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MADRAS RECORD OFFICE.**Government of Madras.***Public Works* **DEPARTMENT.**

G.O. No. <u>1688-</u>	Press
<u>98-99</u>	~~Mis.~~
Dated <u>5-6-</u>	<u>1867.</u>

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
5th June 1867.*

No. 98. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 28th May 1867, No. 162 :—

1. The Agent and Traffic Manager, Great Southern of India Railway, having requested me to inspect the portion of the Errode Extension between Caroor and Kudumudi, a distance of seventeen miles, with a view to its being opened for traffic, I have the honour to report having examined the line in question on the 22nd instant. I found that heavy rain, which had fallen several days before my arrival, had caused considerable settlement of the embankment and permanent-way, for a mile or more near Kudumudi, and that several weeks' work was still required to render the line perfectly secure. I therefore arranged with the Agent that the opening of the additional seventeen miles should be deferred till the 1st July.

2. In the first instance, I recommended the Agent to defer any further opening of the line from Caroor until the whole of the section to Errode should have been completed, as it would be objectionable to work the trains unless measures were taken for reversing the engines at the temporary terminus, which would involve a considerable outlay. The Agent, however, explained that he proposed to use tank engines only between Caroor and Kudumudi, and as such engines can be worked with safety either way, my objection fell to the ground.

3. I was also aware that there was no road between Kudumudi and the high road, leading from Caroor to Errode, and that wheeled vehicles could not in consequence have access to the Station. This objection may also be removed if the Superintending Engineer can make arrangements for improving the village track during the ensuing month. The distance is only about a mile, and the outlay required cannot be considerable.

4. The Railway authorities did not, in the first instance, contemplate making permanent buildings at Kudumudi, until it could be ascertained by experience whether it would be the most suitable site for a station; but the subject having been discussed by the Agent, Chief Engineer, and myself, it was decided that a more convenient site was not likely to be found, and estimates for the necessary permanent buildings will accordingly be prepared and submitted for the approval of Government.

5. In the meantime a gate-keeper's lodge will serve as a temporary ticket office. A line of telegraph already extends from Caroor to Errode, and a temporary telegraph station can be established at a day's notice at Kudumudi; semaphore signals are also to be erected.

6. The works between Caroor and Kudumudi require no special remark. The largest bridge is across the Noyel river, six spans of fifty feet. The girders are of exactly the same pattern as the bridge across the Kudumudi at Caroor. The quality of the masonry is remarkably good.

7. The line is fenced throughout with a species of thorny shrub, indigenous to the locality, called Kulavay. It promises to be fully as efficient as wire fencing.

8. The Station buildings at Caroor are nearly complete as regards the masonry. They have been very judiciously planned, and well executed, and will stand comparison with any stations of the same size on the Madras Railway.

considerable

*Proceedings of the Madras Government, Public Works Department,
5th June 1867.*

9. The gradients on the portion of the line under consideration are much more unfavourable than those in the Cauvery Delta. The highest is 1 in 100, extending for two miles, and there are several others almost equally severe. The tank engines which are to be used will be capable of drawing only light trains of eight or ten vehicles. They will, however, fully suffice for the wants of the traffic for the next six or seven months, by which period the Agent expects to have the whole line to Errode ready to be opened.

10. With the above remarks I have the honour to solicit the authority of Government to open the section from Caroor to Kudumudi on the 1st July.

No. 99. ORDER THEREON, 5th June 1867, No. 1,685.

RAILWAY, No. 8.

1. On the recommendation of the Consulting Engineer, His Excellency the Governor in Council sanctions the opening of the line of Railway between Caroor and Kudumudi on the Errode extension of the Great Southern of India Railway from the 1st July 1867.

2. Paragraph 3 will be referred to the Revenue Department, with a view to the issue of the necessary orders for the short feeder between Kudumudi and the high road leading from Caroor to Errode being constructed from Local Funds as speedily as possible.

(True Extract.)

(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

To the Consulting Engineer for Railways.

.. Revenue Department.

.. Superintending Engineer, 7th Division.

Exd. S. T. Augustin.

CONSULTING ENGINEER'S OFFICE,

Railway Department.

No. 162 -

From

Lieut Colonel J. C. Anderson R.E.
Consulting Engineer for Railways,

To

Colonel C. A. Orr R.E.

Secretary to Government,

Public Works Department,

Fort Saint George.

