

RAILWAY BRANCH.

G.O., No. 172-73 R

DATED 1st February 1898

[Despatch Abstract.]

Continuous Automatic Vacuum brake

Ordered that the statements showing rolling stock on the Madras & South India Railways fitted with — and all cases in which the brakes failed or caused delay, in the year ended the 31st December 1897, be forwarded to the Govt of India.

Forwarded.

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

Depd: 17/1/98
4-P.m }

85/1401
24/1

Copy

Table No. 1.

Statement showing for the half-year ended the 31st December 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 stock 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 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 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 Mayavaram-Mutpet, Railways.	First half, 1897...										
	Second half, 1897..	24	183	99	40	4108	260039	3	3.27	14.23	1 in 86,679
(a) { Excluding 21 Iron Ballast Waggon sold to the Engineer-in-Chief Godavari Bridge											
do 12 do do Birur-Shimoga Railway											
do 2 Tender Tank waggon which have been condemned.											

Loco & Carr. Supt's Office,
Negapatam 14th Jan'y 1898. } (sd) C. E. Brighton
Loco & Carr. Supt. }
(sd) J. H. Le Mesurier } True copy
for Agent }
J. H. Le Mesurier }
for Agent }
C. E. Brighton }
Loco. and Carr. Supt. }
(sd) J. H. Le Mesurier } True copy
for Agent }
J. H. Le Mesurier }
for Agent }

ENC. 2 TO 818 1098
131 14-2 98
FROM A

TABLE No. II.

Statement showing, for the six months ending 31st December/87 all cases of continuous automatic brakes failed to act when required to be brought into action on the working of trains.

1	2	3	4
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 of inexperience of servants or failure of machinery or material.
South Indian Railway	Vacuum Automatic	6 th July /97	(I) and (II) Nil. (III) Failure of Machinery - The Driver of No 38 Mail train was unable to maintain sufficient vacuum owing to the leakage in the train pipe just below the ejector of the engine and in one of the joints of the train pipe of Bogie third class Carriage - No detention was caused.
		7 th Oct /97	(III) Failure of Material. No 38 Mail train detained 10 minutes at

Loco. and Carr. SUPDT'S. OFFICE,
Negapatam, 14th January 1898

(sd) C. E. G. M.
(sd) J. H. C. Mesurier
for Agent
True copy
for

Loco. and Carr.

TABLE No. II.

Statement showing, for the six months ending 31st December 1927 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 of 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.	17 th Dec 1927	at Baidalore Old Town in consequence of the Universal Coupling of Brake Van being damaged III Neglect of Servants - No 24 Mail train lost 5 minutes at $\frac{210\text{th}}{4}$ mile on account of the Brake being applied rashly by the Driver which forced the flexible pipe off dummy plug on the rear van.	See first sheet.

Loco. and Carr. Supt's. Office,
Negapatam, 14th January 1898

(sd) C. E. Brighton

Loco. and Carr. Supt.

(sd) J. H. Meurier
for Agent True copy
J. H. Meurier

ENC. 1 TO F. P. No. 818 OF 1398.
131 14-2-98
FROM A

URGENT.

No. 70

SERIAL
No. 11.30

South Indian Railway
AGENT'S OFFICE

TRICHINOPOLY, 18th January 1898

From

The AGENT,

SOUTH INDIAN RAILWAY,

To

The CONSULTING ENGINEER FOR RAILWAYS,

MADRAS.

C. No. 360
Recd. 19-1-98

RECEIVED
19 JAN 1898
CONSULTING ENGINEER FOR RAILWAYS

Sir,

57629
In Compliance with the request contained in your telegram of 17th January 1898 I have the honor to forward herewith Tables Nos. I and II shewing the results of the Working of Continuous Automatic Vacuum Brakes on this Railway during the half year ended 31st December 1897.

I have the honor to be,
Sir,
Your most Obedient Servant.

A. D. G. Shelling

Capt. R. E.
Agent.

Enclosures 2 herewith.
H. L. D.

44/150

Telephone message

From ER

To AM

14 D+ Please let me know
when I may expect to
I and II showing the
results of the working of
Continuous vacuum Brake
on MR during 2nd half of
1897.

YPS

Depd: 2-55 PM
on 20/1/98

pr ER
20-1-98

20/1/98

From

THE AGENT,
South Indian Railway,
Trichinopoly.

To

THE CONSULTING ENGINEER FOR
RAILWAYS,
Madras.

Dated

Received

}

No.

ENCLOSURE.

189

P.W. Ry C No 107

Recd 21-1-

No. 30 R. STAT.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

RECEIVED

21 JAN. 1908

To

THE Joint Secretary to the
of Madras, P. H. D.

Calcutta, the 15th January 1908

The undersigned is directed to request that
transmission of the return noted below may
expedited.

