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4th June, 1917.

191

North Terrace,

Adelaide.

WHCM

P.J.Pringle Esq.

Engineer & Manager.

The Electric Supply Co of Victoria Ltd.

Ballarat. Victoria.

Dear Mr Pringle.

I am forwarding letter written by Mr Bland, addressed to your self, together with enclosures mentioned in said letter, regarding the Woods-Gilbert Planer.

I have just spent a week up at Broken Hill, and tomorrow leave for Wallaroo, and from there on to Port Pirie, getting back to Adelaide Friday or Saturday.

With kind regards, trusting you are keeping very fit.

Yours truly.

*D.H. Talbot*



Travelling Representative.

Edgar Allen & Co Ltd.

Sheffield.

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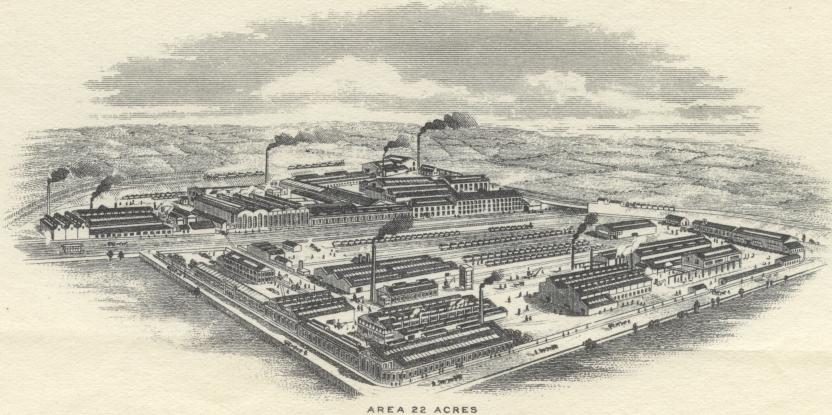
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PLEASE MARK YOUR REPLY.

**FB. RM.**  
**TRAMWAY DEPT.**

P.J. Pringle Esq,  
Engineer & Manager,  
The Ballaratt Tramways,  
& Bendigo Tramways,  
Victoria.

23rd March 1917.

Dear Sir,

Woods-Gilbert Planer.

We were very pleased to again hear of you through our Mr. D.G. Talbot, and the writer thanks you for your kind wishes, which he heartily reciprocates, and is very pleased if he is able to send you any information at any time, and hopes that the enclosed summary will be of assistance.

With kind regards,

Yours truly,

EDGAR ALLEN & Co. Limited.

*Fred Blend*

Director.  
Tramway Department.

*enclosures  
cutting & pamphlet*

## EDGAR ALLEN &amp; CO. LIMITED.

CONTINUATION OF LETTER TO P.J.Pringle Esq, DATED 23/3/17. PAGE 2.  
(Victoria)

Woods-Gilbert Rail Planing.

Various Articles have appeared from time to time in the Technical Papers (presuming you get any of these on your side).

The "Surveyor", January 28th 1916.  
Sept. 22nd, 1916.  
October 6th, 1916.

The Engineer, Sept. 29th, 1916.

Tramway & Railway World, Sept. 1916.  
Oct. 1916.  
Nov. 1916.

We enclose Cutting taken from the "Tramway & Railway World" October 1916 herewith, but have none of the others.

Pamphlet of the Woods-Gilbert Company enclosed.

Work has been done at Wigan which I saw a week ago, and

Mr. ~~Gooseman~~ <sup>Gooseman</sup> the Borough Engineer, gives the following information:-

" The Woods-Gilbert Company entered into a contract to re-model about 3 miles of narrow gauge track, which was so satisfactory that further contracts were made, and 4 miles 6 furlongs of track have been completed, and 2 miles of broad gauge track have had the grooves deepened.

" Before this was done the Rails were completely worn out: the wheel flanges were at the bottom of the groove, which was only  $\frac{1}{2}$ " deep and in some cases less.  $\frac{1}{4}$ " has been milled out of the groove bottom leaving a new groove  $\frac{3}{4}$ " deep, which will add at least 5 or 6 years life to this track at a cost of £530 per mile.

" A portable milling and grinding machine is used and the processes consist of removing and corrugations, dressing the joints by grinding and deepening the grooves of the rails by milling.

" The Machine has been a great boon to us, as our narrow gauge track would have had to be condemned if it had not been re-modelled.

" The Machine on the narrow gauge track worked in the day time about 8 hours per day and completed on an average 300ft. of deepening of the groove or removing corrugations per shift. At the present time it is only worked at night when the car service is stopped and is on the track about  $3\frac{1}{2}$  hours, and completes on an average about 130ft. per shift".

*Woods-Gilbert Rail Planer Coy Ltd*

CABLE ADDRESS.  
"SCLEREME," MELBOURNE.

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LONDON OFFICES:  
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*31 Queen Street,*  
(4TH FLOOR),

*Melbourne* 16th January 1917.

P. J. PRINGLE Esq.  
Melbourne Cable Tramways Board  
59 William Street,  
MELBOURNE.

Dear Mr. Pringle,

I enclose you herewith cutting from the Tramway & Railway World of November 9th, containing some notes concerning one of our machines at work in England, and some reference to Mr. H. B. Stokes. A good deal of publicity has recently been given to our machines in British Trade Journals and in one Journal Mr. Stokes has written a lengthly detailed description of the mechanism and work of the improved type of machine. Later on I will try and let you have a copy of that particular article.

Mr. Bunson is getting on very well with the machines in England but of-course, war conditions make it difficult to obtain supplies of materials and efficient workmen.

Trusting you are well and with kind regards,

Yours truly,

WOODS-GILBERT RAIL PLANER CO. LTD.

*W. J. Needham*

Secretary.

Enclo.