

(1) Number of pages 10
(2) Date of repair 8-10-42
(3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 2463	Press
556-557	~~Mis~~
Dated 26-8-1864.	

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
26th August 1864.*

No. 556. Read the following letter from Lieutenant-Colonel G. W. WALKER, R. E.,
Superintending Engineer, 7th Division, to Colonel C. A. ORR R. E., Secretary to
Government, Department Public Works, dated Coimbatore, 16th August 1864,
No. 87:—

SIR,

No. 27, dated 12th August.

1. I have the honor to submit for the
orders of Government copy of a report* on the
subject of the road for which an Estimate was called for in Government Order No. 2,021 of
13th July, drawn up by Mr. Supervisor Nordmann, in charge of the Erode Range of Coimbatore
District. It and the illustrative sketch give useful information; on which score alone, and not
as agreeing with Mr. Nordmann's conclusions, I bring his paper to notice.

2. I am of opinion that Mr. Nordmann has mistaken the proposed alternative line No. 2,
as his sketch shows it to be coincident with the old village road at only one crossing; while
Mr. Logan writes of it as "running along the line of the old road." The Supervisor would
appear to me to be arguing against himself when opposing Mr. Logan's proposal, to carry out
which would in reality effect the object he has in view. If the Consulting Engineer for Rail-
ways will, therefore, be so good as to favor me with a tracing of the survey of alternative line
No. 2, showing also the old road, I will have the desired Estimate prepared at once, otherwise
I do not see how it can be accurately prepared.

3. I take this opportunity of bringing to notice the desirability of combining a road and
Railway bridge at each of the crossings of the Amravutty and Noyel rivers. An additional
width of 12 feet to any structures that may be devised by the Railway Engineers will answer
the purposes of local traffic and those of Railway feeders, will entail but little more work on
the engineering staff, and secure a great desideratum at a minimum cost to Government.

From K. F. NORDMANN, Supervisor, Department Public Works, in charge of Erode Range,
to Lieutenant-Colonel G. W. WALKER, R. E., Superintending Engineer, 7th Divi-
sion, dated Bhowany, 12th August 1864, No. 27.

SIR,

1. I have the honor to report that in obedience to your Order dated 26th July at the foot
of G. O. No. 2,021 of 13th July 1864, I have, accompanied by Mr. Overseer Spurr, inspected
the country to be traversed by the new line of rail between Noyel and Malaiyampalaiyam,
with a view to selecting a line of road, to run parallel with the Railway, as suggested by the
Chief Engineer of the Great Southern of India Railway, and approved by Government.

2. The newly sanctioned line of Railway runs so close to the river, Cauvery near Noyel and
Coodoomoody, that the water, during the late flood, which was not an extraordinary one, stood in
the former place, a foot, and in the latter more than a yard above the ground, on which the line is
marked out. If this portion of the line is not altered but is carried out, as at present sanctioned,
the Railway embankment will during high freshes be in the river Cauvery.

3. The road to be constructed by the Public Works Department should not, I consider,
be led along the Railway embankment, as suggested by Mr. Logan, where it would serve mainly
to convenience the Company, in conveying their materials along the line, while under construc-
tion, but should connect the Noyel Bungalow with Malaiyampalaiyam, via the important villages
of Coodoomoody, Vengamboor and Oonjalore, from one or two of which short feeders should be con-
structed to the nearest Railway stations. The villages above named are those now connected by
the old road which will be partly taken up by the Railway embankment, and in lieu of which the
new road is to be constructed. It seems then quite clear that this new village road, to supplant

1st 27

Errode Range Office

Thowang 11th August 1864

Despatched from Coimbatore 12th Aug

From

H. F. Nordmann Supervisor S.M.

Incharge of Errode Range

To

Lieut. Colonel G. M. Walker R.E.

Superintending Engineer 7th Division

Coimbatore

Sir,

I have the honor to report that in obedience to your order dated 26th July at the foot of G.O. 1022 of 13th July 1864, I have, accompanied by Mr. Overend Shurr, inspected the country to be traversed by the new line of Rail between Noyel and Mellaiyam-palayam; with a view to ~~selecting~~ selecting a line of Road, to run parallel with the Railway, as suggested by the Chief Engineer of the Great Southern of India Railway, and approved by Government.

2 The newly sanctioned line of Railway runs so close to the River, Cavary near Noyel and Coondoo-moody, that the water, during the late flood, which was not an extraordinary one, stood in the former place, a foot, and in the latter more than a yard above the ground, on which the line is marked out. If this portion of the line is not altered but is carried out, as at present sanctioned, the Railway embankment will during high freshes be in the River carrying

3 The road to be constructed by the Public Works Department, should not I consider, be led along the Railway embankment as suggested by Mr. Logan, where it would serve mainly to convenience the Company, in conveying their materials along the line

1st 27

Errode Range Office

Shooling 11th August 1864

Despatched from Coimbatore 12th Aug

From

H. F. Nordmann Supervisor S.M.

Incharge of Erode Range

To

Lieut. Colonel G. M. Walker R.E.

