

(1) Number of pages _____

(2) Date of repair _____

(3) Initials of the Referencer _____

MADRAS RECORD OFFICE

Government of Madras

Public Works

DEPARTMENT

G.O. No.	1892	Press
B.P.-No.		Mis.
424-435		
Dated	28. 7.	1873

Not to be folded or roughly handled

*Proceedings of the Madras Government Public Works Department,
28th July 1873.*

No. 434. Read the following letter from Lieutenant-Colonel J. H. M. SHAW-STEWART, R E, Consulting Engineer for Railways, to Colonel G. W. WALKER, R E, Secretary to Government, Public Works Department, dated Madras, 10th July 1873, No. 360.—

I HAVE the honour to submit, for the information of Government, a report by the Deputy Consulting Engineer upon a recent inspection of the Neilgherry branch on the South-West Line of the Madras Railway.

2. I understand from the Agent that the missing portions of the girders alluded to by Captain Thompson, were shipped at Calcutta on the 22nd ultimo in a sailing vessel bound for Madras. It is probable, therefore, that they will be received here before the end of this month, in which case the whole line between Coimbatore and Mettapollum ought to be ready for public traffic before the 1st October.

3. Captain Thompson's suggestions with regard to the station approaches, referred to in the last paragraph of this report, have been communicated to the District Engineer of Coimbatore.

Note on the Neilgherry Branch, South-West Line, Madras Railway, between Pothanore and Mettapollum, inspected 19th and 20th June 1873

I HAVE the honour to report having inspected the Neilgherry branch of the South-West Line, Madras Railway, between Pothanore and Mettapollum on the 19th and 20th instant.

2. There are two large and nine small bridges still unfinished, owing to the girders of some and portions of the girders of others not having been received yet. The first of the two large unfinished bridges consists of four 64 feet spans. Only three pieces near the centres of the girders are wanting to complete this bridge. A good deal of stone has been collected and conveyed to the bridge site for pitching the banks near the abutments. A temporary crossing is kept up just above this bridge forming a loop line to enable ballast trains to pass along the line.

3. For the other large unfinished bridge (also consisting of four 64 feet spans) only four of the centre pieces of the girders are wanting.

4. Eight small bridges, each of 20 feet span and one of 15 feet span, are still unfinished, their girders not having yet arrived. Of these nine bridges, however, five have been made passable for ballast trains by piling up wooden sleepers so as to form piers between the abutments, which carry the temporary rail girders and rolling load safely. By means of these wooden sleeper piers, ballast trains have been enabled to work up to near the end of the 31st mile, or over rather more than seventeen miles of line from the Pothanore station.

5. Between Pothanore and Karamady the ballasting of the line may be said to be complete. Between Mettapollum and Karamady there has not yet been much ballast laid down. Two "tow wagons," pushed or drawn by coolies, are at work near the Mettapollum station, and a good deal is being done by means of them, but as soon as the bridges have been completed and trains can work up to Mettapollum, the ballasting of the line can be completed in a few days' time.

6. The aloe fencing appears on the whole to be thriving very well, and in some places forms even now an efficient fence.

7. The permanent telegraph posts have been put up and painted, but not yet numbered.

8. At Mettapollum the station buildings have been completed, and the first courses of the foundations for the Post Office laid. The bungalow for the Postmaster had also just been commenced on the date of my visit to Mettapollum.

21-11

*Proceedings of the Madras Government, Public Works Department,
28th July 1873.*

9 The approaches from the public road to the stations at Tudialore, Karamady, and Mettapollium are in various stages of progress. These works I have already noticed more fully in a separate report, dated Bangalore, 23rd June 1873

MADRAS, 30th June 1873.
(Signed) R THOMPSON, Captain, R.E.,
Offg. Dy. Consulting Engineer for Railways

No 435. ORDER THERION, 28th July 1873, No. 1,892.

RAILWAY, No. 47.

ORDERED to be recorded.

(True Extract.)

Colonel, R.E.,
Secretary to Government.

Railway Department.

CONSULTING ENGINEER'S OFFICE.

No. 360

From

LIEUT.-COLONEL J. H. M. SHAW STEWART, R.E.,

Consulting Engineer for Railways,

To

COLONEL G. W. WALKER, R.E.,

Secretary to Government,

Public Works Department,

Fort Saint George.

SIR,

Enclosure 1 I have the honor to submit, for the information of Government, a report by the Deputy Consulting Engineer upon a recent inspection of the Nilgherry branch on the South-west line of the Madras Railway.

2 I understand from the Agent that the missing portions

portions of the girders alluded
to by Captain Thompson were
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ultimo in a sailing vessel bound
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whole line between Coimbatore
and Mettupalayam ought to
be ready for public traffic
before the 1st October.

3 Captain Thompson's
suggestions with regard to
the station approaches, as
referred to in the last
paragraph of this report,
have been communicated to
the

The District Engineer of Coimbatore.

I have the honour to be,

Sr,

Your most Obedt Servant,

Wm Stewart Esq. J.E.E.

Comd Engr for Railway

Madras
16 July
1873
J. B. B. B.

P.W. 1873 Report

RAILWAY DEPARTMENT.

1873.

From

3902.

The Consulting Engineer
for Railways,

To

The Secretary to Government,
P. W. Department,
Fort Saint George

Dated 10

Recd. 11

July

1873.

Encl. No. 360

Submitting for the
information of Govern-
ment, a report by the
Dy. Cons. Engrs: upon a
recent inspection of the
Kilcherig bridge, the
S. M. River of the M. Dy.

Encl. 11/8/73

Received
11/8/73

No. 434-35.

11-7-73

Cp. 3902 
Govt. of 1873
PUBLIC WORKS.

*The Consulting Engr for
Railways*

Drawn

Revd

Engr

28th July 1872

Nos 134 & 135

Keilgherry branch of the

Madras Railway. Letter

from the Engineer Genl.

Writing Capt Thompson's

Report Inspection &

part of the Keilgherry

branch line, records.