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MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 1756

Press
Mis.

Dated

1-2-6

1867.

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
12th June 1867.*

No. 254. Read the following Proceedings of the Madras Government in the Revenue Department, dated 7th June 1867, No. 1,829 :—

Read the following Proceedings of the Madras Government in the Public Works Department.

(Here enter 5th June 1867, No. 1,685.)

1. Communicated to the Board of Revenue, who will instruct the Collector of Coimbatore to have the road connecting Kudumudi station with the Caroor and Errode high road put in thorough order for wheeled traffic forthwith, so as to be ready by the opening of the extension from Caroor on 1st July.

2. The work will be charged to the District Road Fund. The distance is so short that by massing labour on it, there should be no difficulty in doing all that is necessary within the time available.

3. The Tahsildar or Deputy Tahsildar should, if possible, be sent to the spot to expedite the work.

(True Extract.)

(Signed) W. HUDLESTON,

Secretary to Government.

No. 255.

ORDER THEREON, 12th June 1867, No. 1,756.

LOCAL FUNDS, No. 33.

Civil Works.

Communicated to the Consulting Engineer for Railways, with reference to the Order of the 5th instant, No. 1,685.

(True Extract.)

(Signed) CHARLES A. ORR, Colonel, R. E.,

Secretary to Government.

To the Consulting Engineer for Railways

„ Superintending Engineer, 7th Division.

Rxd S T. Augustin.

Revenue Department
Proceedings of the Madras Government
Read the following.

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.

*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 Erode 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 Erode 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 Erode 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.

Order

Order Thereon 7th June 1867 No. 1298

Communicated to the Board of Revenue who will instruct the Collector of Coimbatore to have the road connecting Kudumudi station with the Caroor and Erode high road put in thorough order for wheeled traffic forthwith so as to be ready by the opening of the extension from Caroor on 1st July.

The work will be charged to the District Road fund. The distance is so short that by massing labor on it, there should be no difficulty in doing all that is necessary within the time available.

The Tahsildar or Deputy Tahsildar should, if possible, be sent to the spot to expedite the work.

*(True Extract)
[Signature]
Secretary to Govt.*

*To
The Public Works Department*

S. T. Augustin

8th 1864 Dep^d
Pro. of Govt for the
No. 2/50

Pro. of the Maras Govt
in the Rev. Dep^d

24th June/67
Res. 8.3
No. 1298

no. 1756-125 June/67

Requesting the B^d of Rev.
to instruct the Collector
of Coimbatore to have
the road connecting Kundu
mudi Station with the
Caroor & Erode high road
put in thorough order for
wheeled traffic by the
1st July next

No. 254-255

Lid

no. 1756

Commenced to the
Cano: Engrs for Railways
with refer to the Rules
of the Statute, No 1685

First St. George's
12th June 1867

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