

Public Works' (190¹⁸⁹³) Department.

RAILWAY BRANCH.

G.O., No. 1247 R

DATED 25 - 9 - 1893

[Despatch Abstract.]

Results of working of continuous automatic
brakes in use on railways in India during
the six months ended 31. 12. 92 Communi-
cating to the Agents Madras, South
Indian, Nilgiri and Nizam's Railway
Government of India No. 359 R Stat
75. 9. 93 &c the ———

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G.O.	No.	Department.	Date.

FURTHER PAPERS.			
G.O.	No.	Department.	Date.

G. C. Press, Simla.—No. 1103 P. W. D.—13-9-93.—350.

TABLE No. I.

Statement showing the Indian railways on which continuous automatic brakes were in use on the 31st December 1892, the description and number of rolling-stock, and the mileage run by trains fitted with the brakes.

Railways (including branch lines worked).	Loco- motives fitted.	VEHICLES		Number of miles run by trains fitted.	PROPORTION PERCENT.		REMARKS.
		Braked.	Piped.		Of vehicles piped or fitted on total.	Of mileage run by trains fitted on total train-mile- age.	
STANDARD GAUGE.							
State lines worked by the State.							
North Western (state)	199	(a) 1,222	68	(b)	10.65	...	(a) Includes 30 vehicles made over to the Mushkaf-Bolán railway. (b) Vide "Remarks" in column 5 of table No. II.
Oudh and Rohilkhand (state)	13	108	10	167,076	2.38	14.44	
Eastern Bengal (state)	10	88	12	149,840	4.22	13.58	
Line worked by guaranteed company.							
Great Indian Peninsula	66	159	50	293,448	2.17	7.14	

TABLE No. II.

Statement showing, for the six months ending 31st December 1892, all cases in which the continuous automatic brakes failed to act when required to be brought into action, or caused delay in the working of trains.

1	2	3	4	5
Railway.	Name or description of brakes which failed or caused delay in the instances specified in column 4.	Date of failure.	Instances under the three following heads separately, of— (i) Failure or partial failure to act when required in case of an accident to a train, or a collision between trains being imminent. (ii) Failure or partial failure to act under ordinary circumstances to stop a train when required. (iii) Delay in the working of trains in consequence of defects in, or improper action of, the brakes, distinguishing whether they arose from neglect or inexperience of servants, or failure of machinery or material.	Number of miles run by trains fitted with each description of continuous automatic brake.
STANDARD GAUGE.				
State lines worked by the State.				
North Western (state)	Vacuum Auto-matic.	12th October 1892	(iii) Failure of material.—Universal hose coupling pipe broken.	Mileage has not been recorded as the vehicles did not run continuously on trains fitted throughout with the brake. In future the mileage will be recorded as accurately as possible.
		10th December 1892.	(iii) Failure of material.—Five minutes lost between Sirhind and Sarai Banjara in order to secure brake-tie rod, in consequence of arm of brake shaft having broken.	
		31st December 1892.	(iii) Neglect of servants.—Sixteen minutes lost at Sarai Banjara in disconnecting and adjusting rod of front brake-van.	
Oudh and Rohilkhand (state).	Vacuum Auto-matic.	27th August 1892.	(iii) Neglect of servants.—No. 1 up mail, Shah-jahanpur to Chandausi, was delayed fifteen minutes between Basharatganj and Aonla, owing to flange of the universal coupling plug on engine No. 132 having broken.	167,076
		24th September 1892.	(iii) Failure of machinery.—When No. 1 up mail, Chandausi to Saharanpur, was approaching Nagina station, the lever of the bottom damper of engine No. 127 broke and wrenched the left hand canvas pipe off engine cylinder. No delay.	
		7th October 1892.	(iii) Failure of machinery.—Brake-van No. 618 on No. 2 down mail, Saharanpur to Chandausi, was unable to maintain vacuum owing to joint of vacuum gauge pipe having given way and admitted air. No delay.	
		7th November 1892.	(iii) Failure of material.—Twelve minutes delay between miles 361 and 362 to No. 2 down mail owing to dummy bracket having broken and universal coupling on engine No. 130 having been crushed by running over a buhalo.	
		15th November 1892.	(iii) Failure of material.—No. 2 down mail, Shah-jahanpur to Lucknow, was delayed twelve minutes at Sandila, owing to one brake block hanger pin on brake-van No. 616 having broken.	
		7th December 1892	(iii) Failure of material.—No. 1 up mail, Lucknow to Shahjahanpur, was delayed seven minutes at Rosa in order to release the brake in consequence of the coupling pipes leaking between 3rd class female carriage No. 173 and postal van No. 450.	
Eastern Bengal (state)	Vacuum Auto-matic.	...	No failure or delay.	149,840
Line worked by guaranteed company.				
Great Indian Peninsula	Vacuum Auto-matic.	2nd July 1892	(iii) Failure of machinery.—Four minutes delay occurred at Lonavla in detaching the tender of engine No. 535 of No. 20 up passenger train, owing to the India rubber rolling rings of both tender cylinders having twisted and become jammed.	293,448
		14th September 1892.	(iii) Failure of material.—Small India rubber pipe leading to brake cylinder of road van No. 6533 on 449 down passenger broke in halves. Fifteen minutes delay occurred in starting from Victoria terminus for ascertaining the cause of leakage and plugging up the pipe.	
		23rd December 1892.	(iii) Inexperience of servants.—The driver created a higher vacuum on journey with 162 up passenger than he was able to maintain. Twenty minutes and two minutes delay at Shelarvadi and Talegaon respectively, as the driver was unable to release the brakes to start.	

