

CONCERNS BOTH BRITISH INDIA
AND INDIAN STATES.

Public Works (1899) Department.

RAILWAY BRANCH.

G.O., No. 287-8844

DATED 13th March 1899.

120
4
20
60

[Despatch Abstract.]

[Despatch Abstract.]
Report of Inspection of the
Nizam's Ed. Establs.

Ordered that the Evol. Inspectors — for the half-year ending the 31/12/98, be commd. to the Agent, & a copy of the pros forwarded to the Evol. for info. —

Forwarding Copy of proceedings the
Ecol Inspector's — for the half-year ending
the 31/12/98.

Indexed

Forwarding copy of proceedings embodying the Government Inspector's — for the half-year ending the 31st December 1898.

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 1898.

1. The inspection was made on February 17th, 18th and 20th in company with the Agent, Chief Engineer and District Engineers over their respective districts.

2. *Formation.*—Banks and cuttings were everywhere in good order and well maintained. Raising of bank between Bonakalu and Chintakani is still in hand. The liberal use which has been made of the ruling gradient (1 in 100) on this line is very noticeable. It is, of course, simply a question of traffic requirements as to whether it would ever prove remunerative to improve the grading.

3. *Bridging—Weak warren girders.*—The warren girders are being removed from the Cogna bridge (15 spans of 60 feet) and replaced by new plate girders. On the completion of this bridge only two bridges, aggregating 11 spans, with the weak warren girders will remain to be replaced. The line is at present carried over the Cogna river on a diversion consisting of 7 spans of 60 feet girders and two of 30. The girders being borne by sleeper cribs about 30 feet high. The cribs are very solidly built up and perfectly safe, provided the work is completed before a flood comes down and it appears certain that the work will be completed before such a contingency is at all likely to happen.

Wyna bridge 8 spans of 60 feet.—The longitudinal timbers are near the end of their life; they were, when I saw them, in a perfectly safe condition and doubtless their replacement will be taken in hand in the ordinary course of repairs.

Between Bonakalu and Chentakani stations.—A small culvert was being enlarged, meanwhile the line is carried on a diversion with a small temporary bridge, all in very good condition.

Booga bridge mile 265, 3 spans of 60 feet.—New longitudinal timbers have been put in and the rails are carried on bearing plates.

Mile 257, 8 spans of 60 feet.—In high floods I understand this bridge has proved incapable of taking all the water safely; last monsoon the water was over the girders. It is intended to increase the waterway by adding arches.

4. *Rails.*—The road all through was in excellent running order; the hammering over the joints on the old rails from Wadi to mile 22 was noticeable, but although we ran over them at a very high speed there was little or no oscillation.

5. *Sleepers.*—About 48 miles of the road are laid on pot sleepers, the rest on pea-pod steel sleepers. The latter appear to suffer very little from corrosion even in station yards. On parts, however, of the Bezwada extension the steel sleepers were corroding very rapidly, and also in the vicinity of ashpits. It appears to be generally accepted now that steel sleepers will not wear well near ashpits and I would be inclined to go further and to say that they are out of place in any station yards in which a shunting engine is in use.

6. *Ballast.*—The ballast consists partly of sand, partly of broken stone and partly of a very excellent kind of gravel, which apparently contains iron in it and in which I am told the steel sleepers wear uncommonly well. Progress is being made in covering the sand with a layer of broken stone; it will, I think prove economical to expedite this work.

7. *Stations—Khammapet.*—The goods-shed here has been extended. *Dornakal junction.*—The re-arrangement of this station is complete with the exception of the crossover road from through siding to first loop line which is waiting for its switches. The new arrangement of the sidings appears to give general satisfaction. At *Hyderabad* the third-class waiting accommodation has been enlarged. At *mile 111* a new station is in hand, this is rendered necessary owing to the spreading of the Secunderabad suburbs.

