

(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.	3004	Press
B.P. No.		Mis.
Dated	9-11	26/195

Not to be folded or roughly handled

81
N^o 62 W.

From

The Superintendent,

Madras Harbour Works.

To

The Secretary to Government,

Public Works Department.

Madras, 17th August 1876.

Sir,

Despatch 22nd —

I have the honor as requested in G.O. 1483 of the 14th June, to forward to you a Plan of the ground from which granite stone can be obtained near Tirutany Station, 51 miles from Madras on the North West Branch of Madras Line of Railway. The position of Railway sidings that it will be desirable to lay down if the quarries are worked, are shown thereon, in red and blue lines and also on sections that accompany the Plan. Either one or the other might be laid and in the first instance I consider they need not be extended beyond the limit of the full drawn lines, terminating at L and M, but if the quarries are worked to any large extent they should be extended in the manner shown by the dotted lines so

as to meet and form a junction at the point
0.

2. With regard to the information requested in your memorandum No. 1227 of 15th August, I may add that the cost of quarrying stone at Tirutany and delivering it at Royapuram is expected to be not more than Rupees 2-5-0 per ton, and the cost for collecting and delivering stone from the old Mullaik at Chinnampett is expected to be not more than Rupees 1-8-0 per ton.

3. These sums include the royalty of five 2 per ton, the railway carriage, and unloading the stone at Madras, but do not include the cost of the Railway sidings into the quarries.

4. Three hundred thousand tons is about the total quantity of this kind of stone required for concrete purposes. Mr. Bradmore in his draft form of specification for collecting stone from Chinnampett proposed to obtain from that neighbourhood as a least quantity 225,000 tons. Whatever is collected from other districts to make up 300,000 tons beyond the quantity collected at Chinnampett, will have to be
obtained

obtained from Tirutany at the higher rate mentioned above or possibly may be obtained on the South Indian Railway if their line is ever extended to the Beach, at a somewhat lower rate.

I have the honor to be,
Sir,
Your Most Obedient Servant.
J. N. Thoroughgood.
Superintendent.

80. 29 July 1876 No 1938
14 June 1876 - 1483

P.W.D.

28th 176

739

The Superintendent,
Madras Harbour Works.

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

Dated 17th } August 1876.
Recd.

No 62 W.

Forwards a plan of the
ground from which granite stone
at Tintany can be obtained.

No 153.

L. Sheet 44 Aug 76

3

Public Works Department.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Under date the

Read the following:—

From

The Superintendent

Madras Harbour Works

M.E. No. 62.W. dated 17 August 1876.

do

do

12

78.W.

12

Oct 1876.

*James
Superintendent
Madras Harbour Works*

*I would not go
to Tintany at
all: I wd like then
to get the road
to get the
road to
get the
road to*

His Grace the Governor,
in Council approves of the
proposed siding, from A to B
on the plan submitted by the
Superintendent of the Harbour
Works. The Tintany quarries,
however, need not be worked
till the supply from Chin-
namatt shall have been
exhausted.

To The Sup^t Madras Harbour Works:
" Com^r Eng^r for Railways.

W. H. P.
Respectfully
order before it goes out

No. 781V.

From

THE SUPERINTENDENT,

MADRAS HARBOUR WORKS.

To

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

MADRAS 14 October 1876.

SIR,

In continuation of my letter No. 721V, dated September 21st 1876 which was in reply to your Memorandum No. 1405 dated 19th September 1876 referring to the resubmission of the Plan of the proposed Trinity Sidings. I have the honor to state that after having submitted the former plan to the Railway Authorities they were of opinion that the curves shown therein were too sharp for the engines of Madras Railway Company, and further that in several other respects the proposed sidings were objectionable.

I received a letter from the Consulting Engineer for Railways dated October 7th in which he enclosed copies of letters from Mr. Robinson and Mr. Elwin of the Madras Railway on the subject of the proposed sidings. In compliance with suggestions in these

letters

1124
letters, I met the Agent and Manager, the
Acting Chief Engineer, and the Traffic
Manager of the Madras Railway in con-
sultation on the subject and the proposed
plan has met with their joint approval. -

3. The siding shown in yellow lines from
the letter C to the letter B is the line preferred
by Mr. Robinson, Acting Chief Engineer
Madras Railway. The siding shown in brown
lines from A to B was proposed by the
Traffic Manager and is the one that I
should prefer for convenience in working.

4. I enclose herewith the first report that
I had the honour to submit on the subject
of stone from Tirutany dated August 17th 1876
and with regard to the cost of quarrying and
the quantity of stone required I can only repeat
what I stated therein.

5. I estimate that the quarrying stone at
Tirutany, together with the royalty of pice 2
per ton, the railway carriage and the unloading
would amount to Rs 2. 5. 0 per ton. To
this must be added the cost of the siding
at Tirutany and of the breaking the stone
at Madras. With regard to the latter I

cannot

cannot give an opinion until I have got the
stone breaking machinery at work. -

6. Three hundred thousand tons of stone
for concrete blocks is roughly speaking
what is required for the whole work. - If

as is hoped 225,000 tons are obtained from
Chinnampett at the low rate of Rs. 8. 0 per
ton, the remainder might be obtained at a
cheaper cost than Rs 2. 5. 0 per ton im-
broken from Tirutany - as I am at
present receiving a supply of excellent mate-
rial broken small from Palaveram for
Rs 2. 5. 0 per ton, including all costs, and
when the contract with the present supplier
is expired I shall be able to get it from
other contractors for less. -

7. I would therefore humbly submit that
I can see no advantage in going to Tirutany,
as I am confident that whatever was
wanted beyond what Chinnampett could
supply could be obtained much more easily
and much more cheaply from the quarries
or hills on the South Indian Railway
such as Palaveram already mentioned.

I have the honour to be,

Sir,
Your most obedient servant,

J. A. Herveyood.

Superintendent M. B. R.

5014-6-76 to 1483.

- 23-7-76 - 1938

28-8-76 - 2612.

P.W.D.
40076
7395
From
The Superintendent
Madras Harbour Works

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

Dated 14th October 1876
Recd. 17th 1876.

By 178 m.
Plan

Resubmits plans of
Tirutany quarries and states
that there could be no advan-
tage in going there for stone.

...

...

No 3004
Pro. of the Madras Port
Under date the 9th Nov 76
Read the following.

From Supt. M.H. Works S.L. No 62 W d/17 Aug 1876
" " " " " 78 W - 14 Oct 1876

His grace the Governor
in Council does not
think it necessary to
decide upon the proposed
sidings at Tirutany,
as the Tirutany quarries
need not be worked
till the supply from
Chinnampett and
other places near
Madras shall have
been exhausted.

G.M.

Supt. M.H. Works
C. for
Dated - 17-11-76

Recd. 4-11-76
15-11-76
19-10-76
10-10-76

7345
17
Govt. of Madras.

PUBLIC WORKS.

To

The *Supdt* Madras Harbour
Works.

11/1

Dated

Issued

Recd

Encl.

G. O. No. 1876, No. 3004

Nos.

End in 11/1
15-11-77

Liding & the quarries at
Trilany - Postponing de-
cision on the subject of
constructing a - till the
supply from Chinnama
-pet & other places near
Madras shall have
been exhausted.