

(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.

1011

(W)

Press

Mis.

Dated

23-3-

18

77

Not to be folded or roughly handled

No. 614. Read the following letter from F. N. THOROWGOOD, Esq., c.e., Superintendent, Madras Harbour Works, to the Acting Chief Engineer, Buildings and Roads Branch, dated Madras, 13th March 1877, No. 111—W:—

I HAVE the honor to submit the following report in compliance with paragraphs 2 and 3 of G.O., No. 672, dated 28th February 1877.

2. I would first, however, state that in the memorandum of the Chief Engineer, No. 681-A, dated 19th February, there appears to have been a slight misconception regarding my views on the beach railway. In paragraph (b) of that memorandum the Chief Engineer states that I am anxious to commence the south pier with laterite from the Madras Railway. This, however, is not so, as ever since the extension of the South Indian Railway was sanctioned I have looked on it as the chief source of supply for the south surf bank.

3. In reply to paragraph 2 of the Government Order above referred to, I have the honor to state that I am anxious to have the beach railway laid down as soon as possible for the following reasons:—

I.—To convey 7-ton blocks already made, and that have had time to harden, from the block ground at Royapooram to the south surf bank. These are to be used as foreshore where needed, and will be in a fit state for immediate use. In the meantime others may be made at the south pier for subsequent use.

II.—For conveying the 10-ton jib crane to the south pier for depositing these blocks, at the same time leaving it possible to send the crane back and use it at the north pier on an emergency. This could not be done quickly if there was no railway.

III.—For the transport of tipping wagons from the north to the south pier, and for an easy way to send them back to the block ground (where the workshops are) for repairs.

IV.—For transporting general stores, such as forges, anvils and other plant that will be required in erecting the Titan crane, which may be expected out at any time, and for giving a better connection between the two works for general purposes of supervision.

4. On paragraph No. 3, I further have the honor to report that I had taken measures for procuring such stone as is recommended by His Grace the Governor in Council, previous to the receipt of the Government Order, but I have only lately been in possession of sufficient information to be able to report as to the probable extra cost of using such stone for protective purposes.

5. To give an exact estimate of the cost is hardly possible in a work that will be exposed to so much broken water and heavy surf, but taking the north surf bank (which has not exceeded Mr. Parkes' estimate) as a precedent, and allowing the same amount for the south surf bank in the first instance, I think that an additional three or four thousand tons of large stone will, with occasional concrete blocks, be sufficient to prevent any serious spreading out within harbour limits, and my estimate for this extra work is Rupees 11,000, made up of two items, viz., Rupees 9,000 for the large stone and Rupees 2,000 for additional concrete blocks.

Proceedings of the Madras Government, Public Works Department,
23rd March 1877. No. 1,011.

No. 615.

ORDER THEREON, 23rd March 1877, No. 1,011.

CIVIL WORKS, No. 54-A.

THE Governor in Council is of opinion
that the construction of the beach Railway
must be deferred until a time of less pressure.

2. The interruption of access to the beach, and the general inconvenience to
traffic, which the work could not but cause, would not be compensated for by the
saving of time in the prosecution of the southern surf bank.

(True Extract.)

To the Superintendent, Madras
" Chamber of Commerce.
" Marine Department.
" Consulting Engineer for

Rd. S. T. Austin.
Spare Copies

Roads & Buildings

From

J. V. Thoroughgood Esq. L. E.

Superintendent

Madras Harbour Works.

To

Colonel W. Farewell,

Chief Engineer,

for Roads & Buildings.

Fort St. George.

Madras, 13th March 1877.

Sir,

I have the honor to submit the following
report in compliance with paragraphs 2 and 3,
of G.O. No. 672, dated 28th February 1877:-

2. I would first, however, state that in
the Memorandum of the Chief Engineer, No. 681 A,
dated 19th February, there appears to have been
a slight misconception regarding my views
on the beach railway. In para (6) of that
Memorandum the Chief Engineer states that
I am anxious to commence the South Pier
with laterite from the Madras Railway.
This, however, is not so, as ever since the
extension of the South Indian Railway was
sanctioned, I have looked on it as the chief

source of supply for the South Surf bank.