8. *Trimulgherry troop siding.*—I understand that this has lately been put in thorough order. I certainly found it in excellent condition.

9. *Yellandu Branch.*—This is in good order. A new weighbridge has been erected but did not appear to have been used as yet. It will certainly be a great convenience having a bridge capable of weighing a fully loaded wagon.

10. *Dutton's interlocking gear.*—This has now been on trial for some time at Golaguda, I was informed that it has given general satisfaction. I explained, however, that we could not consider the facing points as being absolutely locked.

J. C. LYLE,

24th February 1899. Government Inspector of Railways.

Remarks by the Senior Government Inspector of Railways, Madras.

The line is, as usual, in excellent running order. The attention of the Agent is drawn to the remark in paragraph 10.

FRANCIS J. E. SPRING,

24th February 1899. Senior Government Inspector.

ORDER—No. 287 Ry., dated 13th March 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. 288 Ry., dated 13th March 1899.]

(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. 288 Ry., dated 13th March 1899.

Forwarded.

(By order.)

FRANCIS J. E. SPRING,
Joint Secretary.

Erd. S. A. S. Raghaviengar.

3rd 10/2/99

RAILWAY.

Government (1899) of Madras.
PUBLIC WORKS.

Recd.	} 1899.	Enclosures
Regd.		Spare copies

G.O., No. 287 Ry., 13th March 1899.

MARCH.

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 1898.

1. The inspection was made on February 17th, 18th and 20th in company with the Agent, Chief Engineer and District Engineers over their respective districts.

2. *Formation.*—Banks and cuttings were everywhere in good order and well maintained. Raising of bank between Bonakalu and Chintakani is still in hand. The liberal use which has been made of the ruling gradient (1 in 100) on this line is very noticeable. It is, of course, simply a question of traffic requirements as to whether it would ever prove remunerative to improve the grading.

3. *Bridging—Weak warren girders.*—The warren girders are being removed from the Cogna bridge (15 spans of 60 feet) and replaced by new plate girders. On the completion of this bridge only two bridges, aggregating 11 spans, with the weak warren girders will remain to be replaced. The line is at present carried over the Cogna river on a diversion consisting of 7 spans of 60 feet girders and two of 30. The girders being borne by sleeper cribs about 30 feet high. The cribs are very solidly built up and perfectly safe, provided the work is completed before a flood comes down and it appears certain that the work will be completed before such a contingency is at all likely to happen.

Wyna bridge 8 spans of 60 feet.—The longitudinal timbers are near the end of their life; they were, when I saw them, in a perfectly safe condition and doubtless their replacement will be taken in hand in the ordinary course of repairs.

Between Bonakalu and Chentakani stations.—A small culvert was being enlarged, meanwhile the line is carried on a diversion with a small temporary bridge, all in very good condition.

Booga bridge mile 265, 3 spans of 60 feet.—New longitudinal timbers have been put in and the rails are carried on bearing plates.

Mile 257, 8 spans of 60 feet.—In high floods I understand this bridge has proved incapable of taking all the water safely; last monsoon the water was over the girders. It is intended to increase the waterway by adding arches.

4. *Rails.*—The road all through was in excellent running order; the hammering over the joints on the old rails from Wadi to mile 22 was noticeable, but although we ran over them at a very high speed there was little or no oscillation.

5. *Sleepers.*—About 48 miles of the road are laid on pot sleepers, the rest on pea-pod steel sleepers. The latter appear to suffer very little from corrosion even in station yards. On parts, however, of the Bezwada extension the steel sleepers were corroding very rapidly, and also in the vicinity of ashpits. It appears to be generally accepted now that steel sleepers will not wear well near ashpits and I would be inclined to go further and to say that they are out of place in any station yards in which a shunting engine is in use.

6. *Ballast.*—The ballast consists partly of sand, partly of broken stone and partly of a very excellent kind of gravel, which apparently contains iron in it and in which I am told the steel sleepers wear uncommonly well. Progress is being made in covering the sand with a layer of broken stone; it will, I think prove economical to expedite this work.