No 1247. R. d. 25th Sept. 1898.

Communicated to the Agents
Madras, South Indian, Nilgiri,
and K. K. the Vizams Railways
for information with reference
to G. O. 2707 R. d. 13th Nov. 1891.

(True Extract)
/sd/ A. W. Bennett.

Offg Under Secy: to Govt
P. W. D. Ry: branch.

Thro: Secy: Engr: for Ry

To The Agent & Manager Madras Railway
— Agent P. J. Ry.
— Secy: Agent Nilgiri Ry
— Agent & Manager K. K. Vizams Ry

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No. 359 R. Stat.
GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

Simla, the 5th September 1893.

Results of the working of continuous automatic brakes in use on rail-
ways in India during the six months ended the 31st December
1892.

Read again—

Public Works Department letter No. 62 R. Stat., dated the 19th October 1891.

Read also—

Endorsement No. 327 Stat., dated the 25th July 1893, from the Director General
of Railways, forwarding tables Nos. I and II showing the railways on which
continuous automatic brakes were in use, the number of rolling-stock fitted
with the brakes, and the results of their working during the six months
ended the 31st December 1892.

ORDER.—Ordered that tables Nos. I and II be forwarded, for information,

The Governments of Madras, Bombay, Bengal, the North-Western Pro-
vinces and Oudh, and the Punjab.
The Chief Commissioners of the Central Provinces, Burma, and Assam.
The Resident at Hyderabad.
The Resident in Mysore.
The Agents to the Governor General for Central India, Rajputana, and
Baluchistan.
The Director General of Railways.
The Consulting Engineers to the Government of India for Railways,
Calcutta, Central Division, Lucknow, and Assam.

to the Local Govern-
ments and Administra-
tions, and to the officers
noted in the margin.

Ordered also that copies be forwarded for the information of Her Majesty's
Government.

Further, that this order with the tables be published in the Supplement to
the *Gazette of India*.

J. B. Bennett

Under Secretary.

Documents accompanying.

Tables Nos. I and II showing the railways
on which continuous automatic brakes
were in use, the number of rolling-stock
fitted with the brakes, and the results of their
working during the six months ended the
31st December 1892.

To
The Joint Secretary to the Government of Madras,
Public Works Department, Railway Branch.

TABLE NO. I.

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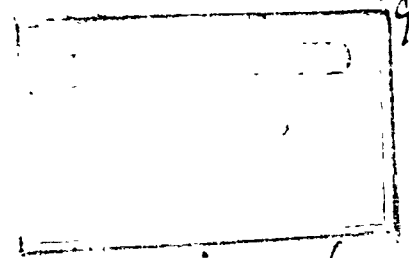
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Dec 16. 9. 93

B.
No. 1247 R 25 Sept 93.

Communicated to the
Agent, Madras, South Indian
R. L. & S. H. the Mysore Ry
for information, with reference
to G. O. No. 2707 R 7 13 Nov. 1891.

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