

Public Works (1897) Department.

G.O., No. 534 R

DATED 6 August 1897

[Despatch Abstract.]

Automatic Vacuum brakes: Letter to the Govt of India forwarding certain returns for the half year ended the 30th June 1897 showing the rolling stock on the Madras & S. D. R. fitted with continuous — and all cases in which the brakes failed or caused delay in the working of trains on both the Railways.

BACK PAPERS.

[illegible]

FURTHER PAPERS.

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

No. 739 South Indian Railway Co., Ltd.
AGENT'S OFFICE,

AGENT'S OFFICE,

Trichinopoly, 19th July 1897.

From

THE AGENT,
SOUTH INDIAN RAILWAY,

 T_o

THE CONSULTING ENGINEER
FOR RAILWAYS,
MADRAS.

Sir,

I have the honor to forward herewith Table
No. I and II showing the results of the Working of -
Continuous Automatic Vacuum Brakes on this Railway during
the half year ended 30th June 1897.

I have the honor to be,
Sir

Your most obedient servant

A. B. G. Thelley

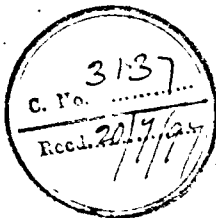
Capt. R.B.

Agent

Enclosures 2.

to S

1 = 20749



Telephone message

From
ER

To
AM

Please send early
Tables I and II showing
the results of the working of
Continuous Automatic
Vacuum Brakes on
MR during 1st half of
1897.

22/7/92

20-7-92

20/7/92

CMA ²⁰/₇

for Off ER

20-7-92

DAIR

This may be done
by the station
have not yet been sent

Yes 20/7/92
20/7/92

20/7/92

From
THE AGENT,
SOUTH INDIAN RAILWAY,
Trichinopoly.
To
THE CONSULTING ENGINEER FOR
RAILWAYS,
Madras.
Dated
Received
No.
189
ENCLOSURE.

Table No. 1.

Statement showing for the half year ended the 30th June 1897, the railways on which continuous automatic brakes were in use, the mileage run by trains fitted with the brakes, the number and proportion of rolling stock fitted, and the progress made in fitting, &c. since the previous half-year.

Railways (including branch lines worked)	Period	Locomotives		Vehicles			Number of miles run by trains, fitted.	Total number of instances in which the brakes failed to do duty or caused delay in the working of trains.	Proportion per cent		Number of failures as compared with mileage run by trains fitted.
		Fitted	Not fitted	Braked	Piped	Not fitted			Of Vehicles piped or fitted on total.	Of mileage run by trains fitted, on total train mileage.	
1	2	3	4	5	6	7	8	9	10	11	12
South Indian Railway, including the Pondicherry and Nagapattinam-Madurai Railway.	First half, 1897.	20	(a) 183	93	38	(b) 4151	252,136	5	3.06	13.90	1 in 50,427

(a) Excluding 1 Engine sold to Uganda Railway.

(b) Excluding 4 Iron Ballast Wagons sold to the Engineer-in-Chief of Madras Railway.

Loco and Carriage Supt. Officer
Nagapattinam 13th July, 1897.

/s/ L. E. Brighton
Loco and Carriage Supt.

/s/ J. H. Le Mesurier
for Asst.
19-7-97.

Table N^o. II.

Statement showing, for the six months ending 30th June 1897, 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 of partial failures to act when required in case of an accident to a train or a collision between trains being imminent. II. Failure of partial failures 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 imperfection of details or failure of machinery or material.	Number of miles run by trains fitted with each description of continuous automatic brake.
South Indian Railway	Vacuum Automatics	1 st January 1897. 16 th March 1897. 15 th April 1897.	III. Failure of material - N ^o 19 mail train lost 10 minutes at Madurai owing to the pin having come out of the Brake lever. III. Failure of machinery - N ^o 57 mail train lost 24 minutes at mile 199. Owing to the release Valve on Bogie Composite Carriage T. N ^o 17 having broken by coming in contact with a piece of wood. III. Neglect of servants N ^o 57 mail train detained 5 minutes at Trichinopoly junction. The Driver could not maintain sufficient Vacuum owing to the drip Valve being dirty.	

