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MADRAS RECORD OFFICE.

Government of Madras.

Police DEPARTMENT.

G.O. No. <i>212</i>	Press Mis.
<i>18-11-1946</i>	<i>18-11-1946</i>
Dated <i>18-11-1946</i>	

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
22nd June 1869.*

No. 484. Read the following Endorsement of the Private Secretary to His Excellency the Governor, dated Madras, 26th May 1869 :—
Read the following letter from W. J. ADDIS, Esq., C.E., to the Private Secretary to His Excellency the Governor of Madras, dated Tanna, Bombay Presidency, 18th May 1869.

With reference to an article in one of the Madras papers on the subject of a light line of railway proposed between Arcunum and Conjeveram, I addressed the Governor-General of India on the subject on the 30th of April last, forwarding, at the same time, the drawings and specifications of my patent rail, with a view to their being introduced on this proposed line of railway. I have by this day's post had an answer to it, requesting me to forward the plans and specifications to the Madras Government, which I have this day done, and to request the favour of your being so kind as to place them before His Excellency, in order that this system of railway may be adopted. I am further prepared to place before His Excellency any information that may be required as to cost, &c., &c.

2. The Viceroy's Private Secretary has asked me to send him a set of the drawings and specifications in question, which I have forwarded to him.

TRANSFERRED to the Secretary to Government, Department Public Works, with three enclosures.

(By Order,)

(Signed) J. H. GARSTIN,
Private Secretary.

No. 485.

ORDER THEREON, 22nd June 1869, No. 2,027.

RAILWAY, No. 33.

RECORDED, with reference to G. O.,
No. 529-530, of the 17th February 1869.

(True Extract.)

(Signed) CHARLES A. ORR, Colonel, R. E.,
Secretary to Government.

Etd. F. R. Bantleman.

Govt. of 1869; Minutes.

PUBLIC WORKS.

To

Dated June, 21st

Recd.

G. O., 21st June 1869, No. 211.

JUNE

Nos. 484-485

Referring.—Letter from Mr. W. J. Addis, through the Private Secretary to His Excellency the Governor, requesting the adoption of his system of Permanent Way on the proposed railway between Ansonia and Conjeeveram, recorded.

Opinion of the Press.

THE ENGINEER

19th April 1867.

W. J. A. (Bombay) You have, no doubt, greatly improved your system of Permanent way, and it might possibly be adopted in certain cases with advantage. The single arrangement is the better of the two.

Tanna, Suryodaya Press

Opinion of the Press.

NATIVE OPINION

A NEW RAIL.

We have received two sheets of drawings viz. the Plans, Elevations and Sections of a certain Rail for Railways, invented and patented by W. J. Addis Esq., C. E., Local Fund Engineer of the Tanna Collectorate.

This invention consists of two parts, namely of a single-headed, and of a treble headed rail; the portions supporting the rail serving in both cases at the same time as longitudinal sleepers. We shall make an attempt to give the general reader an idea of the contrivance as far as it is possible to do so, without making use of drawings or technical terms:— Conceive three plates of wrought iron to be placed so as to form a triangular prism, the angles whereof are screwed together. The section of this prism will present the form of triangle; now conceive the apex of this triangle to be screwed in such a manner that the two plates forming it do not meet, but leave a space or jaw, which receives the rail: this is the sleeper with one rail.

Now, if the above mentioned triangle be so constructed that not only at the top but also at the base a jaw is formed at each angle and receives a rail; then we have the sleeper with three rails, i. e. the treble headed rail, the advantage of which is that when the top rail over which the carriages move gets injured, the triangle must only be turned when a base angle will become the apex and will present an entirely new rail for the cars to move upon. It is also necessary to observe that this triangular sleeper is somewhat concave, as each of the sides of the triangle bulges inwards, and that these sleepers are in lengths of three feet; fixed six feet apart from centre to centre, so that a rail eighteen feet long rests on three such sleepers.

