

MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No. 1298	Press ~~Mis.~~
124.125	
Dated 7-6-1/67.	

Not to be folded or roughly handled

*Proceedings of the Madras Government, Revenue Department,
7th June 1867.*

No. 124. Read the following Proceedings of the Madras Government in the
Public Works Department :—

Sanctioning the opening of the Railway line
between Caroor and Kudumudi from the 1st
July, and referring to the Revenue Depart-
ment paragraph 3 of Consulting Engineer's
letter on the subject of constructing the short
feeder between Kudumudi and the high road
leading from Caroor to Errode from Local
Funds. (Here enter 5th June 1867, No. 1,685.)

No. 125.

ORDER THEREON, 7th June 1867, No. 1,298.

Miscellaneous.

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

(True Extract.)

(Signed) J. GROSE,

Under Secretary to Government.

To the Board of Revenue, } With Proceedings Public Works Department, No. 1,685.
,, the Accountant General, }
,, the Public Works Department.

Exd. S. T. Augustin.

*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 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.)

Charles St. John

Colonel, R. E.,

Secretary to Government.

W-1298

Commander of the

of the. He will instruct

the W. of Coimbatore

to have the road constructed

Adumudi station to the
Caroor & Errode high road
put in through order for
shaded traffic for the
to be ready by the
opening of the extension from

To the Consulting Engineer for Railways.
.. Revenue Department,
.. Superintending Engineer, 7th Division.

Exd. S. T. Augustin.

Caroor on 1st July. June

with the Engineer to the District
Road fund. The distance is
short but by crossing
the river - the old line
is partly in dry - that is
running in the time
available. The section of
it if possible to be left to the
District the work of the

10 Copies to the W. of Revenue
to the One Order 1867 Despatch 7
to the W. of the
to the W. of the

Received 1867-1868
for of Court for 1862.

Proceedings in the
S. M. Dispensary

Oct 5th 38th
 Dec 27th 1809

From Board Dec. 1685-
1st July 1699.

June 18th 1861
Concerning the
opening of the Railway line
between Passer & Huchsmühl
from the 1st July, and referring
to the Rev. Deputⁿ from 3 of
Counciling Eng^s. to them
the subject of connecting
the short feeder between
Huchsmühl and Passer
from local funds -

No 1298-9th June

with the order



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