

(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.	2845	Press
B.P. No.		Mis.
Dated	25-10-1956	

Not to be folded or roughly handled

No. 376. Read the following letter from F. N. THOROWGOOD, Esq., Superintendent, Madras Harbour Works, to Major-General G. W. WALKER, R.E., Secretary to Government, Public Works Department, dated Madras, 18th October 1876, No. 81 W. :—

I HAVE the honor to acknowledge the receipt of G.O., No. 2,752, dated 14th current, wherein I am requested to report on the probable amount of stone that may be required from the South Indian Railway should that line be extended to the beach at Madras.

2. I would first submit that if the cost of the extension is to be charged to the Harbour Works, I cannot see that it would be worth carrying out, as Mr. Parkes' estimate and arrangements are based on the supposition of using the Madras Railway for the supply of stone and of loading the hopper barges at the north pier only. Under these circumstances the cost of extending the railway would be a very serious addition to the estimate not provided for by Mr. Parkes. If, however, the South Indian Railway were extended to the beach independently of the Harbour Works, a saving of time and money would be effected in using it for the south pier.

3. In stating what I consider the probable amount of stone that could be disposed of in the south pier from the South Indian Railway, I have not at present got any very good basis to go upon, as the question of where to load the hopper barges is still not determined. I have, however, come to the following conclusions which may be subject to modifications.

4. I am of opinion that, if the South Indian Railway is extended to the beach, it will be desirable to have a loading jetty at each pier for the steam hoppers, and in that case I would consider that about two-thirds of the rubble base for the south pier should be brought by the South Indian Railway; this quantity may be taken roughly at 200,000 tons, which could be disposed of under the most favorable circumstances at the rate of 800 tons per diem, but on an average at about 500 tons per diem. This I propose should be taken by the south pier hopper barge and used at the south pier only.

5. This amount is quite independent of the south surf bank or approach, which, as I hope to commence it shortly, can be carried on during the extension of the South Indian Railway. The material in that case would be carried by the Madras Railway Company to Royapooram and conveyed along the beach railway, to be tipped from wagons at the end of the bank as has been the case with the north surf bank.

6. I further submit that the question of running tip wagons on the main line does not appear to me to have so many objections against it on the narrow gauge of the South Indian Railway as on the Madras Railway. On the former line the lightness of the rolling stock and the slow rate of speed would perhaps induce the Company to allow properly constructed tip wagons to run from the quarries direct to the south pier. If this were so, the advantage would be very great. I have already reported in a letter (No. 131 R., dated 11th September 1876) to Major C. J. Smith, Deputy Consulting Engineer for Railways, on the probable sites from which stone can be taken, viz., some mounds or small hills on the west side of the line at the 14th mile. A

*Proceedings of the Madras Government, Public Works Department,
25th October 1876. No. 2,845.*

large hill at the 19th mile on the east side and also a granite hill on the west side at the 24th mile. It is probable that some of the Palaveram hills might also be used with advantage.

No. 377.

ORDER THEREON, 25th October 1876, No. 2,845.

RAILWAY, No. 28.

COMMUNICATED to the Consulting Engineer for Railways, who will ascertain whether the Agent of the South Indian Railway Company is prepared to recommend to the Directors to undertake the beach extension of their line as a charge against Revenue.

(True Extract.)

Major-General, R.E.,
Secretary to Government.

No. 5127

From

THE SUPERINTENDENT,

MADRAS HARBOUR WORKS,

To

*The Secretary to Government,
Public Works Department,
Fort St George,*

MADRAS, 18th October 1876.

SIR,

I have the honor to acknowledge the receipt of G. O. No. 2752 dated 14th current wherein I am requested to report on the probable amount of stone that may be required from the South Indian Railway should that line be extended to the beach at Madras.

I would first submit that if the cost of the extension is to be charged to the Harbour Works, I cannot see that it would be worth carrying out as Mr. Parker's Estimate and arrangements are based on the supposition of using the Madras Railway for the supply of stone and of loading the Hooper Barges at the North pier only. Under these circumstances the cost of extending the Railway would be a very serious addition to the estimate not provided for by Mr. Parker. If however the South Indian Railway were

extended to the beach independently of the Harbour Works, a saving of time and money would be effected in using it for the South Pier.