7. *Stations—Khammapet.*—The goods-shed here has been extended. *Dornakal junction.*—The re-arrangement of this station is complete with the exception of the crossover road from through siding to first loop line which is waiting for its switches. The new arrangement of the sidings appears to give general satisfaction. At *Hyderabad* the third-class waiting accommodation has been enlarged. At *mile 111* a new station is in hand, this is rendered necessary owing to the spreading of the Secunderabad suburbs.

8. *Trimulgherry troop siding.*—I understand that this has lately been put in thorough order. I certainly found it in excellent condition.

9. *Yellandu Branch.*—This is in good order. A new weighbridge has been erected but did not appear to have been used as yet. It will certainly be a great convenience having a bridge capable of weighing a fully loaded wagon.

10. *Dutton's interlocking gear.*—This has now been on trial for some time at Golaguda, I was informed that it has given general satisfaction. I explained, however, that we could not consider the facing points as being absolutely locked.

24th February 1899.

J. C. LYLE,
Government Inspector of Railways.

Remarks by the Senior Government Inspector of Railways, Madras.

The line is, as usual, in excellent running order. The attention of the Agent is drawn to the remark in paragraph 10.

24th February 1899.

FRANCIS J. E. SPRING,
Senior Government Inspector.ORDER—No. 287 Ry., dated 13th March 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. 288 Ry., dated 13th March 1899].

(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. 288 Ry., dated 13th March 1899.

Forwarded.

(By order.)

Joint Secretary.

Exd. S. A. S. Raghaviengar.

Despatched on 20/3/99 Doone

13/3/99

20/2/99

3/3/99

RAILWAY.

Government {1899} of Madras.
PUBLIC WORKS.

pnms

Recd.

Enclosures

1899.

Regd.

Spare copies

G.O., No. 287 Ry., 14th March 1899.
288

MARCH.

MT 6.3.99

To The Honble Mr. A. J. Arundel C.P.
" " Mr. H. M. Winterbottom.

Circular for perusal.

10-3-99

DR. 6.3.99

*4ms
6.3.99
Rs
11.3.99*

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 1898.

1. The inspection was made on February 17th, 18th and 20th in company with the Agent, Chief Engineer and District Engineers over their respective districts.

2. *Formation.*—Banks and cuttings were everywhere in good order and well maintained. Raising of bank between Bonakalu and Chintakani is still in hand. The liberal use which has been made of the ruling gradient (1 in 100) on this line is very noticeable. It is, of course, simply a question of traffic requirements as to whether it would ever prove remunerative to improve the grading.

3. *Bridging—Weak warren girders.*—The warren girders are being removed from the Cogna bridge (15 spans of 60 feet) and replaced by new plate girders. On the completion of this bridge only two bridges, aggregating 11 spans, with the weak warren girders will remain to be replaced. The line is at present carried over the Wyna river on a diversion consisting of 7 spans of 60 feet girders and two of 30. The girders being borne by sleeper cribs about 30 feet high. The cribs are very solidly built up and perfectly safe, provided the work is completed before a flood comes down and it appears certain that the work will be completed before such a contingency is at all likely to happen.

Wyna bridge 8 spans of 60 feet.—The longitudinal timbers are near the end of their life; they were, when I saw them, in a perfectly safe condition and doubtless their replacement will be taken in hand in the ordinary course of repairs.

Between Bonakalu and Chentakani stations.—A small culvert was being enlarged, meanwhile the line is carried on a diversion with a small temporary bridge, all in very good condition.

Booga bridge mile 265, 3 spans of 60 feet.—New longitudinal timbers have been put in and the rails are carried on bearing plates.

Mile 257, 8 spans of 60 feet.—In high floods I understand this bridge has proved incapable of taking all the water safely; last monsoon the water was over the girders. It is intended to increase the waterway by adding arches.

