3.

Date taken out.	For what purpose.			Initials of clerk taking the paper or of attender.	Date returned.	Initials of attender.
	Department.	C. No.	Year.			

Public Works (1899.) Department.

CONCERNS BOTH BRITISH INDIA AND INDIAN STATES.

RAILWAY BRANCH.

G.O., No. 440 Rys.

DATED 18th April 1899.

[Despatch Abstract.]

Despatch from Resident of H.H. the Nizam's State Ry.

Re-forwarding letter from the Secretary to the Resident, Hyderabad, forwarding a printed copy of the _____ by the Senior Govt. Inspector of Rys., Madras for 2/98, with half-marginal explanatory remarks thereon by the agent & manager of those lines.

[P. W. Ry. 200—30-3-99.] Indexed. 28/4/99.

[P. W. Ry. 200—30-3-99.] Indexed. 28/4/99

BACK PAPERS.

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

FURTHER PAPERS.

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

RAILWAY.

Government {1899} of Madras.

PUBLIC WORKS.

Recd. } 1899. *Enclosures*

Regd. *Spare copies*

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

MARCH.

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

Ordered that the Government Inspector's — for the half-year ending the 31st December 1898, be communicated to the Agent, and a copy of the proceedings forwarded to the Government of India for information.

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,
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.

FRANCIS J. E. SPRING,
Senior Government Inspector.

24th February 1899.

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.

Exd. S. A. S. Raghaviengar.

Public Works (1899) Department.

Railway

CURRENT No. 539

B/

Order No 440 Rys of 18/4/99

Recorded
J/d
15.4.99.

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

No. 141/R of 99

Dated 15th April 1899

Received } 17.4.99

Registered }

Enclosures 1

Spare copies

To D1

SUBJECT.

Inspection report of H.H. the N.G.S. Rly

Forwarding for information a printed copy of the —— by the Senior Gauge Inspector Madras for the Half year ending 31.12.98 with half marginal explanatory remarks thereon by the Agent & Manager of those lines.

BACK PAPERS.

No.	Date.

FURTHER PAPERS.

No.	Date.

REMARKS ON THE CONSULTING ENGINEER'S INSPECTION REPORT FOR HALF-YEAR ENDING 31st DECEMBER 1898.

3. Since the Inspecting Engineer saw the work at the Cogna bridge it has nearly been completed. The 30 new plate girders have been placed in position and the deck plates and permanent-way are now being fixed. The bridge will be opened for traffic in the course of a week.

It is intended to replace these longitudinal timbers with new ones next year.

The work referred to was sanctioned in the capital estimates for 1898 for the purpose of providing extra water-way and raising the embankment between mileage 285—1500 ft. and mileage 287—100 ft. It is now in progress.

HIS HIGHNESS THE NIZAM'S GUARANTEED STATE RAILWAY AND THE BEZWADA EXTENSION 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 Bona Kalu and Chinta Kani 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.

Wyra 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 Bona Kalu and Chinta Kani 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.

An estimate to increase the water-way at this bridge is at present under preparation.

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.

This matter will be carefully watched.

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—Khammameth.*—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.

9. The weigh-bridge has been in use for some time and is found to be a great convenience. At the time we were inspecting this station there was some work going on in the sidings and the bridge was not being used but it is now in use.

10. As stated by the Inspecting Engineer Dutton's interlocking gear has worked very satisfactorily but as Mr. Spring has changed his opinion regarding Dutton's patent, will not again be brought into use.

W. PENDLEBURY,

Agent and Manager.

Secunderabad,
Dated 31st March 1899.

10. *Dutton's interlocking gear.*—This has now been on trial for some time at Gollaguda, 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,

Govt. Inspector of Rys.

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.

FRANCIS J. E. SPRING,

Senior Government Inspector.

24th February 1899.

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.

200—30-3-99

21
Entry cre_539/99

JOINT SECRETARY TO GOVT. OF MADRAS RYS.
RECEIVED
17 APR 1899
FROM

No. 141 R. OF 1899

PUBLIC WORKS SECRETARIAT, HYDERABAD,
BOLARUM, THE 15th April 1899

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 desired to forward, herewith, for information and record, a printed copy of the Inspection Report of His Highness the Nizam's Guaranteed State Railways by the Senior Government Inspector of Railways, Madras, for the second half of the current calendar year, with brief marginal explanatory remarks thereon by the Agent and Manager of those lines.

I have the honor to be
Sir
your most obedt Servant,

for Secretary to the Resident
Hyd: P.W.D.

Encls: one

Rem

Hyd. Resy. Printing Office—No. 165-F—18-4-99—2,400—(R.R.)