17th April 1897.

[illegible]

(No. III.)
No. 9581

By special messenger. 5,000-3-3-83.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 29th July 1897.

From

By:
The Agent and Manager,

M. R. Co.,

To

The Consulting Engineer for Railways.

Sir,

Madras.

With reference to your telephone message of the 20th instant, I have the honor to forward herewith tables 1 and 2 showing the results of the working of the continuous automatic vacuum brake on the Madras Railway during the half year ending 30th June 1897.

I have the honor to be,
Sir,
Your most obedient servant,

W. L. M.
for Agent & Manager.

Encls. 2. W. L. M.

Railways

Madras Railway including

(a)

(b)

(c)

(d)

3292
27/7/97

No.

Recd.

Dated.

188

To

The Consulting Engineer
for Railways.

From

The Agent and Manager,
M. R. Co.,

MADRAS RAILWAY.

Table No. 1.

Statement showing for the half year ended the 30th June 1897 the Railways on which continuous automatic brakes were in use, the mileage run by trains fitted with the brakes, the number and the proportion of rolling stock fitted and the progress made in fitting stock since the previous half year.

Railway (including branches and lines worked).	Period	Locomotives		Vehicles			Number of miles run by trains fitted.	Total number of instances in which the brakes failed to start or caused delay in the working of trains.	Proportion per cent		Number of failures as compared with mileage run by trains fitted.
		Fitted	Not fitted	Braked	Piped	Not fitted			Of Vehicles braked or piped on total.	Of mileage run by trains fitted or partially fitted on total train mileage.	
1	2	3	4	5	6	7	8	9	10	11	12
MADRAS Railway including the Kolar Gold Fields Railway and Cinner line.	Half year ended 30 th June 1897.	30	136	138	38	(a) 3500	132848	8	4.78	(b) Not available	1 in 16606 miles

(a) This figure is only a forecast of the difference between the number of vehicles fitted with brakes and the total of column 5 of form III for the half year ending 30th June 1897 which will be submitted in August 1897.

(b) The total train miles for the half year ending 30th June 1897 has not yet been ascertained.

Prafulla Korkoz
27th July 1897.

/s/ J. Pilkington
for & co. Superintendent.

1. The first part of the report deals with the general situation of the country and the progress of the work during the year. It is a summary of the work done and the results obtained. It is a general overview of the work done and the results obtained.

2. The second part of the report deals with the specific work done during the year. It is a detailed account of the work done and the results obtained. It is a detailed account of the work done and the results obtained.

3. The third part of the report deals with the financial situation of the country. It is a summary of the financial situation and the progress of the work during the year. It is a summary of the financial situation and the progress of the work during the year.

4. The fourth part of the report deals with the social situation of the country. It is a summary of the social situation and the progress of the work during the year. It is a summary of the social situation and the progress of the work during the year.

5. The fifth part of the report deals with the economic situation of the country. It is a summary of the economic situation and the progress of the work during the year. It is a summary of the economic situation and the progress of the work during the year.

6. The sixth part of the report deals with the political situation of the country. It is a summary of the political situation and the progress of the work during the year. It is a summary of the political situation and the progress of the work during the year.

7. The seventh part of the report deals with the cultural situation of the country. It is a summary of the cultural situation and the progress of the work during the year. It is a summary of the cultural situation and the progress of the work during the year.

8. The eighth part of the report deals with the educational situation of the country. It is a summary of the educational situation and the progress of the work during the year. It is a summary of the educational situation and the progress of the work during the year.

9. The ninth part of the report deals with the health situation of the country. It is a summary of the health situation and the progress of the work during the year. It is a summary of the health situation and the progress of the work during the year.