M. S. S. S. S.

Captain, R.
Under-Secretary

14/1/08

Tables Nos. I and II show
the number and proportion
rolling stock fitted with
Automatic Vacuum Brakes.
The progress made in fitting
stock and the results of
working the brakes during
six months ending with
the 31st December 1897 of
the Madras and South
Indian railways.

Telephone

From

Am.

To E.R.

With reference
to your telephone
message of yesterday
regarding the Vacuum
brake cables Nos.

1 and 2 we hope
to be able to send
this evening.

H.

21/1/28

Recd 12/45 Noon

Telephone to Am

Vacuum Brake cables 1+2

not yet received. Kindly ex-

pectate. Reminders from Ldn

Received 24/1

24/1

Table No. 1

Statement showing for the half year ended
the 31st December 1897 the Railways on which con-
tinuous 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.

1	2	Loco: motives		Vehicles			8	9	Proportion per cent.		12
1	2	Fitted	Not fitted	Braked	Giped	Not fitted			10	11	
Madras Railway, including the Kolar Gold Fields Railway and branch line.	Half year ended 31 st Decr: 97	31	135	199	43	3538(a)	138,719.	10	6.40	(b) Not available	1 in 13872

(a) This figure is only a forecast of the difference
between the number of vehicles fitted with brakes and
the total of Col: 5 of form VII for the half year ending 31st
December 1897, which will be submitted in February 1898.

(b) The total train miles for the half year ending
31st December 1897 has not yet been ascertained

Perambur Works

21st Jan: 1898

(True copy)

1sd/ A. Pilkington
for Loco: Suptd.

2 880 8
A-135 17. 2-98
Am

(No. 1.)
No. 9581
63

By special messenger.
SERIAL
No. 31

MADRAS RAILWAY.

AGENT AND MANAGERS' OFFICE,

Madras, 24th January 1898

From

435
a. No.
Recd. 24.1.98

The Agent and Manager.

Madras Railway.

To

The Consulting Engineer for Railways.

Madras.

SIR,

29 With reference to your telephone message of the 10th instant, I have the honor to forward herewith tables 1 and 2 showing the result of the working of the continuous automatic vacuum brake on this Railway during the half year ending 31st December 1897.

I have the honor to be,
Sir

Your most obedient servant.

L. S. M. V.

Agent and Manager.

Encl 2

W. A. S.

2/1/98

Table No. II

Statement showing for the six months ending with the 31st December 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 materials.	Number of miles run by trains fitted with each description of continuous automatic brake.
Standard Madras	Vacuum Automatic	1-7-97.	(iii) Failure of machinery - The No. 81 mail was detained at Yerraguntla for 17 minutes to release brakes which was rendered necessary owing to the brake cylinder of a foreign vehicle drawing air.	
		30-7-97.	(iii) Failure of machinery - No. 81 mail was delayed for 25 minutes at Arakonam owing to the pipes of a foreign vehicle drawing air. The defect was not rectified and the train worked as a non automatic brake train.	
		16-8-97.	(iii) Failure of machinery - No. 81 mail sustained a delay of 13 mts. at Yerraguntla owing to the piston of a foreign vehicle drawing air. The brake was disconnected at this station.	
		* 14-9-97.	(iii) Failure of machinery - No. 14 mail was worked from Kodur to Madras as a non automatic brake train owing to the nut of the vacuum chamber pipe becoming	

138719

- becoming slack and the engine being unable to maintain vacuum.
- X 11-9-97 (iii) Failure of machinery. The brake of N^o. 111 train had to be disconnected at Perambur owing to defect in large ejector.
- 25-9-97 (iii) Failure of machinery. N^o. 14 mail was detained at Arkonam for 5 mts. owing to the brake piston of a foreign vehicle passing air. The brake was disconnected at Arkonam.
- 25-9-97 (iii) Failure of machinery. N^o. 111 mail was detained at Central Station and Timmanore for 10 and 14 mts. respectively and 9 mts. between the 2 stations in consequence of 2 brake pistons drawing air. The brake was disconnected at Timmanore.
- 1-10-97 (iii) Failure of machinery. N^o. 14 mail was detained at Reddipalli for 5 mts. owing to the brake piston - under a carriage allowing air to pass. The brake was disconnected here.
- 17-10-97 (iii) Failure of machinery. N^o. 14 mail was detained at Kundalur for 5 mts. owing to leakage of brake piston under foreign vehicle. The brake was disconnected.
- 6-12-97 (iii) Failure of machinery. 10 minutes was lost with the N^o. 111 mail between Avadi and Timmanore in consequence of the vacuum chamber leaking. The brake was disconnected at Avadi.