Formerly railway sleepers all over the world were merely wooden logs and nothing more; iron has however superseded them everywhere except in the cheap-railways through the back-woods of America, where trees have only to be felled to the right and left of the way and to be laid down as sleepers. In all other circumstances iron has been found the safest and in the end the cheapest material.

It must be admitted that this new sleeper is considerably lighter than several other kinds, since the total weight per mile amounts only to 108 tons, whereas the lightest of the other four kinds mentioned, weighs 124 tons. The same advantage does not however apply to the number of parts per mile which is 27,280, whilst the greatest number of parts in one of the four other kinds mentioned in the Table is only 12,480. Nor is even an approximate estimate of the cost of this new invention given, so that we have no data for comparing it with others. The proof of the pudding is the eating of it, and if Mr. Addis could get some railway company practically to test or adopt his sleeper, it would be the best argument in its favor. We should be glad, soon to be able to report that his invention has something more in its favor than mere plausibility and a patent.

Tanna, Suva-daya Press.

Opinions of the Press.

THE POWLA.

Dated 19th March 1868.
BOMBAY.

Progress is still the order of the day. As railways multiply the want of better permanent ways than those which now cost so much to make and keep up, is more and more keenly felt. And an extended acquaintance with our Indian railways has led Mr. Addis to suggest a practical improvement of no little importance in these days of enforced economy. By an ingenious application of the triangular principle he has discovered a method of making rails which not only does away with all necessity of wood, but likewise of ballast also. How our Indian engineers, to whom the difficulty of getting good ballast is a constant nuisance, will rejoice at this piece of good news. Then the new rail ensures a saving of iron. The weight of a mile of Greaves improved rail is 125 tons while that of Addis is not over 111, and may be less. Mr. Addis has patented his invention of which practical engineers at home speak highly. In view of the enormous saving of material, both iron and ballast, and also labour by this new plan, the Government or other persons responsible for our railways should lose no time in testing it. A few miles laid down in the jungles beyond Hurdah or Raichoor on the Great Indian Peninsula Railway would probably soon shew its great superiority.

No. 284 of 1868

Public Works Department.
Architectural Executive Engineer's Office.

Bombay, 13th March 1868.

To,

W. J. Addis Esquire C. E.
Local Fund Engineer
Tanna Collectorate

Dear Sir,

In reply to your letter without date submitting your Patented Design for a Treble Headed Rail for my opinion, I have much pleasure in stating that I consider the idea very ingenious and likely to prove most serviceable in practice. Assuming wear and tear of all Rails of whatever design to be similar, your Treble Headed Rail will necessarily last three times as long as the ordinary Rails at present in use. The Treble Headed Rail in my opinion entirely supersedes the Single Headed Rail you have also Patented.

II. I would suggest that you sent your designs to Colonel De Lisle R. E. consulting Engineer for Railways as that officer will be more in a position than I am to recommend the same for a fair trial.

III. Pending receipt of your expressed wish to the contrary I have retained the Lithograph Copies you have sent me and if I have any opportunity I will certainly recommend the same for trial.

I have the honour to be
Sir,

Your Most Obedient Servant,
[Signed] J. R. Fuller. Lieut. Col. R. E.
Architectural Executive Engineer and Surveyor.

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Bombay, Baroda & Central India Railway.
Locomotive Superintendents' Office.
Amrolee, 9th April 1868.

No. 1/1082
1868.

To,

W. J. Addis Esq.,
Civil Engineer,
Local Fund Engineer,
Tanna Collectorate.
Tanna.

Sir,

I beg to acknowledge with thanks your letter enclosing plans of a new Iron Permanent way which you have patented. As I am not engaged in any way with the road and way of this Railway I regret that I can do nothing to obtain a trial for your system.

2 You ask for my opinion, I think it is simple but would be difcent in lateral stability, that the rail between bearers would be found too weak and not held with sufficient firmness in the chairs I see no advantage in the Treble Headed Rail which the Single Rail does not equally possess.

