

Public Works (1896) Department.

G.O., No. 961 R

DATED 12 Nov 1896

[Despatch Abstract.]

Automatic Vacuum Brakes: Letter to the
Govt of India furnishing correct infor-
mation on certain points ^{noted} in Con-
nection with the statements showing
the results of working — on the S. & P.
Madras Railway.

W. B. [initials]

19/11

BACK PAPERS.

[illegible]

FURTHER PAPERS.

FURTHER INFORMATION				FURTHER INFORMATION			
G.O.	No.	Department	Date	G.O.	No.	Department.	Date.

Public Works (1896) Department.

CURRENT No. 8703

Order No 3140 of 5/10/56

Copy forwarded to the Agents of the Madras and Santa Eulalia Railways with the request that the information called for therein may be forwarded at an early date -

From
The Gout of India

No. 382 R. 3 Cal

Dated 23. 9. 96

Received 29.9.96.

Enclosures

Spare copies

SUBJECT.

Returns showing the result
of working automatic vacuum
brakes on the Madras and
the S. I. Ry. for Half year ended 30
June '96

Pointing out certain discrepancies in the — and calling for correct information

Reminder

no 2140 of 21-10-86 to A. J. ✓

Issued $\frac{21}{10}/98$

Despatched on 5/10/96

P. W. 3.

[illegible]

G.O.	No.	Department.	Date.

10/1/91

To

Simla, the 23rd September 1896.

Sir,

With reference to the returns showing the results of working automatic vacuum brakes on the South Indian and the Madras Railways which were received with your letter No. 640 R., dated the 25th July 1896, I have the honour to invite attention to the following points:-

(1) Failure of brake on the South Indian Railway, on the 7th March 1896, should apparently come under the head (II) as the brakes appear to have failed to act under ordinary circumstances causing no delay in the working of trains.

(11) With reference to Government of India letter No. 346 R.Stat., dated the 26th August 1996, in connection with the returns for the 2nd half of 1995, incorrect figures have again been rendered for column 7 of table I of the returns under reference.

2. I am therefore to request that correct information

cn

on the points above referred to may be furnished early.

I have the honour to be,

Sir,

Your most obedient servant,

J. A. Anderson

Offg: Under Secretary.

Documents accompanying:-

Nil.

R.L.

(No. 1.)

No. 9581

899

MADRAS RAILWAY.

AGENT AND MANAGERS OFFICE,

Madras, 12th October 1896.

From

The *Ag* Agent and Manager.

Madras Railway.

To

The Consulting Engineer for Railways.

Sir,

Madras.



92/94

*Waff to India
13/10*

With reference to your endorsement N^o 3140 of the 5th instant, on copy of a communication from the Government of India. I have the honor to state the Locomotive Superintendent writes as follows:-

The letter from the Government of India, N^o 346 R dated 26th August '96, prescribing that the percentages should be calculated on both passenger and goods stock instead of on the passenger stock only was received at this office about two months after date of submission of the return for the half year ended June 1896. The figures for columns 7 & 10 of table 1, revised in accordance with the Government of India letter above quoted, should be 3532 and 205 respectively.

22 10 2 11 12

I would however point out that the proposal to calculate the percentage of vacuum brake fitted vehicles on the total passenger and goods stock on the line is at variance with the practice in force in England, as reported in the Board of Trade half yearly returns, in which the percentages are calculated on the totals of passenger stock only.

Unit to India

4th Feb.
He says cannot
they do not
run mixed
trains
U.M.

I have the honor to be,
Sir,
Your most obedient Servant.
Henry Alcock
Ag Agent & Manager.

M.L.L. H.T

Encl. nil.

W.C.P.

Yale J. I.

	Date	Particulars	Debit	Credit	Balance
		Statement showing for the half year ended the 30 June 1976, the railway on which continuous automatic block was used, the mileage run by train) fitted with the block, the number and proportion of rolling stock fitted, and the progress made in fitting stock since the previous half-year.			

