

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. E. Ry. 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.

FURTHER PAPERS.

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

No. 739

South Indian Railway Co., Ltd.

AGENT'S OFFICE,

Trichinopoly, 19th July 1897.

From

THE AGENT,
SOUTH INDIAN RAILWAY,

 T_0

THE CONSULTING ENGINEER
FOR RAILWAYS,
MADRAS.

Sir,

I have the honor to forward herewith Tables Nos. 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. Shelley.

Captn R.B.

Pachoceros 2

168

1-20(74)



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
M.R. during 1st half of
1897.

29/7 3/45 PM

Recd: 12-20 PM }
on 27/7/97

CMA ²⁰/₇

for Off ER
20-7-97

DAR This may again prove
true as the statements
have not yet been seen

Yes 27/7/97
20/7/97

20/7/97

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 railway 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, stock since the previous half-year.

Railway (including branch lines worked)	Period	Locomotives		Vehicles			Number of miles run by trains, fitted.	Total number of instances in which the brakes failed to act 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 as total.	Of mileage run by trains fitted, as total train mileage.	
1	2	3	4	5	6	7	8	9	10	11	12
South Indian Railway, including the Sandilising and Mayanar and Mettur Railway.	First half, 1897.	20	(a) 183	93	38	(b) 4151	252,136	5	3.06	13.90	1 in 504.2

(a) Excluding 1 Engine sold to Uganda Railway.

(b) Excluding 4 Iron Ballast Wagons sold to the Engineer-in-Chief for the Bangalore Bridge.

Loco: and Carri: Supts office
Kanjapattam 13th July, 1897.

/s/ L. E. Brighton
Loco: and Carri: Supt

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

Table No. 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 or 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 inexperienced of drivers of failures of machinery or material.	Number of miles run by trains fitted with each description of continuous automatic brakes.
South Indian Railway	Vacuum Automatic	1st January 1897. 16th March 1897. 15th April 1897.	III. Failure of material— No. 19 mail train lost 10 minutes at Madurai owing to the pin having come out of the Brake lever. III. Failure of machinery— No. 57 mail train lost 24 minutes at mile 170. Owing to the release Valve on Bogie Composite Carriage T. No. 17 having broken by coming in contact with a piece of wood. III. Neglect of servants— No. 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.

doco: + Carri: Lupo's Office }
Keapatawa 13th July 1897. }

H. F. H. Llesneur
for agent

1/2 Lb. E. Brighton
Loes: and Carri: Sup^{ts}.

17th April
1897.

IV. Neglect of Servants -
 N. 19 mail train detained
 5 minutes at Frishino Poly.
 The driver could not create
 sufficient vacuum owing
 to the train pipes not having
 been properly coupled up.

13th May/97

Failure of machinery -
No. 57 mail train lost 19 minutes
at St. Thomas Mar. 21. The
Driver could not maintain
Vacuum owing to a piece
of Wood having got into the
Ejector cone of Engine No.
189.

(No. III.)
No. 9581

By special messenger. 5,000-3-85.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 29th July 1897.

From

Ag.
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 and 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. H. M. C.
for Ag Agent & Manager.

Encl^s 102



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.

Railways (including branch-lines worked).	Period	Locomotives		Vehicles			Number of miles run by trains fitted.	Total number of engines in use 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 Paler and Field Railway and branch lines.	Half year ended 30 th June 1897.	30	136	138	38	(a) 3500	132848	8	4.78	(b) Not available	1 in 16,606 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 ended 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.

Peraiah Korkor
27th July 1897.

Signed Pilkington,
for Loco. Superintendent.

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
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 Madras.	Vacuum automatic	10-3-97	(iii) Failure of machinery - N. 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 - N. 81 Mail of 15-3-97 sustained a delay of 6 minutes at Mamandur to disconnect brake, which was necessitated owing to a defective brake piston giving trouble.	
		6-4-97.	(iii) Failure of machinery - N. 14 Mail of 6-4-97 was detained at Tadpatri for 27 minutes in consequence of the flexible hose of the Engine having been cut by an intercommunication wire. The train was worked from Tadpatri now automatically.	

1	2	3	4	5
		1-5-97	(iii) Failure of machinery - N ^o 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 ^o 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 ^o 14 Mail of 17-5-97 lost 16 minutes between Renigunta and Putter 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 ^o 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 ^o 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.

Prafulla Karko
27th July 1897.

Signed Pilkington
for Loco. Superintendent.

Telephone message

From
ER

7 AM

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

Copy 3-5 PM
in 30-7-97

✓ OFFER
30-7-97

✓
10/20/97

No. 534. *RL*

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

THE SECY. TO THE GOVT. OF INDIA,

P. W. DEPARTMENT.

*Siula**Cotacmand, the 1897.*

SIR,

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

- (1) Two statements show-
ing the rolling stock on
the M and S. & T. R. p. lines
with continuous automa-
tic vacuum brakes.

(2)

01378

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

W. J. 2/8/97

Documents accompanying:

4. Returns of Rolling stock
fitted with automatic brakes to
be referred to.

DAIR
The letter I from MR
cannot be checked as the
rolling stock statement for
Jan 1/97 is not yet received.

Sp. 534. L dated 6.8.97

DAIR
checked
2/8/97 29/7/97

h. N. Copy should be kept
of these statements for
record.

W. J. 3/8/97