

Public Works (190) Department.

RAILWAY BRANCH.

G.O., No. 1235 R

DATED 21. 8. 1890.

[Despatch Abstract.]

Automatic vacuum brake Communi-
cating to the Consulting Engineer for
Railways Government of India
No. 89 R.S. 21 23. 7. 90 R

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No. 89 R.S.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STORES.

THE SECRETARIES TO THE GOVERNMENTS OF MADRAS, BOMBAY, BENGAL, THE NORTH-
WESTERN PROVINCES AND OUDH, AND THE PUNJAB, PUBLIC WORKS DEPART-
MENT.

THE CHIEF COMMISSIONERS OF THE CENTRAL PROVINCES, BURMA AND ASSAM.
THE RESIDENT AT HYDERABAD.

THE AGENT, GOVERNOR GENERAL FOR RAJPUTANA.

THE CONSULTING ENGINEERS TO THE GOVERNMENT OF INDIA FOR RAILWAYS, CALCUTTA, LUCKNOW AND CENTRAL DIVISION.

Simla, the 23rd July 1890.

SIR,

With reference to Public Works Department No. 0114 R.S., dated the 4th April 1889, intimating that the Government of India had decided on adopting the Vacuum Automatic Brake for general use on Indian Railways, I am directed by His Excellency the Governor General in Council to forward, for information, copy of a letter No. 764 S., dated 25th June 1890, from the Director General of Railways (with annexures*) relating to the accident which occurred on the 4th of March 1890 at Carlisle in England owing to an alleged failure of the automatic vacuum brake used in the vehicles of the London and North Western Railway.

2. Although Colonel F. H. Rich, R.E., who on behalf of the Board of Trade enquired into the circumstances which attended the accident, arrived at the conclusion that the accident was due rather to the fault of the driver than to any deficiency of the brake, yet he found some grounds for criticism in the arrangements and construction of the Brake fitted to the train to which the accident occurred. It seems therefore desirable to the Government of India to draw attention to the fact that the pattern of the Automatic Vacuum Brake which has been adopted in India is free from certain somewhat objectionable features, which appear in the London and North Western Railway pattern.

3. I am accordingly to invite special attention to paragraph 3 of the Director General of Railways' letter and the lithographed plates forwarded as an accompaniment. Attention is also invited to the important differences in arrangement which are summarized in paragraph 4 of that letter.

4. I am further to desire that you will note the suggestion made by Colonel Rich as quoted in the margin and the remarks contained in paragraph 5 of the Director General of Railways' letter. With reference thereto, I am to say that it would seem advisable, when indenting for new locomotives in future, that provision should be made to allow of the exhaust-pipe from the ejector being taken through the boiler to prevent condensation of steam

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5. It may be added, for the information of any Railway Administrations who are about to introduce the Automatic Vacuum Brake, that in the pattern of brake fitted to the stock of the North-Western Railway small rapid-action inlet valves can be inserted at any time if desired, the necessary connections having been provided on each vehicle without extra cost.

SIR,

Your most obedient Servant,

Deputy Secretary.

Documents accompanying.

Copy of Director General of Railways' letter referred to with enclosures (except Colonel Rich's Report).

12/18/90

July 12 35 R 9 21" net/90

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Communicated to

the Consulting Engineer for
Railways for information
with reference to Prof^o.

No. 437 R dated 19th April 1889.

Rs $\frac{785}{945}$ of 2.9.98

Copy forwarded to Sam

in cont of this office sent to $\frac{392}{383}$
 2/5/92.

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Dec 29/81

G. C. Press, Simla.—No. 693 P. W. D.—26 7-90.—400.

1918

157890 For Mrs R

To The Congress for R.R.
Ex. Co. R.R. Dept.
28.8.90

*Accompaniment to Enclosure B of Director General of Railways,
letter No. 764 S. of 26th June 1890.*

*Arrangement of Vacuum Brakes
on the Vehicles of the
London and North Western Railway*

THE VACUUM AUTOMATIC BRAKE,
SHOWING THE GENERAL ARRANGEMENT
ON VEHICLES,
AS ADOPTED ON INDIAN RAILWAYS.

*Brake Cylinder
and Vacuum Chamber*