4. *Rails.*—The road all through was in excellent running order; the hammering over the joints on the old rails from Wadi to mile 22 was noticeable, but although we ran over them at a very high speed there was little or no oscillation.

5. *Sleepers.*—About 48 miles of the road are laid on pot sleepers, the rest on pea-pod steel sleepers. The latter appear to suffer very little from corrosion even in station yards. On parts, however, of the Bezwada extension the steel sleepers were corroding very rapidly, and also in the vicinity of ashpits. It appears to be generally accepted now that steel sleepers will not wear well near ashpits and I would be inclined to go further and to say that they are out of place in any station yards in which a shunting engine is in use.

6. *Ballast.*—The ballast consists partly of sand, partly of broken stone and partly of a very excellent kind of gravel, which apparently contains iron in it and in which I am told the steel sleepers wear uncommonly well. Progress is being made in covering the sand with a layer of broken stone; it will, I think prove economical to expedite this work.

7. *Stations—Khammapet.*—The goods-shed here has been extended. *Dornakal junction.*—The re-arrangement of this station is complete with the exception of the crossover road from through siding to first loop line which is waiting for its switches. The new arrangement of the sidings appears to give general satisfaction. At *Hyderabad* the third-class waiting accommodation has been enlarged. At *mile 111* a new station is in hand, this is rendered necessary owing to the spreading of the Secunderabad suburbs.

8. *Trimulgherry troop siding.*—I understand that this has lately been put in thorough order. I certainly found it in excellent condition.

9. *Yellandu Branch.*—This is in good order. A new weighbridge has been erected but did not appear to have been used as yet. It will certainly be a great convenience having a bridge capable of weighing a fully loaded wagon.

10. *Dutton's interlocking gear.*—This has now been on trial for some time at Golaguda, I was informed that it has given general satisfaction. I explained, however, that we could not consider the facing points as being absolutely locked.

J. C. LYLE,
24th February 1899. Government Inspector of Railways.

Remarks by the Senior Government Inspector of Railways, Madras.

The line is, as usual, in excellent running order. The attention of the Agent is drawn to the remark in paragraph 10.

J. C. LYLE,
24th February 1899. for Senior Government Inspector.

ORDER—No. Ry., dated March 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 March 1899].

(True Extract.)

Under 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.

Exd S. A. S. Raghaviengar.

P. W. D., RAILWAY BRANCH.

CONSULTING ENGINEER'S OFFICE.

Madras, _____ 189 .

OFFICE NOTE.

From E. R.

To

His Highness the Nizam's guaranteed
State Railway.

Standard Gauge 5'-6"

Mileage open for traffic (including
Beywada Extension in British Territory
22 miles) 354 miles.

Inspection Report for the half-year
ending 31st December 1898.

1. The inspection was made on
February 17th, 18th & 20th in
company with the Agent, Chief
Engineer & District Engineers
over their respective districts.
2. Formation: Banks & cuttings were
everywhere in good order &
well maintained. Raising of
bank between Bonavalu &
Chintamani is still in hand.
The liberal use which has been
made of the ruling gradient

(in 100) on this line is very noticeable. It is of course simply a question of traffic requirements as to whether it would ever prove remunerative to improve the grading.

3. Bridging. Weak Warren girders

The Warren girders are being removed from the Logna bridge (15 spans of 60 feet) and replaced by new plate girders. On the completion of this bridge only two ~~old~~ bridges with the weak warren girders will remain to be replaced (aggregating 11

spans). The line is at present carried over the Logna river on a diversion consisting of 7 spans of 60 feet girders & two of 30. The girders being borne by sleepers on cribs about 30 feet high. The cribs are very solidly built up & perfectly safe ~~as~~ long as provided the work is completed before a flood comes down & this it appears certain that the work will be completed before such a contingency is at all likely to happen.