Perambur Works
21st Jan'y: 1898

Bd/ A. Pilkington
for Loco. Superintendent

(True copy)

From
ER

To AM.

23 Dx The total of column
5, 6 and 7 of table N: I

8 No 31 received with your N: 95
A/6

of 24" width is 3780 including
column 2 & 3.

but A Rolling stock statement

for Dec gives 3693. Please

explain early the discrepancy

many thanks

CNR

To A.

~~24~~ total of column

5, 6 & 7 of table I rec'd with

8 No 30 your N: 70 of 18" width is 424

but column 7 of Rolling stock

statement for Dec/87 gives

is 4250. Please explain

early the discrepancy

CNR

for ER
25-1-88

25/1/88

25/1/88

C. No. 500
Recd. 27.1.98

These have always been omitted

Form No. 344. SOUTH INDIAN RAILWAY, *MS*
Service.

Station	From <i>Mich</i>	To <i>Conducting</i>
Hour. Mins.	<i>17/15</i>	<i>Agent</i>
Received at	<i>1005</i>	<i>Engine</i>
From	<i>1005</i>	<i>10.23. Figures</i>
H. M.		<i>in table 1. Do not</i>
Called		<i>include. The 3 travelling</i>
Seat		<i>cranes shown in the</i>
Date	<i>16/1</i>	<i>rolling stock statement</i>

No. 72

South Indian Railway Co. Ltd. 33

AGENT'S OFFICE,

TRICHINOPOLY, 27th January 1898.

From

The AGENT,

SOUTH INDIAN RAILWAY,

To

The CONSULTING ENGINEER FOR RAILWAYS,

MADRAS.

Sir,

I have the honor to confirm the following telegram sent to your address yesterday:-

9 No 32
"Your D. 23. Figures in Table 1 do not include the 3 Travelling Cranes shown in the Rolling Stock Statement these have always been omitted."



I have the honor to be
Sir

Your most obedient servant

W. S. Massey
for Agent

Massey

Telephone message

SERIAL
No. 34

From.

The Agent and Manager,
Madras Railway
Royapuram.

To Current Is.

E. R.

C. No. 509
Recd. 27-1-98

SNV 32 Your telephone of yesterday.
See foot-note A at bottom of
Table I. Figures in monthly
rolling stock statement are
for total No. of stock actually
running, while form 12 is
totals of stock built against
sanction including the
renewals in progress or about
to be put in hand; hence 2
statements do not agree.

Recd: 1-45 P.M.
on 27-1-98.

From
THE AGENT,
South Indian Railway,
Trichinopoly,
To
THE CONSULTING ENGINEER FOR
RAILWAYS,
Madras.
Dated }
Received }
No. 189
ENCLOSURE.

D.

No.

873

Madras Railway Company,

AGENT & MANAGER'S OFFICE,

RAYAPURAM TERMINUS,

Madras, 27 January 1898.

To

The Consulting Engineer
for Railways, Chempak.

DEAR SIR,

telephone message.

I beg to confirm my telegram of to-day's date, as
quoted below:—

"Your telephone of yesterday see
"foot-note a at bottom of table I figures
"in monthly Rolling Stock statements are for
"total number of stock actually running
"while form 12 gives totals of stock
"built against sanction including
"renewals in progress or about to be put
"in hand. Hence two statements do not agree."

Yours faithfully,

Louis S. M. V. S.

Agent and Manager.



509

Jan 1. 98.

SN: 32

PROCEEDINGS OF THE MADRAS GOVERNMENT

READ the follow

- Memorandum from
(1) the Govt. of India P. W. D. } H.E. no: 30 R Stat. of 15 Jan'y
- (2) Letter from the Agent } ———— 5581 7 21-d
+ Man: M. R. } A/63
- (3) Letter from Agent S. D. R. } ———— 70 7 18-d

The Govt. of India
will be addressed.

S. B. N: 173 R. of 1st Jan'y

The Secretary
to the Govt. of India
Sir,

With reference to G.O.
of India Memo N: 30 R S
of 15 January 1898, I am
to forward herewith for
information of the Govt.
the following returns for
half year ended the 31st Dec
(1) These statements show
the rolling stock on the

Sink Indian Rys fitted with
continuous automatic vacuum
brakes.

(2) Two statements showing all
cases in which the continuous
automatic brakes failed or
caused a delay in the work-
ing of trains on both the Rys.

2. The total of columns 5 to 7
of Table N I of R agrees with the
total of Column 5 of form XII of
the Capital and Revenue Accounts
for the half year ending 31 Dec 1907
but the figures in
Table N I on the S. Ry
do not include the 3 travelling
cranes shown in the Rolling
Stock Statement.

Documents accd. *CMF*²⁰
4. Statements R
referred 28-1-08

5/2/98

21/1/98
28/1/98