Fitting stock since the previous half-year.	Railways (including branch lines worked)	Period	Locomotives		Vehicles			Number of miles run by train	Total number of miles in which the whole of the country is covered by railway	Population		Number of miles covered by road with motor vehicles
			Total	In use	Total	In use	Total			In use		
1	2	3	4	5	6	7	8	9	10	11	12	
South Indian Railway, including the Southern Railway, and the Mysore Railway.		20	184	87	38	4155	227,944½	1,000	2,92	13-66 13-13	11,392¼	

South Indian Railway, including
the Gardiner, and the Government
Maritime Railway.

Freitags 1896

20

184

87

2

4155

2279442

Lucius

2192

1

4

Deco: Flare day 18th of Nov
Chapatam 28 October 1966

101
102
103
104
105
106
107
108
109
110
111
112
113
114
115
116
117
118
119
120
121
122
123
124
125
126
127
128
129
130
131
132
133
134
135
136
137
138
139
140
141
142
143
144
145
146
147
148
149
150
151
152
153
154
155
156
157
158
159
160
161
162
163
164
165
166
167
168
169
170
171
172
173
174
175
176
177
178
179
180
181
182
183
184
185
186
187
188
189
190
191
192
193
194
195
196
197
198
199
200
201
202
203
204
205
206
207
208
209
210
211
212
213
214
215
216
217
218
219
220
221
222
223
224
225
226
227
228
229
230
231
232
233
234
235
236
237
238
239
240
241
242
243
244
245
246
247
248
249
250
251
252
253
254
255
256
257
258
259
260
261
262
263
264
265
266
267
268
269
270
271
272
273
274
275
276
277
278
279
280
281
282
283
284
285
286
287
288
289
290
291
292
293
294
295
296
297
298
299
300
301
302
303
304
305
306
307
308
309
310
311
312
313
314
315
316
317
318
319
320
321
322
323
324
325
326
327
328
329
330
331
332
333
334
335
336
337
338
339
340
341
342
343
344
345
346
347
348
349
350
351
352
353
354
355
356
357
358
359
360
361
362
363
364
365
366
367
368
369
370
371
372
373
374
375
376
377
378
379
380
381
382
383
384
385
386
387
388
389
390
391
392
393
394
395
396
397
398
399
400
401
402
403
404
405
406
407
408
409
410
411
412
413
414
415
416
417
418
419
420
421
422
423
424
425
426
427
428
429
430
431
432
433
434
435
436
437
438
439
440
441
442
443
444
445
446
447
448
449
450
451
452
453
454
455
456
457
458
459
460
461
462
463
464
465
466
467
468
469
470
471
472
473
474
475
476
477
478
479
480
481
482
483
484
485
486
487
488
489
490
491
492
493
494
495
496
497
498
499
500
501
502
503
504
505
506
507
508
509
510
511
512
513
514
515
516
517
518
519
520
521
522
523
524
525
526
527
528
529
530
531
532
533
534
535
536
537
538
539
540
541
542
543
544
545
546
547
548
549
550
551
552
553
554
555
556
557
558
559
560
561
562
563
564
565
566
567
568
569
570
571
572
573
574
575
576
577
578
579
580
581
582
583
584
585
586
587
588
589
590
591
592
593
594
595
596
597
598
599
600
601
602
603
604
605
606
607
608
609
610
611
612
613
614
615
616
617
618
619
620
621
622
623
624
625
626
627
628
629
630
631
632
633
634
635
636
637
638
639
640
641
642
643
644
645
646
647
648
649
650
651
652
653
654
655
656
657
658
659
660
661
662
663
664
665
666
667
668
669
670
671
672
673
674
675
676
677
678
679
680
681
682
683
684
685
686
687
688
689
690
691
692
693
694
695
696
697
698
699
700
701
702
703
704
705
706
707
708
709
710
711
712
713
714
715
716
717
718
719
720
721
722
723
724
725
726
727
728
729
730
731
732
733
734
735
736
737
738
739
740
741
742
743
744
745
746
747
748
749
750
751
752
753
754
755
756
757
758
759
760
761
762
763
764
765
766
767
768
769
770
771
772
773
774
775
776
777
778
779
780
781
782
783
784
785
786
787
788
789
790
791
792
793
794
795
796
797
798
799
800
801
802
803
804
805
806
807
808
809
810
811
812
813
814
815
816
817
818
819
820
821
822
823
824
825
826
827
828
829
830
831
832
833
834
835
836
837
838
839
840
841
842
843
844
845
846
847
848
849
850
851
852
853
854
855
856
857
858
859
860
861
862
863
864
865
866
867
868
869
870
871
872
873
874
875
876
877
878
879
880
881
882
883
884
885
886
887
888
889
890
891
892
893
894
895
896
897
898
899
900
901
902
903
904
905
906
907
908
909
910
911
912
913
914
915
916
917
918
919