Logna Bridge 8 spans 60 feet.

The longitudinal timbers are near the end of their life they were when I saw them in a perfectly safe condition & doubtless their replacement will be taken in hand in the ordinary course of repairs.

Madras, _____ 189 .

OFFICE NOTE.

From E. R.

To _____

Between Bonavatu & Chentakani Stations a small culvert was being enlarged, meanwhile the line is carried on a diversion with a small temporary bridge all in very good condition.

Booga Bridge Mile 26 1/2 3 spans of 60 feet. New longitudinal timbers have been put in & the rails are carried on bearing plates.

Mile 257. 8 spans 60 feet. In high floods I understand this bridge has proved incapable of taking all the water safely last monsoon the water was over the girders. It is ~~proposed~~ intended to increase the waterway by adding arches.

4. Rails. The road all through was in excellent running order.

the hammering over the joints on the old rails from Wadi to Mile 22 was noticeable but although we ran over them at a very high speed there was little or no oscillation.

5. Sleepers. — About 48 miles of the road are laid on pot sleepers the rest on pea-pod steel sleepers. The latter appear to suffer very little from corrosion even in station yards. On parts ^{however} of the Beywada extension the steel sleepers were corroding very rapidly, & also in the vicinity of ashpits. ~~Steel sleepers should~~ It appears to be generally accepted now that steel sleepers will not wear well near ashpits & I would be inclined to go further & to say that they are out of place in any station yards in which a shunting engine is in use.

6. ~~Stations.~~ Ballast. — The ballast consists partly of sand, partly of broken stone & partly of a very excellent kind of gravel, which apparently contains iron in it & in which I am told the steel sleepers wear uncommonly well. Progress is being made in covering the sand with a layer of broken stone, it will, I think prove economical to expedite this work.

OFFICE NOTE.

From E. R.

To

7. Stations. Khammapet The goods shed here has been extended down to Junction. The rearrangement of this station is complete with the exception of the cross over road from through siding to fruit loop line which is waiting for its switches. The new arrangement of the sidings appears to give general satisfaction. At Hyderabad the third class waiting accommodation has been enlarged. At Mile 111 a new station is in hand, this is rendered necessary owing to the spreading of the Secunderabad suburbs.
8. Tremulgherry loop siding I understand that this has lately been put in thorough order. I certainly found it in excellent condition.
9. Gellandu Branch. This is in good order. A new weighbridge has been

erected, but did not appear to have been used as yet. It will certainly be a great convenience having a bridge capable of weighing a fully loaded wagon.

10. Sutton's interlocking gear.— This has now been on trial for some time at Golaguda, I was informed that it has given general satisfaction. I explained however that we could not consider the facing points as being absolutely locked.

JH
24.2.99.

Remarks by the Senior Joint Inspector of Railways, Madras.

The line is, as usual, in excellent running order. The attention of the Agent is drawn to the remarks in para 10.

JH
for S. G. J.

24.2.99.

Order.

Communicated to the Agent & 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.

JH
J.R.

Press
Please run proof in both
side of paper 2
1/3

Corrected
27/2/99.
No. 287 Ry., 13 FEBRUARY 1899.

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 1898.

1. The inspection was made on February 17th, 18th and 20th in company with the Agent, Chief Engineer and District Engineers over their respective districts.

2. Formation.—Banks and cuttings were everywhere in good order and well maintained. Raising of bank between Bonakalu and Chintakani is still in hand. The liberal use which has been made of the ruling gradient (1 in 100) on this line is very noticeable. It is, of course, simply a question of traffic requirements as to whether it would ever prove remunerative to improve the grading.

3. Bridging.—Weak warren girders.—The warren girders are being removed from the Wyna bridge (15 spans of 60 feet) and replaced by new plate girders. On the completion of this bridge only two bridges, aggregating 11 spans, with the weak warren girders will remain to be replaced. The line is at present carried over the Wyna river on a diversion consisting of 7 spans of 60 feet girders and two of 30. The girders being borne by sleeper cribs about 30 feet high. The cribs are very solidly built up and perfectly safe, provided the work is completed before a flood comes down and it appears certain that the work will be completed before such a contingency is at all likely to happen.

