MRO 1—77,006—8-6-31.

(1) Number of pages 10

(2) Date of repair

(3) Initials of the Referencer

MADRAS RECORD OFFICE.

Government of Madras.

Public works DEPARTMENT.

G.O. No. 16 Press Mis.-

31-32

Dated 4 1 1870.

Not to be folded or roughly handled

Proceedings of the Madras Government, Public Works Department, 4th January 1870

No 31. Read the following letter from the Deputy Secretary to the Government of India, Public Works Department, (Railway,) to the Secretary to the Government of Madras, Public Works Department, (Railway,) dated Fort William, 2nd December 1869, No 1,806-R —

I am directed to forward copy of a communication from the Agent of the Oudh and Rohilkhund Railway Company to the Consulting Engineer of the Oudh Administration, No. 3,229, dated the 8th November 1869, on the question of the advantage of having a tie bar to each pair of cast-iron bowls, or wrought-iron pressure-plates, as the case may be, instead of a tie-bar for every alternate sleeper, and to request that the Government of India may be favoured with a report of the proportion of ties to bowls used on the Railways in Madras, and an expression of opinion, based upon experience, as to the necessity for having a tie to every pair of bowls The description of bowls in use should also be stated

---

Memorandum from MAJOR-GENERAL J P BEADLE, R E, Agent of the Oudh and Rohilkhund Railway, dated 27th October 1869

Question has arisen as to the advantage of having a tie-bar for each pair of cast-iron bowls or wrought-iron pressure-plates, as the case may be, instead of a tie-bar for every alternate sleeper. It is not questioned that the alternate tie-bar would be practically sufficient to hold the line in gauge, but a tie-bar to every sleeper would make the road rigid transversely and stable, preventing oscillation and "wear and tear," and the necessity for complete ballasting to make up for the absence of tie-bars Is it then a measure of true economy, as well as of improved efficiency, to go to the first expense of complete sleepers, that is, of giving a tie-bar to each pair of cast-bowls or wrought-iron pressure-plate ?

Endorsed by the Agent of the Oudh and Rohilkhund Railway Company, dated 8th November 1869, No 3,229.

Forwarded to Consulting Engineer, for an expression of opinion if he should be pleased to express one individually, and also for submission to Government, as the question is one of general importance, and it might be well that it should be fully considered and authoritatively settled

---

No 1,809-R.

Copy forwarded for information to the Oudh Administration, with reference to its No. 1,608-R, dated the 23rd November 1869. It is believed that on the Punjab Lines one tie to every alternate pair of bowls is given; and in Madras six ties to each rail, but the particulars of the length of rail, or number of bowls per rail, are not known.

No 32 ORDER THEREON, 4th January 1870, No. 16.

RAILWAY, No. 5

COMMUNICATED to the Consulting Engineer for Railways, who will furnish the information required by the Government of India with his own opinion on the point referred to.

(True Extract.)

Colonel, R. E;
Secretary to Government.

To the Consulting Engineer for Railways.

Exd E. C Shunker.

Enclosure to Public Works Department No. 1806-8 *R of* 1869.

Dated 27th October, 1869

Memo from MAJOR-GENERAL J P BEADLE, R E, *Agent, Oudh and Rohilkhund Railway*

Question has arisen as to the advantage of having a tie-bar for each pair of cast-iron bowls or wrought-iron pressure-plates, as the case may be, instead of a tie-bar for every alternate sleeper It is not questioned that the alternate tie-bar would be practically sufficient to hold the line in gauge, but a tie-bar to every sleeper would make the road rigid transversely and stable, preventing oscillation and "wear and tear," and the necessity for complete ballasting to make up for the absence of tie-bars Is it then a measure of true economy, as well as of improved efficiency, to go to the first expense of complete sleepers, that is, of giving a tie-bar to each pair of cast-bowls or wrought-iron pressure-plate ?

No. 3229, dated 8th November, 1869

Endorsed by Agent, Oudh and Rohilkhund Railway Company

Forwarded to Consulting Engineer, for an expression of opinion if he should be pleased to express one individually, and also for submission to Government, as the question is one of general importance, and it might be well that it should be fully considered and authoritatively settled

All communications should be addressed to the Secretary

No. 1806 R

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY.

To The Secretary to the Govt. of Madras. Public Works Dept Railway

FORT WILLIAM, DECEMBER 2, 1869.

SIR,

I am directed to forward copy of a communication from the Agent of the Oudh and Rohilkhund Railway Company to the Consulting Engineer of the Oudh Administration, No. 3229, dated the 8th November 1869, on the question of the advantage of having a tie-bar to each pair of cast-iron bowls, or wrought-iron pressure-plates, as the case may be, instead of a tie-bar for every alternate sleeper, and to request that the Government of India may be favoured with a report of the proportion of ties to bowls used on the Railways in Madras and an expression of opinion, based upon experience, as to the necessity for having a tie to every pair of bowls. The description of bowls in use should also be stated.

I have the honour to be,

SIR,

Your most obedient Servant,

Major, R. E.,

Deputy Secretary.

No. 1809 R.

Copy forwarded for information to the Oudh Administration, with reference to its No. 1608 *R, dated the* 23*rd November* 1869. *It is believed that on the Punjab Lines one tie to every alternate pair of bowls is given; and in Madras* 6 *ties to each rail, but the particulars of the length of rail, or number of bowls per rail, are not known.*

P.W. 5210/69

weeps 6/1/70.

P.W. 1869 Dept

Pro of Govt of Ind 2 Jan 70

GOVERNMENT OF INDIA

PUBLIC WORKS DEPARTMENT.

RAILWAY.

To

No. 1806 R.

Dated December 2, 1869

Received 13 Dec 69

Enc: 1

No 16-4 Jan 1870

Calls for a report of the proportion of ties to bowls used on lines of Railways, and an expression of opinion, based upon experience, as to the necessity for having a tie to every pair of bowls

P W. D Press—2 12 69—30

A. 31

P.W.D.

No 1/16

Proceedings of the Madras Govt: under date the 6th Jan: 1870.
Read the following:-

From the Dy: Secy to the Govt of India, P.W. No 1806 R 2d Dec 69

Communicated to the Consulting Engineer for Railways, who will furnish the information required by the Govt of India with his own opinion on the point referred to.

To The Consulting Engr for Railways

Dec 6/1/70.

Cue 5218

Govt. of [1869] Madras.

PUBLIC WORKS

To

The Consulting Engr
for Railways

Dated

Read

G O 6 January 1869, No 16

Nos. 31-32

Bombs (Ry) Letter from the Govt of India requesting to be furnished with a report of the proportion of tires to bowls used on the Ry in Madras, and an expression of opinion, based upon experience, as to the necessity for having a tire to every pair of bowls. Copy thereof sent to the Ry Offr concerned with instructions