1496. E. Knighton
Dec: 24th 1878

MADRAS RAILWAY.

From

The Agent and Manager.

Is

The Consulting Engineer
for Railways

Date	188
------	-----

No.

4474
13/10/77

Table No. II.

Statement showing, for the six months ending 30th June 1896 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
1	Name or description of brakes which failed or caused delay in the instances specified in Column 4.	Date of failure	Instances under the 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 position 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 brakes.
South Indian Railway.	Vacuum Automatic.	7 th March 1896 20 th June 1896.	II. Failure of Machinery Brakes failed to act on No. 31 Mail when entering Trichinopoly Junction station yard, owing it is presumed to waste having got into the flexible pipe between the tender and the Brake Van. The Brake gear itself was in perfect order. III. Failure of material No. 15 mail between Trichinopoly Junction and Kolatur ^{South} could not maintain the vacuum owing to the ejector & cones of Engine being defective which caused the Brake to grind on the wheels. delay 13 minutes.	

Loco and Carr. Supt's Office
Madras 28th October 1896

Sd/- C. E. Brighton,
Loco and Carr. Supt.

URGENT.

No. 1001

South Indian Railway Co., Ltd.
AGENT'S OFFICE,
TRICHINOPOLY, 29th October 1896

From

THE AGENT,

SOUTH INDIAN RAILWAY,

To

THE CONSULTING ENGINEER

FOR RAILWAYS,

MADRAS.

Sir,

Adverting to your endorsement No. 3140 dated 5th October 1896 on letter from the Government of India, Public Works Department, No. 382 R. Stat. of 23rd September 1896, I have the honor to forward amended Tables No. 1 and 2 showing the results of the working of Continuous Automatic Vacuum Brakes for the past half year, in substitution of those sent with my letter No. 631 of 20th July 1896.

I have the honor to be,

Sir,

Your most obedient Servant,

W. S. Meunier
for Agent

2 Enclosures.

Recd

30/10/96

4752
2/7/97

enc. a/c

B. Form No. 12.

No. 964 R

Government of Madras.

**PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.**

To
THE SECY. TO THE GOVT. OF INDIA,
P. W. DEPARTMENT.
Calcutta
Madras, Tuesday Nov. 1896.

SIR,

With reference to your letter no 382 R stat asked the 130 P.W. 1896, requesting to be furnished with correct information on certain points raised in connection with the statements showing the results of working automatic vacuum brakes on the P. I. and Madras Rys. I am directed to state that the figures for columns 7 & 10 of Table I series in accordance with Govt of India letter No 346 R stat dt 26.8.96 should be 357.15 and 2.05 respectively. 2. Annexes Tables I and II are herewith enclosed for the P. I. Ry. JH 2/11

The figures must be carefully checked before 2/11

Documents accompanying:-
Annexes Tables I & II
18.30/19

From

THE AGENT,

NORTH INDIAN RAILWAY,

Trichinopoly.

To

THE CONSULTING ENGINEER FOR

RAILWAYS,

Madras.

Dated
Received

189

No.

ENCLOSURE.

Bf

No 961. R dated 12.11.96