Public Works (1897) Department.

G.O., No. 95 R.,

DATED 10. February 97

[Despatch Abstract.]

Automatic Vacuum brake: Govt of India letter ~~with reference to~~ covering their approval with remarks to the proposal of the Agent & Manager Madras R: to submit annually to this Board of Directors an indent for materials required for fitting 200 coaching vehicles with the — instead of only 50 as at present, Govt to the Agent & Manager for guidance.

F.C. 12/2/97

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[P.W. 25. 1000-8/11-96]

Indexed. 12/2/97

BACK PAPERS.

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

Government {1897} of Madras.

PUBLIC WORKS.

Recd.
Regd. } 1897.
Enclosures
Spare copies

G.O., No. 95 R., 10th February 1897.

FEBRUARY.

Automatic Vacuum Brake

Government of India letter conveying their approval, with remarks, to the proposal of the Agent and Manager, Madras Railway, to submit annually to his Board of Directors an indent for materials required for fitting 200 coaching vehicles with the — instead of only 50 as at present, communicated to the Agent and Manager for guidance.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Railway.

Read the following papers:—

From the Officiating Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, to the Secretary to the Government of India, Public Works Department, Calcutta, dated Madras, 18th January 1897, No. 41 R.

With reference to paragraph 2 of your letters, Nos. 302 R.S. and 1921 S.C., dated 13th July and 17th December 1896, I am directed to request the sanction of the Government of India to the accompanying application (No. I. 147/1030, dated 19th November 1896, with enclosure) from the Agent and Manager, Madras Railway, to submit annually to his Board an indent for materials required for fitting 200 coaching vehicles (instead of 50 as at present) with the vacuum brake. This programme which has received the Board's approval (*vide* extract paragraph 17 of letter No. 947, dated 18th December 1896) will, if accepted, enable the whole of the coaching stock to be equipped with the brake in about four years, instead of fourteen which would be required at the present rate of progress.

2. As regards the fitting of engines with the brake gear, I am to forward herewith for information a copy of letter from the Agent and Manager, No. I. 147/1080, dated 1st December 1896.

—

ENCLOSURES.

From the Acting Agent and Manager, Madras Railway, to the Consulting Engineer for Railways, dated Madras, 19th November 1896, No. I. 147/1030.

I have the honour to inform you that the Acting Traffic Manager has addressed me with regard to the necessity for more rapidly equipping our coaching stock with the vacuum brake than we are doing at present. I enclose a copy of his letter for your information.

It has been arranged to fit 10 engines and 50 vehicles annually, but it is pointed out that at this rate of progress the equipment of the coaching stock will not be completed for fourteen years, and a rate of 200 vehicles per annum is recommended.

It is inferred from remarks made in recent inspection reports, &c., that a more rapid rate of progress in equipping the stock would receive the approbation of the Government and I have therefore instructed the Locomotive Superintendent to prepare an indent annually for sufficient material for 200 vehicles. There will be no difficulty whatever in arranging to fit this number and I will obtain the sanction of my Board to the submission of an indent yearly for the increased quantity of material.

I shall be glad to learn that this proposal meets with your approval.

—

From the Acting Traffic Manager, Madras Railway, to the Acting Agent and Manager, Madras Railway, dated Madras, 10th September 1896, No. C. 77117/28366.

[Your No. I. 147/12285 of 17th December last.]

Under present arrangements we are fitting 10 engines and 50 vehicles annually with the vacuum brake with effect from the year 1895 and by the end of the current year we hope to have 100 coaches and brakevans fitted, which will enable us to work the brake on our North-West Line

mail train, on the local passenger train working out of Madras, and on the mail and passenger trains between Bangalore and Jalarpet. We shall, however, have an insufficient supply of reserve stock to replace carriages withdrawn for repairs or periodical examination or to meet any unusual demands for carriages to run through with passengers to the foreign railways north of Raichur.

