

(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.	1812	Press
		Mis.
Dated	1812	

Not to be folded or roughly handled

*Proceedings of the Madras Government, Public Works Department,
10th July 1871.*

No. 147. Read the following letter from the Superintending Engineer, 4th Division, to the Secretary to Government, Public Works Department, dated Madras, 6th July 1871, No. 1,467 :—

IN reply to G. O., 7th June 1871, No. 1,536, calling on me to report whether the trial trips of the Madras Traction Company were made without injury to the road or bridges, and whether the same result may be expected with trains running with passengers and goods, I have the honour to report, for the information of Government, that I went down the road as far as Goodvanchary in a carriage drawn by the traction engine, and that I do not consider that any injury can come to the roads or bridges from running these trains. The traction engine weighs about $8\frac{1}{2}$ tons, and no single carriage or a pair of wheels is likely to be of a greater or even any thing like this weight.

2. The traction engine itself runs on three wheels, each 12 inches wide with Indian rubber tyres, protected by iron shoes linked together. The effect on the road is hardly visible, making little or no impression, owing chiefly to elasticity of the Indian rubber tyre.

3. The engine itself works almost noiselessly, and, except that the engine and carriages are somewhat unsightly, I do not think that either horses or bullocks will be frightened when the novelty of the thing has worn off.

4. The pace will never exceed 4 or 5 miles an hour, and, in the event of meeting a horse carriage, the train can be stopped instantaneously until the carriage has passed.

5. On the trip we met several strings of bandies, most of the bullocks took no notice of the engine and the two large carriages attached to it, but in case of timid bullocks nothing is easier to unyoke them. Several jutkas and two or three palanquin coaches passed us when in motion, and the animals did not seem to take any notice.

6. I have no fear for the bridges or drains, as long as a sufficient depth of road-metal is laid over the top, which I shall be careful to see is the case. The traffic will be almost confined to passengers.

7. In conclusion, I would report that I consider that Mr. DeFries' Company might be allowed to run the traction engine for a period of six months.

No. 148. ORDER THEREON, 10th July 1871, No. 1,814.

CIVIL WORKS, No. 5.

THE Government having received a report from the Superintending Engineer of the 4th Division, with reference to G. O. No. 1,536, dated 7th June 1871, it will be intimated to Mr. DeFries that there is now no objection to the running of the traction engine with trains on the conditions indicated in the foregoing order.

(True Extract.)

(Signed) J. CARPENDALE, Colonel, R. E.,
Secretary to Government.

Mr. A. DeFries.
To the Superintending Engineer, 4th Division.

Exd. E. C. Shunker.

N^o 1467

Sup^r Engrs Office S^t D^o
Madras 6th July 1871

From,

Colonel L. V. Millieson R. E.
Superintending Engineer S^t D^o

To,

Colonel J. Carpendale R. E.
Secretary to Government S. M. D.
Fort Saint George

Sir,

In reply to G. O. 7th June 1871 N^o 1536 calling on me to report whether the trial trips of the Madras Traction Company were made without injury to the road or bridges and whether the same result may be expected with trains running with passengers and goods, I have the honor to report for the information of Government that I went down the road as far as Goodvancharry in a carriage drawn by the traction engine, and that I do not consider that any injury can come to the roads or bridges from running these trains. The traction engine weighs about 8½ tons, and no single carriage or a pair of wheels is likely to be of a greater or even any thing like this weight.

The

2 The traction engine itself runs on three wheels each 12 inches wide with Indian rubber tyres protected by iron shoes linked together. The effect on the road is hardly visible making little or no impression, owing chiefly to elasticity of the Indian rubber tyre.

3 The engine itself works almost noiselessly and except that the engine and carriages are somewhat unsightly, I do not think that either horses or bullocks will be frightened when the novelty of the thing has worn off.

4 The pace will never exceed 4 or 5 miles an hour, and in the event of meeting a horse carriage, the train can be stopped instantaneously until the carriage has passed.

5 On the trip we met several strings of bandies most of the bullocks took no notice of the engine, and the two large carriages attached to it, but in case of timid bullocks, nothing is easier to unyoke them. Several juthas and two or three palanquin coaches passed us when in motion, and the animals did not seem to take any notice.

5-
6 I have no fear for the bridges or drains as long as a sufficient depth of road metal is laid over the top which I shall be careful to see is the case. The traffic will be almost confined to passengers.

7 In conclusion I would report that I consider that M^r. De Sires Company might be allowed to run the traction engine for a period of six months.

I have the honor to be
Sir
Your most obedient servant
C. W. H. in C. D. H.
Supz Eng^r H. D.

P

P. W. Department -
 No 1814
 Proceedings of the various Government
 Under date the 10th July 1871

Read the following.

/s/ C. C. No 1467 of 6th July 1871

The Government
 having received a report
 from the Superintending
 Engineer of the 4th Div^y
 with reference to C. O.
 No 1536 dated 7th
 June 1871, it will be
 intimated to Mr. De Fries
 that there is now no
 objection to the running
 of the traction engine
 with trains on the
 condition

From
 Paper Engⁿ 4th Div^y.

P. O. 1871 No 1467
 The Superintending Engineer
 of the 4th Div^y
 at the P. O.

To
 Mr. De Fries
 Public Works Dept^y

Date 6th July 1871
 Dec^d 7th July 1871

No 1467

It being that there is
 no fear of the 10th Div^y
 Roads being injured by
 the traction engine and
 in the 10th Div^y running
 with passengers and
 goods and that the
 traction engine might
 be allowed to run the
 traction engine for a
 period of 1000 hours.
 No 1814 of 6th July 1871

By the Secy

By the Secy

Continuation of C. O. No 1536 of 7th June 1871
 Intimated to Mr. De Fries

No 1467

conditions indicated
in the foregoing order

Yours faithfully

James A. De Forest
Esq.
New York
City
N.Y.
1871

Mr. A. De Forest
Esq. New York

Recd 10/7/71
O.C.

C/p 3202

Govt of 1871 Madras.

PUBLIC WORKS.

To Mr. A. De Fries

Letter

Recd.

1871

G.O. 10th July 1871, No. 1814.

Nos. 1478/48

Traction Engines - Mr. De Fries
informed that Govt. have
no objection to the running
of the traction engine with
trains between the little
Mount & Chingleput for
six months on the conditions
indicated in G.O. No 1536
of 1871.

Costs