

(1) Number of pages 10
 (2) Date of repair 18-8-3
 (3) Initials of the Referencer _____

MADRAS RECORD OFFICE.

Government of Madras.

Public Works DEPARTMENT.

G.O. No. 3683	Press -Mis.-
524-25	
Dated 24-11-	1868.

102

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
21th November 1868.*

No. 524. Read the following letter from the Consulting Engineer for Railways, to the Secretary to Government, Public Works Department, dated Madras, 14th November 1863, No 411.—

With reference to the Order of Government, No 3,361, dated the 24th ultimo, I have the honor to state that a copy of it, together with a set of drawings, &c, of the rails invented by Mr. Judson Addis, was forwarded to the Secretaries and Agents of the Indian Tramway Company, and I enclose a letter from the Resident Engineer, addressed to the Agents, showing that the rails referred to are not approved of.

From the Resident Engineer and Traffic Manager, to the Secretaries and Agents of the Indian Tramway Company (Limited), dated Arcot, 7th November 1868, No 348

1 With reference to the enclosures (Adhis patent Rails) which accompanied yours of the 28th ultimo, I have made tracings of them, and herewith return the originals as requested

2 I will now make a few remarks on, first, the single-headed rail, first, its merits, I do not see anything to recommend it, except its being all wrought-iron, this is a great recommendation, as we know cast-iron deteriorates so much from damp and vibration. Now, what I consider its demerits are as follows, the sharp lower angles resting on formation level, which being only earth, would not give resistance enough, if we place it higher to overcome this, the thing would become weak by being so much above ballast level, the length of these plates being equal to the spaces between them, I consider the line would be so rigid and stiff that it would be impossible to spring or bend it to make curves, unless these chairs and rails were manufactured purposely for it

3 With regard to the treble-headed rail, I think the expense of it will prevent its being adopted, it must be very costly, having three rails instead of one, a well manufactured rail should last ten or twelve years, and the idea of turning up one of the others from under ground to bring into use after this length of time is absurd, the scale by that time will make it too rough to run upon. I see no use in the two rails under ground except that it would overcome the objection which I raise to the sleeper of the single-headed rail, I am, therefore, of opinion that it is not at all suitable for light trains

No. 525. ORDER THEREON, 24th November 1868, No 3,683.

RAILWAY, No 31.

Communicated to Mr. W. J. Addis, C. E., with reference to his letter to the Private Secretary to His Excellency the Governor, dated 21st September 1868.

(True Extract.)

Colonel, R. E.,
Secretary to Government.

To the Consulting Engineer for Railways
To W. J. Addis, Esq., C. E., Tanna, Bombay.

Erd S. T. Augustin.

Govt. of 1868 Madras.

PUBLIC WORKS.

THE CONSULTING ENGINEER FOR
RAILWAYS

Dated November, 24th

Recd

G. O. 24th Nov 1868, No 3,683

NOVEMBER.
Nos. 524-525

Perman. Way (Railway) — Letter
from the Consulting Engineer, submitting
one from the Resident Engineer of the
Indian Tramway Company reporting un-
favorably on the system of Permanent way
invented by Mr. J. L. Addis, C. E., com-
municated to the inventor.

Indian Tramway Company Limited
President Engineer's Office
Account of November 1868
No 348

My attention

has been directed to the

Indian Tramway Co.

Madras

Dear Sir

With reference to the enclosure (Addis patent
rails) which accompanied yours of the 28th ultimo
I have made tracing of them & herewith return the
originals as requested.

I will now make a few remarks on first, the
single headed rail, first its merits. I do not see
anything to recommend it except its being all
wrought iron; this is a great recommendation as we
know cast iron deteriorates so much from damp
& vibration, now what I consider its demerits,
as follows: the sharp lower angles resting on
formation level which being only earth would not
give resistance; and if in place it begins to overcome
this, the thing would become weak by being so much

along track level, the length of these plates being equal to the spaces between them, I consider the line would be so rigid & stiff, that it would be impossible to spring or bend it to make curves, unless these chains and rails were manufactured purposely for it.

With regard to the triple headed rail, I think the expense of it will prevent its being adopted. It must be very costly, having three rails instead of one, a well manufactured rail should last ten or twelve years, and the idea of turning up one of the others from under ground to bring into use after this length of time is absurd, the wear by that time will make it too rough to run upon. I see no use in the two rails under ground except that it would overcome the objection which I raise to the sleeper of the single headed rail. I am therefore of opinion that it is not at all suitable for light rails.

Yours faithfully

(Sd) W. M. Hollaway

East Ind. & Pacific

True Copy

Secretary's agents

communicated to the

CONSULTING ENGINEER'S OFFICE,

Railway Department

No. 411-

From

Major J. M. Melhuish Stewart M.C.
Consulting Engineer for Railways,

To

Colonel C. A. O'Brien M.C.

Secretary to Government,

Public Works Department,
Fort Saint George

SIR,

With reference to the order of Government N° 3361 dated the 24th ultimo, I have the honour to state that a copy of it together with a set of drawings, viz, of the rails invented by Mr. Judson Addis was forwarded to the Secretaries and Agents of the Indian Railway Company, and I enclose a letter from the Resident Engineer addressed to the Agents showing that the rails referred to are not approved of.

Madras.

14th December

1865

I have the honour to be

Yours most Obedient Servant
Wm Stewart Major M.C.
Cons. Eng. for Railways

Public Works Department
No 3683

For the Secretary to Government
RAILWAY DEPARTMENT

From

The Consulting Engineer
for Railways,

To

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

Dated *14th* November 1868
Received *16th*

No. 411.
Enclosure -
Enclosing a
letter from the Resident
Superior of the Travancore
regarding Mr Addis'
rail -

4521
No. 3683 - 24th Nov 1868

Public Works Department
No 3683
Proceedings of the Madras Government
Under date the 24th Nov 1868
Read the following

The Consulting Engineer
for Railways
A.E. No. 411 of 14th November 1868

Communicated
to Mr R. I. Addis.
C.E. with reference
to his letter to the
Private Secretary to
His Excellency the
Governor dated 21st
September 1868.

The Engineer
for Railways
R. I. Addis Esq. C.E.
Tanna, Bombay
22
Recd 25/11/68

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6657
Govt. of Madras.

PUBLIC WORKS.

To the Hon'ble Eng.
for laying

do, do, do

Dated 11th

Recd 11th

G. O., 24th Novr 1868, No 3683

Nos. 574-525

Permanent-way (By) Letter from
the Comptroller submitting one
from the Resident-Eng. of the
Indian Railway Co. respecting
unfavorably on the system of
Permanent-way invented by
Mr. Hudson Addis. P. E. Comd
to the Inventor.