

Public Works (1896) Department.

G.O., No. 961 R

DATED 12 Nov 1896

[Despatch Abstract.]

Automatic Vacuum brakes: Letter to the Govt of India furnishing correct information on certain points ^{notified} in connection with the statements showing the results of working — on the S. I. and Madras Railway.

FURTHER INFORMATION				FURTHER INFORMATION			
G.O.	No.	Department	Date.	G.O.	No.	Department.	Date.

CURRENT No. 8703

Copy forwarded to the
Agents of the Madras and
South Indian Railways
with the request that the
information called for
therein may be forwarded
at an early date.

From
The Goul of India

No. 382 R. 3 Cal

Dated 23. 9. 96

Received 29.9.96

Enclosures

Spare copies

SUBJECT.

Returns showing the results
of working automatic vacuum
brakes on the Madras and
the S. I. Ry.s for half year ended 30
June '96

Pointing out certain discrepancies in the ——— and calling for correct information

Reminder

no 2140 of 21-10-86 to A. ER
issued 21/10/86

Despatched on 5/10/96

Railway Statistics.

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

Sir,

(i) Failure of brake on the South Indian Railway, on the 7th March 1896, should apparently come under the head (II) as the brakes appear to have failed to act under ordinary circumstances causing no delay in the working of trains.

2. I am therefore to request that correct information

on the points above referred to may be furnished early.

I have the honour to be,

Sir,

Your most obedient servant,

J. A. Anderson

Offg: Under Secretary.

Documents accompanying:-

Nil.

R.L.

(No. I.)

No. 9581

899

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 12th October 1896.

From

The Ag Agent and Manager.

Madras Railway.

To

The Consulting Engineer for Railways.

Madras.

SIR,

With reference to your endorsement No. 3140 of the 5th instant, on copy of a communication from the Government of India, I have the honor to state the Locomotive Superintendent writes as follows:-

The letter from the Government of India, No. 346 R dated 26th August '96, prescribing that the percentages should be calculated on both passenger and goods stock instead of on the passenger stock only was received at this office about two months after date of submission of the return for the half year ended June 1896. The figures for columns 7+10 of table 1, revised in accordance with the Government of India letter above quoted, should be 3582 and 2.05 respectively.

RECEIVED.

13 OCT. 96

CTM

92/94

Maff to Indri
WM 13/10

Unit to India

Yr. - But
the Eng. land
they do not
run mixed
trains
W.M.

I would however point out that the
"proposal to calculate the percentage of
"vacuum brake fitted vehicles on the total
"passenger and goods stock on the line is
"at variance with the practice in force
"in England, as reported in the Board of
"Trade half yearly returns, in which the
"percentages are calculated on the totals
"of passenger stock only".

I have the honor to be,
Sir,
Your most obedient Servant,
Henry Alcock
Ag Agent & Manager.

Encl/mil.

well

M.L.L. No. 7

Table No. I.

Statement showing for the half year ended the 30th June 1896, the railways on which continuous and a few broken were in use, the mileage run by trains fitted with the broken, the number and proportion of rolling stock fitted, and the proportion made in fitting stock since the previous half-year.

Railways (including branch lines worked)	Period	Locomotives			Vehicles			Number of miles run by trains fitted	Total number of vehicles in which the broken rails bear a proportion of the working of trains	Proportion fitted		Number of failures as given by the railway authorities
		Fitted	Not fitted	Not fitted	Broken	Fixed	Not fitted			of vehicles fitted	of failures as given by the railway authorities	
1	2	3	4	5	6	7	8	9	10	11	12	
South Indian Railway, including the Southern and Mysorean State Railways.	Twelfth, 1896	20	184	87	38	4155	227944½	broken	2.92	13.68	113972½	

Done: 14th January 1897
 Secretary
 14th J. R. de la Harpe
 for Agent

14th G. E. Brighouse
 Done: 14th January 1897

MADRAS RAILWAY.

From
 To
 The Agent and Manager.
 The Consulting Engineer
 for Railways.

Dated 188
 Recd.

No.



Table No. II.

Statement showing, for the six months ending 30th June 1896 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.
South Indian Railway.	Vacuum Automatic.	7th March 1896 20th June 1896	II. Failure of Machinery Brake failed to act on No. 31 Mail when entering Trichinopoly Junction station yard, owing it is presumed to waste having got into the flexible pipe between the tender and the Brake Van. The Brake gear itself was in perfect order. III. Fracture of material No. 15 mail between Trichinopoly Junction and Kolatur ~~South~~ could not maintain the vacuum owing to the ejector & cones of Engine being defective which cause of the Brake to grind on the wheels. delay 13 minutes.	

Loco: and Carr: Supt's Office }
 Nagapatam 28th October 1896 }

Sy C. E. Brighton,
 Loco: and Carr: Supt.

URGENT.

No. 1001

South Indian Railway Co., Ltd.

AGENT'S OFFICE,

TRICHINOPOLY, 29th October 1896.

From

THE AGENT,

SOUTH INDIAN RAILWAY,

To

THE CONSULTING ENGINEER

FOR RAILWAYS,

MADRAS.

Sir,

Adverting to your endorsement No. 3140 dated 5th October 1896 on letter from the Government of India, Public Works Department, No. 382 R. Stat. of 23rd September 1896, I have the honor to forward amended Tables Nos. 1 and 2 shewing the results of the working of continuous Automatic Vacuum Brakes for the past half year, in substitution of those sent with my letter No. 631 of 20th July 1896.

I have the honor to be,

Sir,

Your most obedient Servant

W. S. Mesurier
for Agent

2 Enclosures.

W. S.

29/10/96

4752
20/10/96

Encl 2

E. Form No. 12.

C 92/94
Bf.

No. 964 R

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To
THE SECY. TO THE GOVT. OF INDIA,
P. W. DEPARTMENT.
Calcutta

Madras, Tuesday 12th Nov. 1896.

SIR,

With reference to your letter no 382 R Stat dated 13th Feb 1896, requesting to be furnished with certain information on certain points raised in connection with the statements showing the results of working automatic vacuum brakes on the S.I. and Masina R. I am directed to state that the figures for column 7 10 of Table I series in accordance with Table of this letter N. 346 R Stat dt 26.8.96 should be 35.2 and 2.05 respectively. 2. Amended Tables I and II are herewith enclosed for the S.I. R. YH 3/11

These returns must be carefully checked in future JH 3/11

Documents accompanying:
Amended Tables I & II
referred to

From
THE AGENT,
SOUTH INDIAN RAILWAY,
Tritchinopoly,
Madras.
To
THE CONSULTING ENGINEER FOR
RAILWAYS,
Madras.
Dated
Received
No.
159
ENCLOSURE.

Bf

No. 961. Dated 12.11.96