

(1) Number of pages 14
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TAMIL NADU ARCHIVES

GOVERNMENT OF TAMIL NADU

Public Works DEPARTMENT

G.O. No.	3738 W.	Press.
B.P. No.		Mis.
Dated	23-9-1878	197

S.G.M.

Not to be folded or roughly handled.

3738
1

GOVERNMENT OF MADRAS.
PUBLIC WORKS DEPARTMENT.

23rd September 1878, No. 3,738 W.

Buildings and Roads.
Civil Works.

Read the following paper:—

No. 259. Endorsement of the District Engineer, Presidency, dated 30th August 1878, No. 3,239.

From Major S. C. CLARKE, R.E., Executive Engineer, Buckingham Canal Works, to the District Engineer, Presidency, dated Fort St. George, 24th August 1878, No. 288.

With reference to the Chief Engineer's No. 1,806 of the 12th of April 1878, and your No. 347 of the 17th April 1878,

One plan.
„ estimate.

I have the honor now to submit a design for an iron gauge which I would propose

to set up at either end of the Buckingham Canal. After considering the various ideas that have floated through my mind, I have come to the conclusion that a cast iron structure would be more suitable than either a wooden or a masonry one. If the gauge were made of either of the latter-mentioned materials, an expensive description of foundation would have to be laid down to insure of the supports being strong enough to withstand the shock of a heavy laden boat coming in contact with them, whereas there will be no difficulty in driving the iron screw piles down to the requisite depth.

2. It is proposed to form the arch-pieces of W.I. angle irons to be "fished" together at three points, their lower ends fitting into shoes, which are to be bolted on to the heads of the piles.

Angle iron  3" x 3" or 4" x 4".

3. *Fenders.*—To act as fenders it is suggested that two wooden piles be driven down to a depth of 5 feet 7 inches below the bed of the canal on either side of the canal, giving a clear waterway of about 18 feet, which I do not think should be increased, for I am convinced that the Native boatmen will have no regard for the groynes of the various bridge abutments if permitted to extend their loads laterally beyond the maximum breadth now laid down.

SUBMITTED to the Chief Engineer, Public Works Department, with reference to his memorandum, No. 1,806, dated 12th April 1878.

(Signed) ROSS THOMPSON, Major, R.E.,
District Engineer, Presidency.

2 PUBLIC WORKS DEPARTMENT, 23RD SEPTEMBER 1878, No. 3,738 W.

No. 260.

ORDER THEREON, 23rd September 1878, No. 3,738 W.

THE plan and estimate of Rupees 800 for erecting two iron gauges on the Buckingham Canal are sanctioned, and funds provided by transfer from Budget Item No. 22, "New Masonry Works to Buckingham Canal."

2. This sanction has been registered as Provincial No. 103 B of 1878-79.

(True Extract.)

(Signed) E. A. FOORD, Colonel, R.E.,
Secretary to Govt., P.W.D.

(True Copy.)

Colonel, R.E.,
Secretary to Govt., P.W.D.

To the District Engineer, Presidency.
" " Nellore.
" " Chingleput.
" Examiner of Public Works Accounts.

Ed. E. G. Shunker.
Spurs Copies

3738
2

RECEIVED
GOVT. OF 1878
PUBLIC WORKS.

29 AUG 78

Ex 281

Buckingham Palace
Office

Sept. 24th 1878

From the Electric Engineer
To the District Engineer
Breadney

Ex 2
1. Plan
1. Estimate

With reference to the
Chief Engineer's report of the
12th April - 1878 - and your
reply of the 17th April - 1878 -
I have the honor now to
submit a design for a
iron bridge which I would
propose to set up at either
end of the Buckingham Palace
After considering the merits

would that have floated
 through my series, I have
 come to the conclusion that
 a Cast Iron Structure would
 be more suitable than either
 a Wooden or a temporary one.

If the same were made of
either of the latter ~~two~~ materials
materials a Spacious Recip-
tacle of Foundations would have
to be laid down; the usual
of the supports being strong
enough to withstand the
Shock of Extinguishing
Boat forming his contact
with them — whereas

Angle 7m
L
3" x 3"
7
4" x 4"

There will be no difficulty
in turning the Iron Screw Pile
down to the requisite depth.
This proposed to form the
"lock-pieces" of W.D. Arch. Iron
to be "fishes" together at 3' intervals
thus lowering and fitting into
shoes, which are to be bolted
on to the head of the Pile.

Fenders To act as fenders, it is suggested that two wooden piles be driven down to a depth of 5 ft. below the bed of the Canal - one either side of the Canal - leaving a clear waterway of about 10 ft. - which I don't think should be increased.

37 38
5.

for I am convinced
that the American
will have no regard for
the names of the various
Prophets & of
permitted to stand his
words literally before
the magazine brastle
has done.

I have the honor to be
Dear Sir
Your Obedient Servant
J. J. Clark
Sept 11.
Wilmington, N.C.

1878 date

From No 9733
Major Charles O B
Ex Cor

Date 24
Dec. 29 } August 30

Enc 2

File No 3239

Submitted to the
Chief Engineer P.W.D.
with reference to his
Memo No 100 of 12th April
1878

Robert Engleby

31 Aug 78
Recd 2nd Sept

On Buckingham
Canal. for the
design & estimate for
Rs 800 for erecting
iron gauge for

to order 19-9-78
P.W.D.

No 3730 W
Public Works Department

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Under date the 23rd Sept.

Read the following

From
The district mag.
Presidency } (N.E. No 3239 of 30th Aug 78)

The plan and estimate
of Rs 800 for erecting two
iron gauges on the
Buckingham Canal, are
sanctioned, and funds
provided by transfer
from Budget Item No 22
"New Masonry Works to
Buckingham Canal"

at 20.9.78

This sanction has
been registered as
Provincial No 103 R. of
1878/79.

O.C. Presidency
"Mellor & Co
"Chinglepat
Exec. P.W.D. under the estimate

11-19/9
Chief 3-10-78

~~3738~~
7

to coly 19-9-28
C. 217 Phil 23.9.78

2730
Govt. of (1878) Madras.

PUBLIC WORKS.

To

Dated

Issued

Recd.

Encl.

G. O. 23 Sep. 1878, No. 37386

Nos. 259 & 260

Iron gauges Breaching
main Canal

The Plan and
Estimate of Rs 800
for erecting two —
Sunshades

S. D. in Rs 1000