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Public Works (190) Department.

RAILWAY BRANCH.

G.O., No. 142.L

DATED 8-3-1894

[Despatch Abstract.]

Results of the working of continuous
automatic brakes in use on railways in
India during the 6 months ended 30.6.93

Communicating to the Agents, Madras,
South Indian, Nilgiri and Nizam's
Railway Government of India
No. 22 & Stat. dt 22.1.94 re the

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G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

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

TABLE NO. I.

S. Yement showing the Indian railways on which continuous automatic brakes were in use on the 30th June 1893, 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 PER CENT.		REMARKS.
		Bra. Hed.	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)	243	(a) 1,354	87	(b) 591,716	11.68	12.64	(a) Excludes 47 vehicles made over to the Mushkaf-Bolán rail- way. (b) Approximate.
Oudh and Rohilkhand (state)	15	110	12	197,652	2.46	13.91	
Eastern Bengal (state)	15	104	13	154,153	4.93	17.25	
Line worked by guaranteed company.							
Great Indian Peninsula	74	259	55	275,618	3.26	4.90	
METRE GAUGE.							
State line worked by company.							
South Indian	16	...	...	...	...	...	

TABLE No. II.

Statement showing, for the six months ending 30th June 1893, 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.

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— 1. Failure or partial failure to act when required in case of an accident to a train, or a collision between trains being imminent. 2. Failure or partial failure to act under ordinary circumstances to stop a train when required. 3. 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 Automatic.	13th January 1893	(iii) Failure of material.—4 down mail was detained 40 minutes at Sohniwa, owing to brake gearing having become disconnected in consequence of the brass bar hanger having broken.	
		22nd January 1893	(iii) Neglect of servants.—3 up mail was detained six minutes at Saharanpur, owing to vacuum pipe in rear of train having been disconnected at the last moment in order to shunt on a carriage and to the pipe not having been replaced.	
		1st February 1893	(iii) Failure of machinery.—Three minutes' detention to 4 down mail at Sersawa, owing to piston rod having jammed.	
		2nd February 1893	(iii) Failure of machinery.—4 down mail was detained one hour and 38 minutes at Begamabad, owing to brake blocks of third class carriage No. 1605 having jammed, and in consequence all brake gear of vacuum had to be taken down (brake pins were hard set, and this accounted for the long delay).	
		7th February 1893	(iii) Failure of machinery.—6 down mail was detained 5 minutes at Ladhoudi in releasing brake off the wheels of front brake as the wheels were skidding.	
		7th February 1893	(iii) Neglect of servants.—5 minutes' detention to 80 down goods train, owing to the failure of the driver to have his brakes taken up, thus rendering them inefficient.	
		23rd February 1893	(iii) Failure of machinery.—3 up mail was detained 9 minutes, owing to brake shaft having broken where it had been badly welded.	
		26th February 1893	(iii) Failure of machinery.—5 up mail was detained 7 minutes at Meerut cantonment, owing to vacuum brake having been out of order, and 4 minutes were lost between Muzaffarnagar and Khatauli in consequence of vacuum of carriage No. 60 having been on.	
		26th March 1893	(iii) Neglect of servants.—Five minutes were lost to 5 up mail at Rajpura in releasing vacuum brake of whole train, owing to a carriage having been attached next the front brake without the vacuum pipe, and to the carriage examiner not having been asked to release the vacuum.	
		28th March 1893	(iii) Neglect of servants.—At Sohan catch siding, the brake lever on 54 down goods got jammed against, and brake off, the ball valve on the tender vacuum cylinder. The failure was due to the driver having omitted to have the slack in the brake blocks taken up. No delay.	
		4th April 1893	(iii) Failure of machinery.—5 up mail was delayed 9 minutes at Ghaziabad in consequence of vacuum pipe blowing, and ten minutes at Begamabad in taking off the vacuum brake.	
		7th June 1893	(iii) Failure of machinery.—4 down mail was detained 10 minutes at Sarai Panjara in releasing carriage brake of train.	
		9th June 1893	(iii) Failure of machinery.—3 minutes' detention to 4 down mail at Muzaffarnagar in releasing vacuum brake of brake-van.	

* Approximate.

TABLE No. II—contd.

Statement showing, for the six months ending 30th June 1893, 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— 1. Failure or partial failure to act when required in case of an accident to a train or a collision between trains being imminent. 2. Failure or partial failure to act under ordinary circumstances to stop a train when required. 3. Delay in the working of trains in consequence of defects in, or improper action of, the brakes, distinguishing whether they arise 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—concl'd. Oudh and Rohilkhand (state).	Vacuum Auto-matic.	11th February 1893.	(i) Failure of material.—Engine on No. 2 down mail, Lucknow to Fyzabad, was unable to maintain the necessary vacuum at Fyzabad owing to the rubber pipe leading to vacuum chamber having a hole burnt in it, probably by fire from the ash pan. No delay.	
		26th May 1893.	(ii) Failure of material.—Three minutes' detention was caused to No. 1 up mail at mile 131, owing to the pipe between the tender and brake-van having been disconnected by striking the carcass of a bullock.	197.652
		5th June 1893.	(iii) Failure of material.—No. 1 up mail collided with a bullock cart at gate house No. 25, mile 260, causing a detention of twenty-six minutes. The vacuum connection between the train pipe and engine cylinder having been damaged, the brake applied and it stopped the train.	
Eastern Bengal (state) ...	Do.		No failure or delay.	154.153
Line worked by guaranteed company. Great Indian Peninsula ...	Do.	10th January 1893.	(i) Failure of material.—4 minutes' delay to 89 down passenger in starting from Victoria terminus in order to fit a new India rubber washer owing to a defective washer of Clayton's coupling of postal composite 461 having caused a leak.	
		11th February 1893.	(ii) Neglect of servants.—The driver was unable to create vacuum owing to his having packed the ejector disc of engine No. 643 on 149 down train in such a manner that the disc was not in contact with its seating. 8 minutes' delay at Lonivla in withdrawing a portion of the packing.	275.618
		16th February 1893.	(iii) Failure of material.—5 minutes' delay in starting from Victoria terminus owing to India rubber pipe leading to the cylinder of brake-van No. 1297B type on 57 down train having been found broken.	
		17th February 1893.	(iii) Failure of material.—8 minutes' delay on journey after leaving Talegaon in removing the broken pipe and plugging up the hole of India rubber pipe leading to cylinder of brake-van No. 1297B on 61 down train.	