We have hitherto been able to meet the latter emergency by the use of vehicles fitted with continuous piping and when these failed we have used non-fitted vehicles, but I have now received notice from the Great Indian Peninsula Railway that as all their mail and passenger trains have now been completely fitted with the vacuum brake, they will not, in future, accept unfitted vehicles from this line, that they can only accept piped vehicles in the proportion of one for each train, and that they expect very shortly to be in the position of having to refuse to accept any coaching stock not fitted with the complete continuous brake.

In addition to passengers we exchange a considerable traffic in horses and carriages on passenger trains with the Great Indian Peninsula Railway and when this latter notice has effect, our horse boxes and carriage trucks in their present condition will not be able to pass north of Raichur, and not only do I fear that the transhipment necessitated thereby will cause complaints from the public, but we shall also lose revenue by being deprived of the mileage our vehicles would earn while running on foreign lines.

We have also been carrying lately on our passenger trains large consignments of Government treasure for Calcutta loaded in baggage vans. When the notice above referred to comes into force, these vans will only be hauled on goods trains over the northern railways and the serious delay which this will cause may divert this valuable traffic to the sea route.

The Government officers have frequently commented on the advisability of the early equipment of our coaching stock with the continuous brake (*vide* among others the Government Orders noted in the margin). It is, of course, certain that all our coaching stock will eventually be fitted with the brakes and looking to the much more rapid advance in this direction which has been made by our neighbours and the inconvenience and expense caused by our backwardness, I think the time has now arrived for taking into consideration the question of providing this equipment more rapidly than heretofore.

1. Paragraph 54 of Government Inspector's Inspection report for half-year ending 30th June 1895.
2. Senior Government Inspector's remarks on joint enquiry report on 22nd July 1895 regarding Walayar ghât accident.
3. Paragraph 41 of G.O., No. 831 R. of 30th September 1896. Government Inspector's Inspection report for half-year ending 30th June 1896.
4. Senior Government Inspector's remarks on joint enquiry report on 12th August 1896, regarding accident at Mallâpuram.

We have a total of 763 coaching vehicles on the Madras Railway and, at the present rate of progress, it will take fourteen years to complete the work. Probably a rate of 200 vehicles per annum could be arranged by the Locomotive Department without difficulty and this would soon improve our position. I beg therefore that the question may be taken into consideration.

—

EXTRACT from a letter from the Secretary to the Board of Directors, dated 18th December 1896, No. 947.

17. The Board notice that the Acting Traffic Manager in his letter of the 10th September last, referred to in paragraph 17 of 2284, points out that the present arrangement under which 50 vehicles are fitted annually with the vacuum brake is quite inadequate to meet our requirements. Having regard to the remarks of the Government Consulting Engineer in his Inspection reports for the half-years ending 30th June 1895 and 1896, and to those of the Senior Government Inspector on the joint enquiry report on the accident at Mallâpuram, the Board, in modification of their previous sanction, approve of your submitting annually an indent for materials required for fitting 200 vehicles with the vacuum brake, instead of 50 as at present.

—

From the Acting Agent and Manager, Madras Railway, to the Consulting Engineer for Railways, dated Madras, 1st December 1896, No. I. 147/1080.

In reply to paragraph 2 of your letter, No. 3690 of the 21st ultimo, with regard to the fitting of engines on the Madras Railway with automatic vacuum brake gear, I have the honour to state the Locomotive Superintendent writes as follows:—

"We have received a total of twenty-five sets of engine fittings and ten more are under indent (*vide* indent No. 766 of 2nd April last). Four sets are now being asked for and I propose to include six more sets in the indent now under reference, and this with the 12 KC_2 engines already received and under order, will give us a total of 57 engines fitted with the automatic vacuum brake gear. This number should be sufficient for working all mail and passenger trains at any rate for some years to come."

From the Under Secretary to the Government of India, Public Works Department (Railway Stores), to the Officiating Joint Secretary to the Government of Madras, Public Works Department, Railway Branch, dated Calcutta, 1st February 1897, No. 54 R.S.

I am directed to acknowledge the receipt of your letter, No. 41 R., dated the 18th January 1897, and in reply to convey the approval of the Government of India to the proposal of the Agent and Manager, Madras Railway, to submit annually to his Board of Directors an indent for materials required for fitting 200 coaching vehicles with the automatic vacuum brake instead of only 50 as at present.