3. In reply to paragraph 2 of the G.O. above referred to, I have the honor to state that I am anxious to have the beach railway laid down as soon as possible for the following reasons:-

I. To convey 7 ton blocks already made, and that have had time to harden, from the block ground at Poyasporam to the South Surf Bank. These are to be used as fore-shore where needed, and will be in a fit state for immediate use - In the mean time others may be made at the South Pier for subsequent use. -

II. For conveying the 10 ton jib crane to the South Pier for depositing these blocks, at the same time leaving it possible to send the crane back and use it at the North Pier on an emergency - This could not be done quickly if there was no railway.

III. For the transport of tipping waggons from the North to the South Pier, and for an easy way to send them back to the block ground (where the workshops are) for repairs.

IV. For transporting general stores, such as forges, anvils and other plant that will be

be required in erecting the Titan Crane, which may be expected out at any time, and for giving a better connection between the two works for general purposes of supervision. -

4. On paragraph A. 3, I further have the honor to report that I had taken measures for procuring such stone as is recommended by His Grace the Governor in Council, previous to the receipt of the G. O., but I have only lately been in possession of sufficient information to be able to report as to the probable extra cost of using such stone for protective purposes. -

5. To give an exact estimate of the cost is hardly possible in a work that will be exposed to so much broken water and heavy surf, but taking the North Surf Bank (which has not exceeded Mr. Parkes's Estimate) as a precedent, and allowing the same amount for the South Surf Bank in the first instance, I think that an additional three or four thousand tons of large stone will, with occasional concrete blocks, be sufficient to prevent any serious spreading out within Harbour limits, and my estimate for this extra work is £11,000, made up of two items, namely £9,000 for the large stone

I have the honor to be
Sir

A. M. Thorogood,
Superintendent
Madras Harbour Works

READ the following:—

Letter from the Supt. Madras Harbour
Works No. 111 W dated 13th March 1877.

FOR ORDERS.

W. H. Harrison Colonel

Ag. Joint Secy. to Govt.

The House is a building
which has been built
with a view to the future - it
is not a temporary structure
of stone in the middle of
refined to. will not in my
opinion compromise for
the convenience of the
during its construction - the
interruption of access to the
beach - it had better
wait until it is clear
that no further great purpose

Mr. Throgsford sends
me to show gratitude
for carrying out the Brass
Reel. & the Ch. Hon^{le}
don't consider it with
the conveniences any one
I think it may be saved!

of paper from the
enclosed
B. 16/3

2.3.77 No 714
26.2.77 " 672
12.2.77 " 480
3.2.77 " 387

P.W.D.
14th 1877
No 2710
Roads & Buildings

From
The Superintendent
Madras Harbour Works

No 111 W
Dated 13th March 1877

Beach Railway

Submits report showing necessity
for - between North & South
Surf Banks. -

L.O. 23rd March 77 SB No. 614

Coast works 4
Public Works Department.

No 1011

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Under date the 23rd March 77
Read the following: -

From

The Superintendent
Madras Harbour Works } C.R. No 111 W d 13th March 77

The Governor in Council is
of opinion that the construc-
tion of the Beach ~~section~~
~~the~~ Railway
must be deferred until
a time of less pressure.

2. The interruption of ac-
cess to the Beach, and the
general inconvenience to
traffic, which the work
could not but cause,
would not be compensated
for by the saving of time
in the prosecution of the

L.O.

21/3

L.P.

Recd 17.3.77
Gen 15.3.77

102710



Gobt. of 1877 Madras.

PUBLIC WORKS.

To *The Supt. Madras Harbour Works*

Dated

Issued

Recd.

Encl.

G. O. 28th March 1877, No. 1011

Nos. 6111 - 6115

Beach Section of the S. Bay
(Madras Harbour)

The construction of the —
ordered to be deferred until
a time of less pressure.

Conf. in Reg.

E.I. 31-3-77