SIR,

The Agent and Traffic Manager
Great Southern of India Railway having
requested me to inspect the portion of the
Errode Extension between Caroor and
Kudumudi, a distance of 17 miles, with
a view to its being opened for traffic, I have
the honor to report having examined the
line in question on the 22nd Instant. I
found that heavy rain, which had fallen
several days before my arrival had caused
considerable

considerable settlement of the embankment, and permanent way, for a mile or more near Kudumudi, and that several more works were still required to render the line perfectly secure. I therefore arranged with the Agent that the opening of the additional 17 miles, should be deferred till the 1st July.

2. In the first instance I recommended the Agent to defer any further opening of the line from Caroor until the whole of the Section to Erode should have been completed; as it would be objectionable to work the trains unless measures were taken for reversing the Engines at the temporary terminus, which would involve a considerable outlay. The Agent however explained that he proposed to use Tank Engines only between Caroor and Kudumudi, and as such engines can be worked with safety either way, my objection fell to the ground.

3. I was also aware that there was no road between Kudumudi and the high road leading from Caroor to Erode and that wheeled vehicles could not in consequence have access to the station. This objection may also be removed if the Superintending Engineer can make arrangements for improving the village track during the ensuing month. The distance is only about a mile, and the outlay required cannot be considerable.

4. The Railway authorities did not in the first instance contemplate making permanent buildings at Kudumudi, until it could be ascertained by experience whether it would be the most suitable site for a Station; but the subject having been discussed by the Agent, Chief Engineer and myself, it was decided that a more convenient site was not likely to be found, and Estimates for the necessary permanent buildings will accordingly be prepared and submitted

submitted for the approval of Government.

5 In the meantime a gatekeepers lodge will serve as a temporary ticket office. A line of telegraph already extends from Caroor to Errode and a temporary telegraph station can be established at a days notice at Gudumudi. Semaphore Signals are also to be erected.

6. The works between Caroor and Gudumudi require no special remark.

The largest Bridge is across the Noyel River - Six spans of 50 feet. The girders are of exactly the same pattern as the Bridge across the Gudumudi at Caroor. The quality of the masonry is remarkably good.

7. The line is fenced throughout with a species of thorny shrub, indigenous to the locality, called Pulavay. It promises to

to be fully as efficient as wire fencing.

8. The Station buildings at Caroor are nearly complete as regards the masonry. They have been very judiciously planned, and well executed, and will stand in comparison with any stations of the same size on the Madras Railway.

9. The gradients on the portion of the line under consideration are much more unfavorable than those in the Cauvery Delta. The highest is 1 in 100, extending for two miles and there are several others almost equally severe. The Tank Engines which are to be used will be capable of drawing only light trains of 8 or 10 vehicles. They will however fully suffice for the wants of the traffic for the next six or seven months, by which period the Agent expects to have the whole line to Errode ready to be opened.

10. With the above remarks I have

have the honor to solicit the authority of
Government to open the section from Caroor
to Kundumudi on the 1st July.

Madras
28th May
1867

I have the honor to be,

Sir,

Your most obedient servant.

Wm. A. Smith Esq. Esq.

Consulting Eng^r for Railways

22nd June 1867 (A. S. S.)

W. A. S.

Authority of Gov^t to
open the line from
Caroor to Kundumudi
on the 1st July - (W. A. S.)

Dated 28th May 1867.
Received

No. 162 -

The Secretary to Government,
Public Works Department,
Fort Saint George.

To

The Consulting Engineer
for Railways,

RAILWAY DEPARTMENT.

W. A. S.
22nd June 1867

PROCEEDINGS of the MADRAS GOVERNMENT.

Under date the 5th June 1867

Read the following

From The Consulting Engineer
for Railways.

(Here enter No. 162 dated 28th May 1867)

On the recommen-
dation of the Consult-
ing Engineer, His Ex-
cellency the Governor
in Council sanctions
the opening of the line
of railway between
Caroor and Kundumudi
on the Erode ex-
tension of the Great
Southern of India
Railway from the 1st
July 1867.

Para 3 will be
referred to the Revenue
Department, with a view
to the issue of the

Public Works Department.
1883
C. 12. 1685

necessary orders for
the short feeder between
Kudumudi and the
high road leading
from Caroor to Erode
being constructed from
Local Funds as speedily
as possible -

W.B.

To

The Engineer
for Railways

Rev: Secy

Supergr 7th Dec

Adm. 6th June

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12
P. W. 1867. Department.

Proc of Govt for *James*
No. 1685

PROCEEDINGS OF GOVERNMENT *Madras*

Dated 5th June 1867

*Sanctioning the opening
of Railway between Caroor
and Kudumudi. on the Erode
Extension of the Great Southern
of India Railway from
July 1867.*

*The question relative
to the construction of Feeder
(Railway). between Kudn-
mudi and the high road
leading from Caroor to
Erode, referred to the Public
Department.*

No. 98-99