2. I am at the same time to request that necessary estimates of the cost of fitting the vehicles with the vacuum brake may be submitted, in due course, for the formal sanction of the Government of India.

ORDER—No. 95 R., dated 10th February 1897.

Communicated to the Agent and Manager, Madras Railway, for information and guidance.

(True Extract.)

Offg. Under Secretary to Government,
Railway Branch.

To the Agent and Manager, Madras Railway.
" Examiner, Guaranteed Railway Accounts.

Exd. T. K. Narayana Aiyangar.

5-5-P

C 27117/28366.

Madras Railway Company
Traffic Manager's office
Central Station, Madras 10th Sept: 1896.

To
The Ag: Agent and Manager
Rayapuram

Dear Sir.

Vacuum Brakes

Your No: C 1147/12285 of 17th December last

Under present arrangements we are fitting 10 engines and 50 vehicles annually with the vacuum brake with effect from the year 1896 and by the end of the current year we hope to have 100 coaches and brakevans fitted, which will enable us to work the brake on our North West Line mail train, on the local passenger train working out of Madras, and on the mail and passenger trains between Bangalore and Jalarpet. We shall however have an insufficient supply of reserve stock to replace carriages withdrawn for repairs or Periodical examination or to meet any unusual demands for carriages to run through with passengers to the foreign railways North of Raichur.

We have hitherto been able to meet

meet the latter emergency by the use of vehicles
fitted with continuous piping and when these
failed we have used nonfitted vehicles but
I have now received notice from the Great
Indian Peninsula Railway that as all their
mail and paperger trains have now been
completely fitted with the vacuum brake
they will not in future accept unfitted
vehicles from this line, that they can only
accept piped vehicles in the proportion
of one for each train, and that they expect
very shortly to be in the position of having
to refuse to accept any coaching stock not
fitted with the complete continuous brakes.

In addition to paperger we exchange
a considerable traffic in horses and carriages
on paperger trains with the G.I.P. Railway
and when this latter notice has effect, our
horse boxes and carriage trucks in their
present condition will not be able to pass
north of Raichur, and not only do I fear
that the transhipment necessitated thereby will
cause complaints from the public, but we
shall also lose revenue by being deprived of
the mileage our vehicles would earn while
running on foreign lines.

We have also been carrying lately
on

C178/AC

on our passenger trains large consignments of Government treasure for Calcutta loaded in Baggage vans. When the notice above referred to comes into force these vans will only be shunted on goods trains over the Northern Railways and the serious delay which this will cause may divert this valuable traffic to the sea route.

The Government officers have frequently commented on the advisability of the early equipment of our coaching stock with the continuous brake, vide among others the G.O.s noted in the margin.

1. Para 5a of Govt Inspectors Inspection Report for Half year ending 30. 6. 95
2. Senior Govt Inspectors remarks on joint enquiry report on 22.7.95 re. Adoniyar ghaut accident.
3. Para 41 of G.O. No 931 R of 30.9.96. Govt Inspectors Inspection Report for Half year ending 30.6.96
4. Senior Govt Inspectors remarks on joint enquiry report on 12.8.96 re. accident at Mulapuram.

It is of course certain that all our coaching stock will eventually be fitted with the brakes and looking to the much more rapid advance in this direction which has been made by our neighbours and the inconvenience and expense caused by our backwardness I think the time has now arrived for taking into consideration the question of providing this equipment more rapidly

9 S.P

4

rapidly than heretofore. 8 S.P

We have a total of 763 coaching vehicles on the Madras Railway and at the present rate of progress it will take 4½ years to complete the work. Probably a rate of 200 vehicles per annum could be arranged by the Loco. Department without difficulty and this would soon improve our position. I beg therefore that the question may be taken into consideration

Yours faithfully
(Sd) D. Ross Johnston
Ag: Traffic Manager.

/True Copy/

Illegible

Ag: Agent & Manager.

