

1896
Public Works (190⁻) Department.

RAILWAY BRANCH.

G.O., No. 640R

DATED 25-7-1896

[Despatch Abstract.]

Statements showing the rolling
stock on the Madras and South
Indian Railways fitted with
continuous automatic vacuum brakes
Forwarding to the Government
of India —

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
3	100	100	100				
	A		100				

FURTHER PAPERS.

[illegible]

Form No. 4

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,

Madras, 30th June 1896.

T₂

AGENT AND MANAGER, M. R.

No. 1928 Reply No. ⁵⁵³ 631, dated ^A 9/7/56 ^{from AM} 20/7/56 ^{from A}

Sir,

Reminders.

With reference to the
 office letter no 64 of 9 Jan/97
 I have the honor to request
 that the tables I & II
 showing the results of the
 working of ^{continuous} ~~of~~ Australia and
 vacuum brakes in use
 on the M.R. during the
 half year ending 30 June
 1896, may be furnished
 to the office as early as
 possible.

СММ. $\frac{30}{6}$

Subject.

Despatched on 30-6-86

Similar letter to A with
reference to N: 5373, Aug 1950

1930

(No. II.)
No. 5801

593

MADRAS RAILWAY.

AGENT AND MANAGERS OFFICE,

Madras, 9th July 1896

From

The Ag. Agent and Manager.
M. R. C.

To

The Consulting Engineer for Railways.
Madras.

SIR,

In compliance with the request contained in your letter No. 1978 of the 30th ultimo, I have the honor to forward herewith a Statement showing the Rolling Stock on this Railway fitted with the Automatic vacuum brake communication up to 30th June 1896.

I have the honor to be,
Sir,

Your most obed^t. Servant.

Henry C. West.

Ag. Agent & Manager.

W. C. C.

2950
13/7/96

encl. 1

MADRAS RAILWAY.

To
The Agent and Manager.

From
The Consulting Engineer
for Railways.

188

Table No. I.

Statement showing for the half year ended the 30 June 1896 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.

Railway including branch line worked	Period	Loco-motives					Number of miles run by train fitted	Total number of instances in which the brakes failed to act & caused delay in the working of train.	Proportion per cent		Number of failures as compared with mileage run by train fitted.
		Fitted	Not fitted	Braked	Piped	Not fitted			Of vehicles fitted & fitted on total.	Of mileage run by train fitted on total train mileage	
1	2	3	4	5	6	7	8	9	10	11	12
Madrass Ry. including the Kolar & Gold Fields Ry. and Census Line.	Half year ended 30 June 1896.	10	156	36	39	726	-	-	9.36	-	-

Note:— No complete trains have as yet been fitted, a small number of vehicles only which run over foreign lines having been braked and piped as shown. No record exists in this office of the working of the brakes over foreign lines and columns 9 and 12 do not, therefore, fully represent the results.

By Henry C. West.
Agent & Manager.

By _____
for loco super.

1,000-5-3-96.
Form No. 20.

TELEGRAM ORDINARY

FROM

E.R.

To

A

D199 Please reply by
1978 7 30th instant.

Depd
15/7/96

1978 15.7

No. 631

URGENT.

South Indian Railway Co., Ltd.

AGENT'S OFFICE.

TRICHINOPOLY, 20th July 1896.

From

THE AGENT,

SOUTH INDIAN RAILWAY,

To

Offr

THE CONSULTING ENGINEER

FOR RAILWAYS,

MADRAS.

Sir,

In compliance with the request contained in your letter No. 1978 and telegram No. D. 199 of the 30th ultimo and 15th instant respectively, I have the honor to forward herewith Tables No. I and II showing the results of the working of Continuous Automatic Brakes on this Railway during the half-year ended 30th June 1896.

I have the honor to be
Sir

Your most obedient Servant.

A. B. G. Shelley

Capt. R. B.

Agent

2 Enclosures herewith.

[Signature]

3098
27/7/96

Encl 2

Table N.I.

Statement showing for the half-year ended the 30 June 1896, 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.

Ry. (including branch lines worked).	Period	Loco-motives		Vehicles			Number of miles run by trains fitted	Total miles in which the brakes were in use, including those fitted since the beginning of the half-year	Proportion in percent.		Miles run by trains fitted since the previous half-year
		Fitted	Not fitted	Brakes	Engines	Not fitted			of stock on total	of mileage run by trains fitted since the previous half-year	
1	2	3	4	5	6	7	8	9	10	11	12
South Indian Ry. including the Pondicherry and Mayavaram Madras Ry.	First half 1896.	20	184	87	38	780	227,744½	1,100	13.81	13.13	1,100

Done: J. Harris, Deputy Secy.
Singapore 9 July 1896.