3. A permanent way on somewhat the same principal has been recently put down on the Brunswick Railway between Cologue and Ber'in which it may interest you to know is described in the "Engineer" of February 14 th.

4. There can be no doubt of the very great impotance of Iron permanent way in this Country.

I am Sir,
Your Obedient Servant,
E. B. Carroll,
Locomotive Superintendent,
B. B. & C. I. Railway Company.

Tanna, Suryodaya Press.

69/4827102
Railway Department.

Consulting Engineer's Office.

No. 98.

From,

Major J. H. M. Shaw Stewart R. E.
Cons: Engineer for Railways.

To,

W. J. Addis Esquire, C. E.
Local Fund Engineer
Tanna Collectorate
Bombay.

Sir,

With reference to your letter of the 4th Instant addressed to the Private Secretary to His Excellency the Governor of Madras, I have the honor to request that you will be so good as to forward to me six sets of the drawings of rails for railways invented by you, and six copies of the statement which accompanied your letter, for communication to the Railway Authorities in this Presidency.

Madras
24th March
1868.

I have the honor to be

Sir,
Your Most Obedient Servant,
(Signed) Shaw Stewart Major R. E.
Consulting Engineer for Railways.

69/402234/69

Government House.
Calcutta, 20 th March 1868.

Sir,
I beg to acknowledge the receipt of your letter of the 4 th Instant
and the drawings therein referred to and to state that these have been trans-
mitted, by direction of His Excellency the Viceroy and Governor General to
Colonel Dickens Secretary to the Government of India in the Public Works
Department.

I remain
Sir,
Yours Obediently,
(Signed) J. D. Gordon.
Private Secretary.

To,

W. J. Addis. Esq C. E.
Tanna.

69/4377 Bp

172

Madras Railway Company.
Agent and Manager's Office.
Madras, 20 th March 1868.

No 777.

To.

W. J. Addis Esq. C. E.
Local Fund Engineer.
Tanna Collectorate.
Tanua.

Sir.

In reply to your letter of the Instant, I beg to state that after consultation with the Chief Engineer, Locomotive Superintendent and Traffic Manager, as to your system of permanent way we have arrived at the conclusion that your Patent is not adapted to the requirements of this Company and I regret therefore that I am not in a position to recommend its adaption to my Directors.

I am

Sir,
Your Obedient Servant,
R. B. Elwin
Agent and Manger

Tanna, Suryodaya Press.

18th May 1869.
Sanna,
Bombay Presidency.

The Private Secretary
to His Excellency the Governor
of Madras.

With reference to an Article in one of
the Madras Papers on the subject of a light
line of Railway proposed between Arcot
and Conjeveram, I addressed the Governor
General of India on the subject on the 30th of
April last forwarding at the same time the
Drawings and Specifications of my Patent
Rail with a view to their being introduced
on this proposed line of Railway. I have by
this day post had an answer to it, requesting
me to forward the Plans and Specifications
to the Madras Government: which I have
this day done; and to request the favor of you
being so kind as to place them before His
Excellency in order that this system of Railway
may be adopted. I am further prepared to
place before His Excellency any information
that may be required as to cost &c. &c.
The Governor's Private Secretary
has asked me to send him a set of the Drawings and
Specifications in question which I have for-
warded to him.

I beg to remain Sir,
Yours obediently,
W. J. Allen: Esq.

W. J. Allen: Esq.
Es. Engineer and Tunnel Works.
Bombay.
Madras.

W. J. Allen: Esq.

Received June 16th 1869

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Wm. Howard Crosby

2. 12. 1900

No. 2027-12-3 June 1871

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26th May/69.

1884-2234-
Govt. of {1869} Madras.

PUBLIC WORKS.

To

Ac., Ac., &c.

Dated

Recd.

G. O. 22nd June 1869, No. 2027

Nos. 1484 - 1485

Railway Letter from
Mr. J. Addis, through the
Private Secy. to H. E. the
Govt, requesting the adoption
of his system of Permanent
way on the proposed Railway
between Arcot and
Tanjore, recorded.