ENG. No. 1 TO E. R. C. No. 5087 OF 1896
LETTER No. 1030 dt 19.11.96
FROM Agt

(No. I.)
No. P1147

1030

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 19th November 1896.

From

The Ag Agent and Manager.

To

Madras Railway.

The Consulting Engineer for Railways.

Madras.

Sir,

I have the honor to inform you that the Ag Traffic Manager has addressed me with regard to the necessity for more rapidly equipping our coaching stock with the vacuum brake than we are doing at present. I enclose a copy of his letter for your information.

It has been arranged to fit 10 Engines and 50 vehicles annually but it is pointed out that at this rate of progress the equipment of the coaching stock will not be completed for 11½ years and a rate of 200 vehicles per annum is recommended.

It is inferred from remarks made in recent Inspection reports, &c. that a more rapid rate of progress in equipping the stock would receive the approbation of the

the Government and I have therefore instructed the Locomotive Superintendent to prepare an indent annually for sufficient material for 200 vehicles. There will be no difficulty whatever in arranging to fit this number and I will obtain the sanction of my Board to the submission of an Indent yearly for the increased quantity of material.

I shall be glad to learn that this proposal meets with your approval.

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

Ag Agent & Manager.

Encl/s

G. No. 6787
Rcvd. 21-11-96

MADRAS RAILWAY.

From The Agent and Manager.

To The Consulting Engineer for Railways.

No.

Dated 188

Recd.

(No. I.)

No. P1147

1080

9 s. 00

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 1st December 1896.

From

To

The Ag. Agent and Manager.
Madras Railway

The Consulting Engineer for Railways.
Madras.

Sir,

In reply to para 2 of your letter No. 3690 of the 21st ultimo, with regard to the fitting of Engines on the Madras Railway with automatic vacuum brake gear, I have the honor to state the Locomotive Superintendent writes as follows:-

"We have received a total of 25 sets of "Engine fittings and ten more are under Indent "vide Indent No. 766 of 2nd April last. Four "sets are now being asked for and I propose "to include 6 more sets in the Indent now "under reference, and this with the 12 H.C. "Engines already received and under orde "will give us a total of 57 Engines fitted wit "the Automatic Vacuum Brake gear. This "number should be sufficient for working

al

"all mail and passenger trains at an
"rate for some years to come."

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

Henry C. Wood

Ag Agent & Manager.

Enclosnil.

G. No. 5254
Recd. 2/12/96

MADRAS RAILWAY.

From

To

The Consulting Engineer
for Railways.

Dated

Recd. 188

No.

Extract from a letter from the Secretary no 947 dy 18.12.96.

200 Vehicles to be fitted annually with Vacuum Brake.

17. The Board notice that the Assistant Traffic Manager in his letter of the 10th September last, referred to in para. 17 of 2,284, points out that the present arrangement under which fifty vehicles are fitted annually with the Vacuum Brake is quite inadequate to meet our requirements. Having regard to the remarks of the Government Consulting Engineer in his Inspection Reports for the half-years ending 30th June, 1895 and 1896, and to those of the Senior Government Inspector on the joint enquiry report on the accident at Mallapuram, the Board, in modification of their previous sanction, approve of your submitting annually an Indent for materials required for fitting 200 vehicles with the Vacuum Brake, instead of 50 as at present.

No. W. 6428 dy 18 Dec 1896.

No 302 R.S. & 1931 R.E. dy. 13 July & 17 December 1896.

I am directed to request the sanction of the Govt. of India to the accompanying application (No. 3147/1030 dy 19 Nov 1896 with Encls) from the Agent & Manager Madras Railway to submit annually an indent (to this Board for materials required for fitting 200 coaching vehicles (instead of 50 as at present) with the vacuum brake. This programme

G. No. 5254
Recd. 2/12/96

R. Form No. 12.

No. 41.02

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

The Secy. to the Govt. of India,
P. W. Department.
Calcutta.

Madras, the 8th January 1897.

