on the north of the existing platform which will thus become an island platform. A third rail will be laid on the main line between Secunderabad and Hyderabad to enable the metre gauge stock to make use of this portion of the main line. A mixed gauge engine siding will be laid from Secunderabad to the present shops. As the shops are on the south of the broad gauge line, arrangements will have to be made to cross the metre gauge from north to south of the broad gauge and it is proposed to do this by means of a diamond crossing. So long as the crossing is properly signalled I see no objection to this, there should of course be a block station at the crossing.

J. C. LYLE,
Government Inspector of Rys.

Remarks by the Senior Government Inspector of Railways, Madras.

The report indicates a very satisfactory state of things.

Oct 28-9-99

Senior Govt. Inspr

Order thereon No.

Ry. dated September 1899.

Communicated to the Agent and
Manager, H. H. the Nizam's Guaranteed State
Railway.

2. A copy of these Proceedings will be
forwarded for the information of the Govt. of
India.

To the Agent-N.C.S.R.

" Resd. at Hyderabad
in C.I.

" Manager E.C.R.
" Com. Insp. for Rys.

No.

Ry. dated

September 1899.

Forwarded.

Seal

19/9/99