10. The tenth part of the report deals with the environment situation of the country. It is a summary of the environment situation and the progress of the work during the year. It is a summary of the environment situation and the progress of the work during the year.

Table No. II.

Statement showing for the six months ending with the 30th June 1897, all cases in which the Automatic Vacuum brakes failed to act when required to be brought into action, or caused delay in the working of trains.

1	2	3	4	5
Railways	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 Madras.	Vacuum automatic	10-3-97	(iii) Failure of machinery—No. 14 up train of 10-3-97 lost 18 minutes between Raichur and Adoni in consequence of air passing round the piston of one of the vehicles. The brake was disconnected at Adoni.	132848 miles.
		10-3-97	(iii) Failure of machinery—No. 81 mail of 15-3-97 sustained a delay of 6 minutes at Maramandur to disconnect brake, which was necessitated owing to a defective brake piston giving trouble.	
		6-4-97	(iii) Failure of machinery—No. 14 mail of 6-4-97 was detained at Tadpatris for 27 minutes in consequence of the flexible hose of the engine having been cut by an intercommunication wire. The train was worked from Tadpatris manually.	

1	2	3	4	5
		1-5-97	(iii) Failure of machinery - N. 14 mail of 1-5-97 came to a stand at $\frac{15}{2}$ mile owing to the piston of a foreign vehicle passing air. The brake was disconnected and the train proceeded after a delay of 19 minutes.	
		14-5-97	(iii) Failure of machinery - N. 14 mail of 14-5-97 lost 15 minutes between Renigunta and Madras owing to the rigging of a foreign vehicle being badly adjusted, causing the brake blocks to grind against the wheels. The train was worked to destination without the defect being rectified.	
		17-5-97	(iii) Failure of machinery - N. 14 mail of 17-5-97 lost 16 minutes between Renigunta and Puthur owing to the blocks of a home and foreign vehicle binding on the wheels; the brake on the three rear vehicles was cut off.	
		2-6-97	(iii) Failure of machinery - N. 14 mail of 2-6-97 was detained at Pudi station for 20 minutes to disconnect brake owing to the blocks on 3 foreign vehicles binding.	
		6-6-97	(iii) Failure of machinery - N. 81 mail of 6-6-97 was delayed at Chinnampet for 6 minutes and at Nagari for 10 minutes in consequence of the brake of 4 foreign vehicles binding. The brake was disconnected at Nagari.	

132848 miles.

Pranab Harko
27th July 1897.

Signed Pilkington
for Loco. Superintendent.

Telephone book

From
ER

7 AM

Please send early
statement of rolling
stock for June/97.

Aug 3-5 PM
in 31-7-97

for OFFER
30-7-97

6
for 30-7-97

No. 534. *EL*

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

THE SECY. TO THE GOVT. OF INDIA,

P. W. DEPARTMENT.

*Simla**Cotacuman, 11th Aug 1897.*

SIR,

With reference to Govt of India circular N: 62 R dated 19th Oct 1891 and N: 354 R. dated 4th Sept 1894, I am directed to forward herewith for the information of the Govt of India the following returns for the half year ended the 30th June 1897.

- (1) Two statements showing the rolling stock on the M and S. G. & P. lines with continuous automatic vacuum brakes.

(2)

61378

(2) These statements show-
ing all cases in which
the continuous automa-
tic brakes failed or
caused delay in ^{the} working
of the trains on both the
Railways.

Wt 2/8/97

Documents accompanying:

4. Returns of Rolling stock
fitted with vacuum brakes &c
referred to.

The letter I from P.M.
cannot be checked as the
rolling stock station is not
open for inspection.

Sp. 534. D dated 6.8.97.

4/8-97 19/7-97

Let. 10/10/97 D.L. 10/10/97
10/10/97 D.L. 10/10/97
10/10/97 D.L. 10/10/97

3/8/97