Sir,

With reference to para 2 of your letter No. 302 R.S. & 1934 R.C. dy. 13 July & 17 December 1896, I am directed to request the sanction of the Govt. of India to the accompanying application (No. 9147/1030 dy 19 Nov 1896 with enclosure) from the Agent & Manager, Madras Railway to submit annually an indent (in his Board for materials required for fitting 200 coaching vehicles (instead of 50 as at present) with the Vacuum brake. This programme

R.O. No. 642 R dy 28 July 1896.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer
for Railways.

Dated

Recd.

No.

188

Extract from a letter from the Secretary No 947 dy 18.12.96.

Acting

200 Vehicles to be fitted annually with Vacuum Brake.

17. The Board notice that the Assistant Traffic Manager in his letter of the 10th September last, referred to in para. 17 of 2,284, points out that the present arrangement under which fifty vehicles are fitted annually with the Vacuum Brake is quite inadequate to meet our requirements. Having regard to the remarks of the Government Consulting Engineer in his Inspection Reports for the half-years ending 30th June, 1895 and 1896, and to those of the Senior Government Inspector on the joint enquiry report on the accident at Mallapuram, the Board, in modification of their previous sanction, approve of your submitting annually an Indent for materials required for fitting 200 vehicles with the Vacuum Brake, instead of 50 as at present.

has received the Board's approval (vide Extract para 17 of letter No 947 dt 18th Dec 1896.) will be granted with to enable the whole of the coaching stock to be equipped with the brake in about four years instead of fourteen which would be required at the present rate of progress.

~~2. The above proposal is confined to the Madras Railway Coaching vehicles & with regard to the fitting of engines with the brake gear I am to forward herewith for information a copy of letter from the Agent & Manager No. 3147/1080 dt 1st Dec 1896.~~

2. As regards the fitting of engines with the brake gear I am to forward herewith for information a copy of letter from the Agent & Manager No. 3147/1080 dt 1st Dec 1896.

16/1/97

18/-

No. 41. R dated 18/1/97

Documents enclosed.

i A.M's No 3147/1030 dt 19/12/96 with enclo.

ii Extract from Board's letter No 947 dt 18.12.96

iii A.M's No. 3147/1080 dt 1.12.96

18/1/97

Public Works (1897) Department.

CURRENT No. 1342

Order

From The Govt of India P.W.D.

No. 54 R.S

Dated 1st February 1897

Received 6.2.97

Enclosures ..

Spare copies ..

SUBJECT.

Automatic Vacuum Brake

Approving of the proposal of the Agent and Manager M.Ry. to submit annually to this Board an Indent for materials required for fitting 200 coaching vehicles with the ——

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Dat

28 P

11 Rec

All communications should be addressed to the Secretary.

Read

No. 54 R.S.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STORES.

To

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

Calcutta, the 1st February 1897.

Sir,

I am directed to acknowledge the receipt of your letter No. 41 R., dated the 18th January 1897, and in reply to convey the approval of the Government of India to the proposal of the Agent and Manager Madras Railway to submit annually to his Board of Directors an indent for materials required for fitting 200 coaching vehicles with the Automatic Vacuum Brake instead of only 50 as at present.

2. I am at the same time to request that necessary estimates of the cost of fitting the vehicles with the vacuum brake may be submitted, in due course, for the formal sanction of the Government of India.

I have the honour to be,
Sir,
Your most obedient servant.

R D Anderson

Under Secretary.

Documents accompanying:-

Nil.

1/2/97

R.I.

(R.) Form No. 3.

A

No. 95 R dated 10.2.97

PUBLIC WORKS DEPARTMENT,

RAILWAY BRANCH.

A/-

PROCEEDINGS OF THE MADRAS GOVERNMENT.

12 P

READ the following

Letter to the Govt. of India H.S. No. 41 R dt 18 January 97
P. W. Deptt with Enclosures

Letter from — do — " — " — 54 R.S dt 1st Feby 97

Communicated to the Agent & Manager, Madras Railway, for information and guidance.

9/2/97

To the Agent & Manr. M. & S. Rly & Deptl circulars on 10/2/97
" Exr Gl. Regl. " 9/3/97

A-

No. 95. R dated 10.2.97