3. In stating what I consider the probable amount of stone that could be disposed of in the South Pier from the South Indian Railway, I have not at present got any very good basis to go upon as the question of where to load the Hopper Barges is still not determined. I have however come to the following conclusions which may be subject to modifications:-

4. I am of opinion that if the South Indian Railway is extended to the beach, it will be desirable to have a loading Jetty at each Pier for the steam hoppers and in that case I would consider that about two thirds of the rubble base for the South Pier should be brought by the South Indian Railway, this quantity may be taken roughly at 200,000 tons which could be disposed of under the most favourable circumstances at the rate of 500 tons per diem, but an average at about 650 tons per diem. This I propose should be taken by the South Pier Hopper Barge and used

at the South Pier only.

5. This amount is quite independent of the South Surf bank, or approach, which, as I hope to commence it shortly, can be carried on during the extension of the South Indian Railway. The material in that case would be carried by the Madras Railway Company to Royapuram and conveyed along the beach railway, to be tipped from waggons at the end of the bank as has been the case with the North Surf Bank.

6. I further submit that the question of running tip waggons on the main line does not appear to me to have so many objections against it on the narrow gauge of the South Indian Railway, as on the Madras Railway. On the former line the lightness of the rolling stock and the slow rate of speed would perhaps induce the Company to allow properly constructed tip waggons to run from the quarries direct to the South Pier. If this were so the advantage would be very great. I have already reported in a letter (N. 131 R. dated September 11. 1876) to Major G. J. Smith, Deputy Consulting Engineer for Railways

extended to the beach independently of the Harbour Works, a saving of time and money would be effected in using it for the South Pier.

3. In stating what I consider the probable amount of stone that could be disposed of in the South Pier from the South Indian Railway, I have not at present got any very good basis to go upon as the question of where to load the Hopper Barges is still not determined. I have however come to the following conclusions which may be subject to modifications.

4. I am of opinion that if the South Indian Railway is extended to the beach, it will be desirable to have a loading Jetty at South Pier for the steam hoppers and in that case I would consider that about two thirds of the rubble base for the South Pier should be brought by the South Indian Railway, this quantity may be taken roughly at 200,000 tons which could be disposed of under the most favourable circumstances at the rate of 50 cents per diem, but an average at about 650 tons per diem. This I propose should be taken by the South Pier Hopper Barge and need

at the South Pier only.

5. This amount is quite independent of the South Pier bank, or approach, which, as I hope to commence it shortly, can be carried on during the extension of the South Indian Railway. The material in that case would be carried by the Madras Railway Company to Royapuram and conveyed along the beach railway, to be tipped from waggons at the end of the bank as has been the case with the North Pier Bank.

6. I further submit that the question of running tip wagons on the main line does not appear to me to have so many objections against it on the narrow gauge of the South Indian Railway, as on the Madras Railway. On the former line the lightness of the rolling stock and the slow rate of speed would perhaps induce the Company to allow properly constructed tip wagons to run from the quarries direct to the South Pier. If this were so the advantage would be very great. I have already reported in a letter (M. 131 R. dated September 11. 1876) to Major G. J. Smith, Deputy Consulting Engineer for Railways

on the probable sites from which stone can be
taken, namely, some mounds or small hills
on the west side of the line at the 11th mile, -
A large hill at the 19th mile on the East side,
and also a granite hill on the west side at
the 21st mile. It is probable that some of the
Palavran hills might also be used with
advantage. -

I have the honor to be,

Sir,

Your most obedient servant,

J. N. Thoroughgood.

Superintendent

Madras Harbour Works

QD 14-10-76 No 2752

From P.W.D.
18 OCT 76
The Superintendent
Madras Harbour Works

To
The Secretary to Government,
Public Works Department,
Fort St George.

Dated 15th
Recd 18th October 1896.

A. S. M.

Reports probable amount
of stone that may be required
from the South Indian Railway
should that line be extended
to the beach.

14376

Order to def-19-10-76.

189
No. 2845
Public Works Department.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

UNDER date the 25th Aug 76
Read the following:—

From
The Superintendent
Madras Harbour Works } (H.C. No. 81 W & 18th Oct. 76

Communicated, to
the Consulting Engineer
for Railways who will
ascertain whether the
Agent of the South
Indian Railway Com-
pany is prepared to
recommend to the
Directors to undertake
the beach extension of
their line, as a charge
against Revenue.

MR
21/10/76

MR

C. P. M.
Super M. Works.

7497

Obt. of 1876 Madras.

PUBLIC WORKS.

The Comd. Eng. for P.W.

Dated

Issued

Recd.

Encl.

G. O., 28th October 1876, No. 7878

Nos. 7/77

Beach Extension of the
South Circular Ry
in connection with the
Madras Harbour Works

Letter from the
Supt. Madras Harbour
Works and the
Comd. to the Comd. for P.W.
for P.W. as regards the
incidence of the
cost.

*Approved
and P.W. Dept.
28-10-76*