Superintending Engineer 7th Division

Coimbatore

Sir,

I have the honor to report that in obedience to your order dated 26th July at the foot of G.O. 1922 of 13th July 1864, I have, accompanied by Mr. Overton Shurr, inspected the country to be traversed by the new line of Rail between Royel and Mellaiyam-palayam; with a view to selecting a line of Road, to run parallel with the Railway, as suggested by the Chief Engineer of the Great Southern of India Railway and approved by Government.

2 The newly sanctioned line of Railway runs so close to the River, Cavary, near Royel and Gooder-moody, that the water, during the late flood, which was not an extraordinary one, stood in the former place, a foot, and in the latter more than a yard above the ground, on which the line is marked out. If this portion of the line is not altered but is carried out, as at present sanctioned, the Railway embankment will during high freshes be in the River carrying

3 The road to be constructed by the Public Works Department, should not I consider, be led along the Railway embankment as suggested by Mr. Logan, where it would serve mainly to convenience the Company, in conveying their materials along the line

*Proceedings of the Madras Government, Public Works Department,
26th August 1864.*

the old one, should connect the same villages as the latter, and not be made half a mile or so outside one or two of the villages in order to lead along the foot of the Railway embankment, for the convenience of the Railway work.

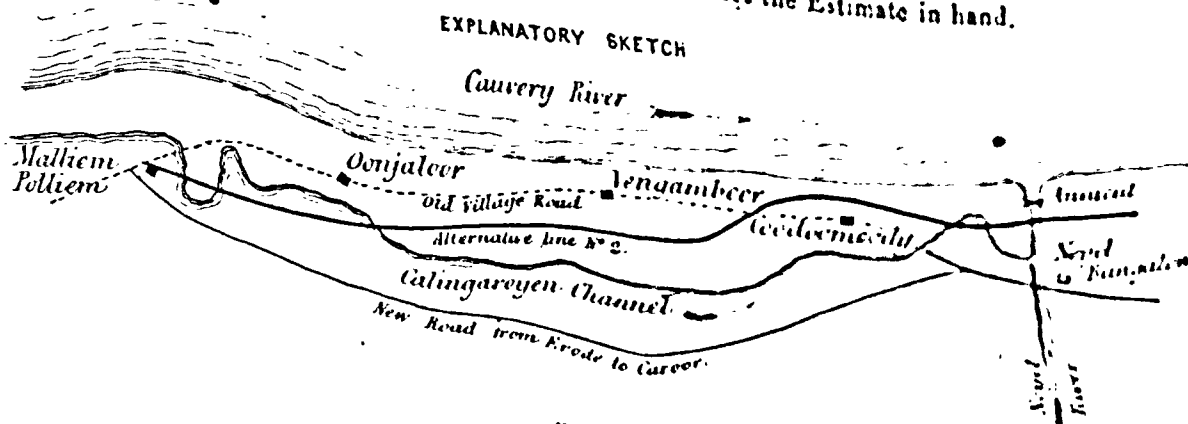
4. The old village road, now to be partly taken up by the Railway embankment, was less than ten years ago the high road from Errode to Caroor, i. e., from Mysore to Trichinopoly. But leading through irrigated land, and being expensive to maintain and repair, a distance of ten miles, viz., from Malayampalaiyam to Coodoomoody, was abandoned, and a new road made on the upper side of the Calingarayan channel. The old road falling into decay, and becoming almost impassable, thenceforth subserved only the local traffic of the large agricultural villages before named. There are twelve bridges and road tunnels of good construction, and which have stood well, in spite of having been totally neglected during ten years, on the old road, between Malayampalaiyam and Coodoomoody. These bridges I would propose to make use of on the new road, as far as the Railway encroachments will allow. This will effect a saving as the new road should have to be supplied with new bridges and culverts, for no road could be without these in irrigated ground of the irregular configuration of this part of the country.

5. Regarding then, all bridges and road tunnels on the old road as fixed points for the new one, and assuming that the Railway line now sanctioned (in the Cauvery, though it partly run) will be constructed: the new road would start from a place on the Caroor road, opposite to the Noyel Bungalow, which is on the southern bank of the river, and run nearly in a straight line to Coodoomoody (below which village and close to the Cauvery the rail runs) keeping the latter between itself and the river. From Coodoomoody the road would continue to run on the upper side of the Railway, for about two miles; where, the Railway turning away from the river and passing above the village of Vengamboor, the road would cross the line and run straight to Vengamboor, and thence keeping below the Railway to Oonjalore.