By S. Bruce

For Secy. to the Agent.

By J. Harris, Deputy Secy.

FROM THE AGENT,
SOUTH INDIAN RAILWAY,
Tiruchinopoly.
TO THE CONSULTING ENGINEER FOR RAILWAYS,
Madras.
Dated 1896
Received
No.
ENCLOSURE.

Table No. II.

Statement showing, for the months ending 30 June 1896 all cases in which the continuous automatic brake failed to act when required to be brought into action or caused delay in the working of trains.

1	2	3	4	5
Railway	Cause or description of brake which failed or caused delay in the working of trains in the month of June 1896.	Place of failure	Distance under the above following heads separately of: I. Failures of automatic brakes & required to be brought into action or caused delay in the working of trains or a collision between trains being imminent. II. Failures of automatic brakes to act under ordinary circumstances & to stop a train when required. III. Delay in the working of trains in consequence of a fault in, or stoppage of action of, the brake distinguishing whether they arose from neglect or imperious of the automatic 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 June 1896 20 June 1896.	III. Failure of machinery. Brake failed to act on 15.31 mail when entering Trichinopoly Junction station & coming to a standstill & to make train get into the goods loop between the heads and the brake van. The brake gear itself was in perfect order. III. Failure of material. 15.31 mail between Trichinopoly Junction and Kottai road could not maintain the vacuum owing to the defect of the vacuum being defective in the brake van & the brake to ground on the whole. Delay 15 minutes.	227,944 $\frac{1}{2}$

Done & signed by the Officer in Charge
Mysore 9 July 1896

189 S. H. de la Harpe
For the Officer in Charge

J. Bruce
Officer in Charge

No. 640 R.

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

THE SECT. TO THE GOVT. OF INDIA,

P. W. DEPARTMENT.

25-7-1896.

SIR,

With reference to Govt
of India Circular N: 62 R.D.
dated 19th Oct 1891 and N: 354
R.D. of 4th Sept 1894, I am
directed to forward for the
information of the Govt of
India the following returns
for the half year ended
the 30th June 1896.

^{Two}
(1) ~~the~~ statements showing
the rolling stock on the
Madras & South Indian
Railways fitted with con-
tinuous automatic vacuum
brakes.

(2) A statement showing all
cases in which the continuous
automatic

automatic brakes have failed
or caused delay in working
the trains on the S. I. R.

CM 2/7

DR
22-7-96

Despatched on 28-7-96

Bf
no 640 R of 25-7-96

Public Works (1896) Department,

CURRENT No. 7900

Order no 2770 of 5-9-96.

Copr forwarded
to Mr. and Mr. for
information & guidance.

H. H.

full.

From

The Govt. of India

No. 346 R. S. tal

Dated 26.8.96

Received 2.9.96

Enclosures

Spare copies

SUBJECT.

Half yearly statement
showing the mileage
run by trains fitted
with the continuous
automatic brakes etc.

Pointing out certain
discrepancies in the
— of the Madras
& S. I. Railways. Dec 95.

Despatched on 5/9/96.

B. H.

BACK PAPERS.

[illegible]

FURTHER PAPERS.

G.O.	No.	Department	Date

All communications
should be addressed
to the Secretary.

No. 346 R.Stat.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

Railway Statistics.

To

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

Simla, the 26th August 1896.

Sir,

With reference to the statement showing for the half-year ending with the 31st December 1895, the mileage run by trains fitted with the continuous automatic brakes, the number and proportion of rolling-stock fitted and the progress made in fitting stock since the previous half-year on the South Indian and Madras railways, received with your letter No.198 R., dated the 5th March 1896, I have the honour to invite your attention to the following points:-

(1) The figure under the head vehicles, (columns 5 to 7), should represent the number of coaching and goods vehicles together and not the coaching vehicles only, vide foot notes to the form of table I. which accompanied the Government of India order No. 354 R.Stat., dated the 11th September 1894. The number of not fitted vehicles in column 7 should accordingly be 3,569 and 4,155 on the Madras and South Indian railways respectively instead of the Nos. shown. This alters the percentage of vehicles piped or fitted on total (column 10) from 5.75 to 1.27 on the Madras, and from 12.72 to 2.74 on the South Indian, railway.

(11) The figure in column 12, (No. of failures as compared with mileage run by trains fitted) should not be arrived at by dividing the No. of failures by the mileage.

• but

but by dividing the mileage by the failures.

2. The statement has accordingly been corrected.

I have the honour to be,

Sir,

Your most obedient servant,

E. S. Under Secretary

Offg. Under Secretary.

Documents accompanying:- *8/10/46*

Nil.

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