Wyna bridge 8 spans of 60 feet.—The longitudinal timbers are near the end of their life; they were, when I saw them, in a perfectly safe condition and doubtless their replacement will be taken in hand in the ordinary course of repairs.

Between Bonakalu and Chentakani stations.—A small culvert was being enlarged, meanwhile the line is carried on a diversion with a small temporary bridge, all in very good condition.

Booga bridge mile 265, 3 spans of 60 feet.—New longitudinal timbers have been put in and the rails are carried on bearing plates.

Mile 57, 8 spans of 60 feet.—In high floods I understand this bridge has proved incapable of taking all the water safely; last monsoon the water was over the girders. It is intended to increase the waterway by adding arches.

4. Rails.—The road all through was in excellent running order; the hammering over the joints on the old rails from Wadi to mile 22 was noticeable, but although we ran over them at a very high speed there was little or no oscillation.

5. Sleepers.—About 48 miles of the road are laid on pot sleepers, the rest on pea-pod steel sleepers. The latter appear to suffer very little from corrosion even in station yards. On parts, however, of the Bezwada extension the steel sleepers were corroding very rapidly, and also in the vicinity of ashpits. It appears to be generally accepted now that steel sleepers will not wear well near ashpits and I would be inclined to go further and to say that they are out of place in any station yards in which a shunting engine is in use.

Cogna /

/2

6. *Ballast*.—The ballast consists partly of sand, partly of broken stone and partly of a very excellent kind of gravel, which apparently contains iron in it and in which I am told the steel sleepers wear uncommonly well. Progress is being made in covering the sand with a layer of broken stone; it will, I think prove economical to expedite this work.

7. *Stations—Khammapet*.—The goods-shed here has been extended *Dornakal junction*. The rearrangement of this station is complete with the exception of the crossover road from through siding to first loop line which is waiting for its switches. The new arrangement of the sidings appears to give general satisfaction. At *Hyderabad* the third-class waiting accommodation has been enlarged. At *mile 111* a new station is in hand, this is rendered necessary owing to the spreading of the Secunderabad suburbs.

8. *Trimulgherry troop siding*.—I understand that this has lately been put in thorough order. I certainly found it in excellent condition.

9. *Yellandu Branch*.—This is in good order. A new weighbridge has been erected but did not appear to have been used as yet. It will certainly be a great convenience having a bridge capable of weighing a fully loaded wagon.

10. *Dutton's interlocking gear*.—This has now been on trial for some time at *Golaguda*, I was informed that it has given general satisfaction. I explained, however, that we could not consider the facing points as being absolutely locked.

J. C. LYLE,
Government Inspector of Railways.

24th February 1899.

Remarks by the Senior Government Inspector of Railways, Madras.

The line is, as usual, in excellent running order. The attention of the Agent is drawn to the remark in paragraph 10.

J. C. LYLE,
for Senior Government Inspector.

24th February 1899.

ORDER—No. Ry., dated February 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 February 1899.

(True Extract.)

Under Secretary.

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

30/0000 3/3/99

Last month
the city is in circulation

RAILWAY.

Government (1899) of Madras.
PUBLIC WORKS.

Press
I have sent
another book

affixed
Led
1/2

Recd.

Enclosures

} 1899.

Regd.

Spare copies

G.O., No. 27 Ry., 13 March 1899.

MARCH.

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 1898.

1. The inspection was made on February 17th, 18th and 20th in company with the Agent, Chief Engineer and District Engineers over their respective districts.