6. The channel bridge at Malayampalaiyam is again a fixed point for the terminus of the new road. But between the latter place and Oonjalore, 4½ miles, the new road which is to be is not yet quite clear to me, owing to four different trial lines of Railway being marked out, about this part, and "alternative line No. 2" not being clearly distinguishable, in the absence of any Railway officials to afford an explanation. However as soon as this part of line No. 2 shall have been staked out by the Railway Engineers, which operation is, I believe, in progress, it will become clear where our new road must for the second time cross the line of rail in order to get again above it and reach Malayampalaiyam bridge.

7. As soon as the line of Railway is definitely and reliably staked out, and as soon as you favor me with your instruction as to whether a new road, as proposed by the Railway Chief Engineer, is to be made, or the old village road restored, with such alterations as may be made necessary by the intrusion of the Railway embankment, I shall set the Estimate in hand.

EXPLANATORY SKETCH



(True Copy)
(Signed) G. W. WALKER, Lieut.-Colonel R. E.,
Superintending Engineer, 7th Division.

*Proceedings of the Madras Government, Public Works Department,
26th August 1864.*

No. 557.

ORDER THEREON, 26th August 1864, No. 2,463.

1. The Consulting Engineer for Railways will be requested to furnish the Superintending Engineer, 7th Division, with a tracing of the survey referred to in paragraph 2.

2. Paragraph 3 will receive consideration in the Financial Railway Department.

(True Extract.)

(Signed) J. H. M. SHAW STEWART, Major, R. E.,
Deputy Secretary to Government.

To the Consulting Engineer for Railways.
„ Superintending Engineer, 7th Division.
„ Financial Railway Department.

Exd. S. T. Augustin.

line, while under construction, but should connect the Royal Bungalow with Malayampalaisyam, and the important villages of Goodoomooddy, Tengambur and Conjalore, from one or two of which short feeders should be constructed to the nearest Railway stations. The villages above named are those now connected by the old road which will be partly taken up by the Railway embankment and in view of which the new Road is to be constructed. It seems then quite clear that this new village Road, to supplant the old one, should connect the same villages as the latter, and not be made half a mile or so outside one or two of the villages in order to lead along the foot of the Railway embankment, for the convenience of the Railway work.

11. The old village Road, now to be partly taken up by the Railway embankment, was little more than 10 years ago the high Road from Erode to Caroor via from Mysore to Chichinopoly. But leading through irrigated land, and being expensive to maintain and repair, a distance of 10 miles, viz from Malayampalaisyam to Goodoomooddy was abandoned and a new Road made on the upper side of the Calingarayan Channel. The old Road falling into decay and becoming almost impassable, therefore it subserved only the local traffic of the large agricultural villages before named. There are 12 Bridges and road tunnels of good construction, and which have stood well, in spite of having been totally neglected during 10 years, on the old Road, between Malayampalaisyam and Goodoomooddy. These Bridges would propose to make use of on the new Road, as far as the Railway encroachments will allow. This

This will effect a saving, as the new Road should have to be supplied with new bridges and culverts; for no Road could be without these, in irrigated ground of the irregular configuration of this part of the country.

5. Regarding then, all bridges and Road tunnels on the old Road as fixed points for the new one, and assuming that the Railway line now sanctioned in the Cavery, though it partly runs will be constructed: the new Road would start from a place on the Caroor Road, opposite to the Royal Bungalow, which is on the southern bank of the River, and run nearly in a straight line to Goodoomooddy (below which village and close to the Cavery the Rail runs) keeping the latter between itself and the River. From Goodoomooddy the Road would continue to run on the upper side of the Railway, for about 2 miles; where, the Railway turning away from the River and passing above the village of Tengambur, the Road would cross the line and run straight to Tengambur, and thence keeping below the Railway to Conjalore.