TABLE No. II—concl'd.

Statement showing, for the six months ending 30th June 1893, 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— 1. Failure or partial failure to act when required in case of an accident to a train or a collision between trains being imminent. 2. Failure or partial failure to act under ordinary circumstances to stop a train when required. 3. Delay in the working of trains in consequence of defects in, or improper action of, the brakes, distinguishing whether they arise 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. Lined by guaranteed company—concl'd. Great Indian Peninsula	Vacuum Auto-matic.	10th April 1893.	(ii) Neglect of servants.—4 minutes' delay in starting No. 89 down train from Victoria terminus. The driver created 13½" vacuum only. The guard detained the train to advise the driver that he had not created the necessary vacuum viz., 15" in the rear brake as required by rules.	
		19th April 1893.	(iii) Neglect of servants.—Driver could not create vacuum owing to a horse-box on 149 down train having been attached without India rubber washer on Clayton's couplings. 7 minutes' delay at Victoria terminus in replacing the washer.	
		2nd May 1893.	(iii) Neglect of servants.—Bracket hanger bolt of a 3rd class carriage on 57 down was found missing at starting time. 16 minutes' delay in starting from Victoria terminus in detaching the vehicle.	
		15th May 1893.	(iii) Failure of material.—India rubber coupling of engine No. 640 on 57 down train was found defective. 5 minutes' delay at Victoria terminus in waiting for the washer to be renewed.	275.618
		4th June 1893.	(ii) Neglect of servants.—A porter in coupling two carriages had doubled up the India rubber washer on Clayton's couplings on 149 down train. 8 minutes' delay at Victoria terminus in rectifying the defect.	
		16th June 1893.	(iii) Neglect of servants.—Driver of engine No. 15 of 89 down train having filled his boiler too full was unable to create the proper vacuum. 6 minutes' delay in starting from Victoria terminus in waiting for the proper vacuum to be created.	
		23rd June 1893.	(iii) Failure of machinery.—Clappet valve of ejector of engine No. 647 on 153 down train was out of order. 13 minutes' delay at Victoria terminus in trying to obtain necessary vacuum, failing which the train was worked non-automatic.	

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17.4.89. 439 L
21.8.90. 1235 L
13.11.91. 2707 L
13.11.91. 2710 L
25.9.93. 1246 L
25.9.93. 1247 L

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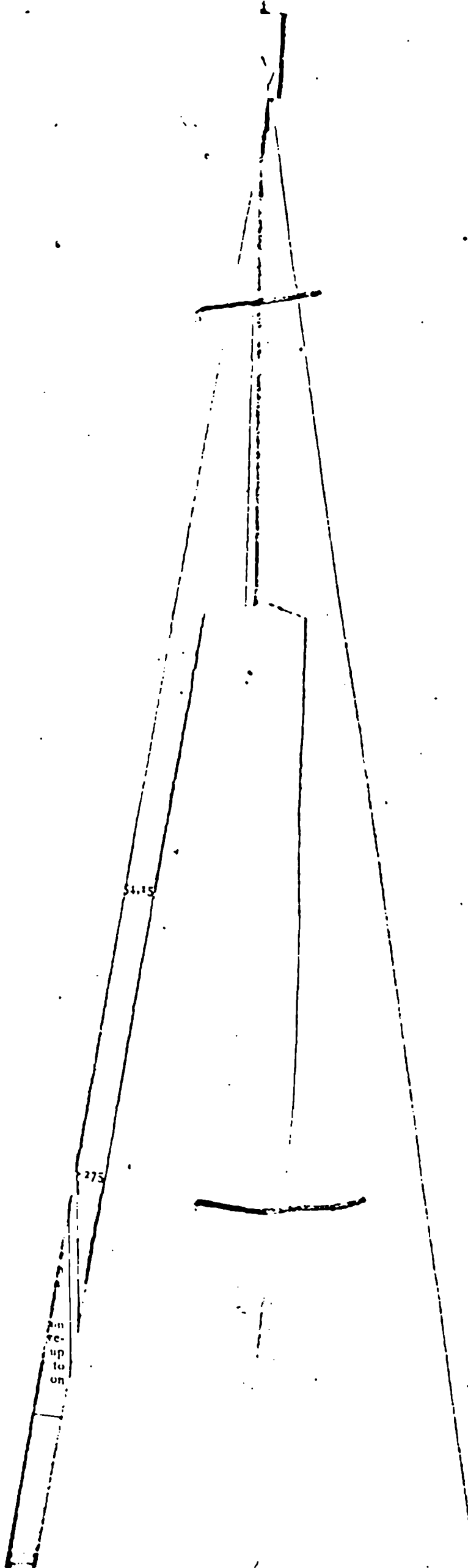
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Messrs. Smith & Indian, N. G. in
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formation in continuation of
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To The Agents Messrs. H. B.
L. P. R.
Secretary & Agent to N. G. in
Agents Messrs. H. H. Nigams Rys
1 Cons. copy Table
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