2. *Formation.*—Banks and cuttings were everywhere in good order and well maintained. Raising of bank between Bonakalu and Chintakani is still in hand. The liberal use which has been made of the ruling gradient (1 in 100) on this line is very noticeable. It is, of course, simply a question of traffic requirements as to whether it would ever prove remunerative to improve the grading.

3. *Bridging—Weak warren girders.*—The warren girders are being removed from the Cogna bridge (15 spans of 60 feet) and replaced by new plate girders. On the completion of this bridge only two bridges, aggregating 11 spans, with the weak warren girders will remain to be replaced. The line is at present carried over the Wyna river on a diversion consisting of 7 spans of 60 feet girders and two of 30. The girders being borne by sleeper cribs about 30 feet high. The cribs are very solidly built up and perfectly safe, provided the work is completed before a flood comes down and it appears certain that the work will be completed before such a contingency is at all likely to happen.

Wyna bridge 8 spans of 60 feet.—The longitudinal timbers are near the end of their life; they were, when I saw them, in a perfectly safe condition and doubtless their replacement will be taken in hand in the ordinary course of repairs.

Between Bonakalu and Chentakani stations.—A small culvert was being enlarged, meanwhile the line is carried on a diversion with a small temporary bridge, all in very good condition.

Booga bridge mile 265, 3 spans of 60 feet.—New longitudinal timbers have been put in and the rails are carried on bearing plates.

Mile 257, 8 spans of 60 feet.—In high floods I understand this bridge has proved incapable of taking all the water safely; last monsoon the water was over the girders. It is intended to increase the waterway by adding arches.

4. *Rails.*—The road all through was in excellent running order; the hammering over the joints on the old rails from Wadi to mile 22 was noticeable, but although we ran over them at a very high speed there was little or no oscillation.

5. *Sleepers.*—About 48 miles of the road are laid on pot sleepers, the rest on pea-pod steel sleepers. The latter appear to suffer very little from corrosion even in station yards. On parts, however, of the Bezwada extension the steel sleepers were corroding very rapidly, and also in the vicinity of ashpits. It appears to be generally accepted now that steel sleepers will not wear well near ashpits and I would be inclined to go further and to say that they are out of place in any station yards in which a shunting engine is in use.

6. *Ballast.*—The ballast consists partly of sand, partly of broken stone and partly of a very excellent kind of gravel, which apparently contains iron in it and in which I am told the steel sleepers wear uncommonly well. Progress is being made in covering the sand with a layer of broken stone; it will, I think prove economical to expedite this work.

7. *Stations—Khammapet.*—The goods-shed here has been extended. *Dornakal junction.*—The re-arrangement of this station is complete with the exception of the crossover road from through siding to first loop line which is waiting for its switches. The new arrangement of the sidings appears to give general satisfaction. At *Hyderabad* the third-class waiting accommodation has been enlarged. At *mile 111* a new station is in hand, this is rendered necessary owing to the spreading of the Secunderabad suburbs.

8. *Trimulgherry troop siding.*—I understand that this has lately been put in thorough order. I certainly found it in excellent condition.

9. *Yellandu Branch.*—This is in good order. A new weighbridge has been erected but did not appear to have been used as yet. It will certainly be a great convenience having a bridge capable of weighing a fully loaded wagon.

10. *Dutton's interlocking gear.*—This has now been on trial for some time at Golaguda, I was informed that it has given general satisfaction. I explained, however, that we could not consider the facing points as being absolutely locked.

24th February 1899.

J. C. LYLE,
Government Inspector of Railways.

Remarks by the Senior Government Inspector of Railways, Madras.

The line is, as usual, in excellent running order. The attention of the Agent is drawn to the remark in paragraph 10.

24th February 1899.

J. C. LYLE,
for Senior Government Inspector.

ORDER—No. Ry., dated March 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 March 1899].

(True Extract.)

Under 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. 288 Ry. dated 18 March 1899.

Forwarded
(By order)

Exd S. A. S. Raghaviengar.

J. Secretary.