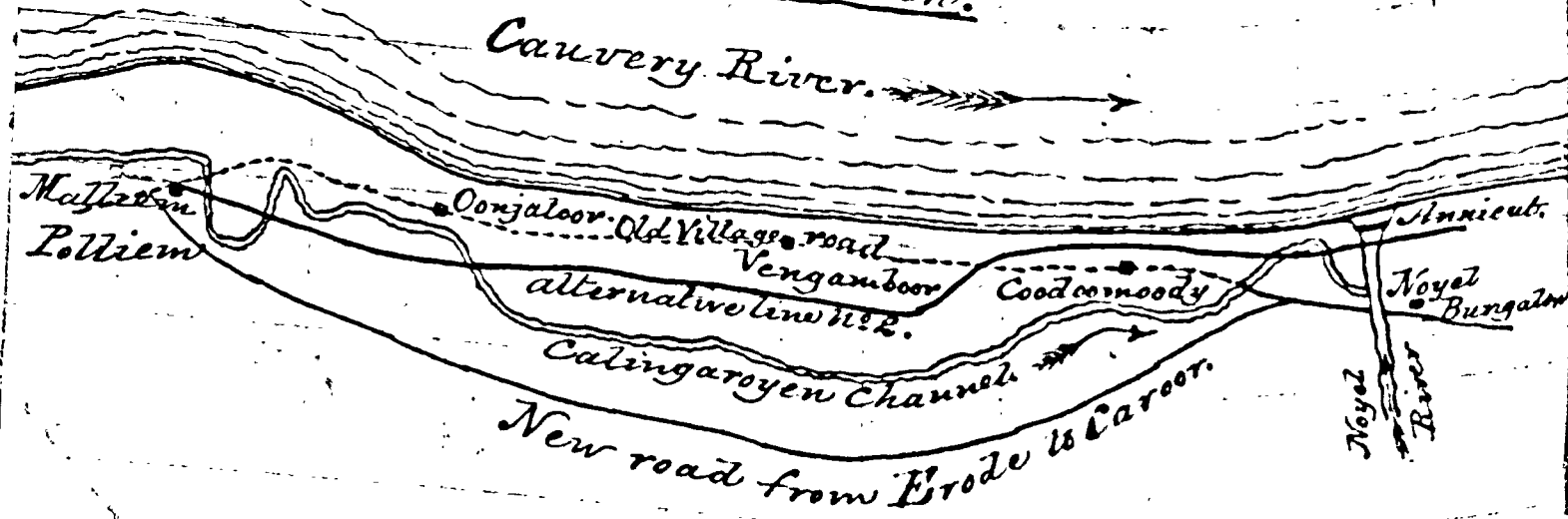
6. The Channel bridge at Malayampalaisyam is again a fixed point for the terminus of the new Road. But between the latter place and Conjalore, 4½ miles, the new Road which is to be is not yet quite clear to me, owing to 4 different trial lines of railway being marked out, about this part, and "Alternative line No 2" not being ^{clearly} distinguishable, in the absence of any Railway officials to afford an explanation. However as soon as this part of line

No 2

1. & 2. shall have been started out by the Railway
 Engineers, which operation is still in progress,
 it will become clear where our new Road must for
 on the second time, cross the line of Rail in order to get again
 above it, and reach Malaiyampaluyam bridge.
 As soon as the line of Railway is definitely
 and reliably staked out, and as soon as you have
 with your instruction as to whether or not Road, as
 proposed by the Railway Chief Engineer is to be made,
 or the old village Road restored, with such alterations
 as may be made necessary by the intrusion of the
 Railway embankment, I shall set the Estimate in
 hand.

I have the honor to be
 (Signed) Karl F. Nordmann
 Supervisor & P. S.
 Erode Range.

Explanatory Sketch.



(True Copy)
 M. S. S. S. S.
 Superintendent Engineer & Co.

Superintending Engineers Office
 Division
 Coimbatore 16 August 1861

1861
 From the Superintending Engineer
 7th Division

To the Secretary to Government
 Department Public Works.

1. 27/11/61
 I have the honor to submit for the orders of
 Government copy of a Report on the subject of the
 Road for which an Estimate was called for in Govt
 Order No. 12021 of 13th July; drawn up by Mr. Supervising
 Engineer Nordmann, in charge of the Erode Range of Coimbatore
 District - It and the illustrative sketch give
 useful information on which to rely, and not
 as agreeing with Mr. Nordmann's conclusions, I bring
 his paper to notice.

2. I am of opinion that Mr. Nordmann has mis-
 taken the proposed alternative Line No. 2, as his
 sketch shows it to be coincident with the old Village
 Road at only one crossing, while Mr. Logan writes
 of it as "running along the line of the old road".

The Supervisor would appear to me to be arguing
 against himself when opposing Mr. Logan's proposal
 to carry out which would in reality effect the
 object he has in view. If the Consulting Engineer
 for Railways will therefore be so good as to favor
 me with a tracing of the survey of Alternative
 Line No. 2. showing also the old Road, I will have
 the desired Estimate prepared at once - otherwise
 I do not see how it can be accurately prepared.

3. Take this opportunity of bringing to notice the desirability of combining a Road and Railway Bridge at each of the crossings of the Amaravathi and Noyel Rivers. An additional width of 12 feet to any structures that may be desired by the Railway Engineers will answer the purposes of local traffic and those of Railway Traders, will entail but little more work on the Engineering Staff, and be a great desideratum at a minimum cost to Government.

I have the honor to be

Dep

Sir,
Your most Obedient

Walker Lieut Col R.E.
Superintending Engineer &c

[illegible]

1856.537

1. The Consulting Engineer for Maryland will be requested to furnish the following Engineer's Report with a history of his survey referred to us here. 2. Can it will receive consideration in the Finance & Publicity Department.

[illegible]