

No 924

South Indian
GREAT SOUTHERN OF INDIA RAILWAY.

AGENT'S OFFICE,

Tichinopoly
NEGAPATTAM, 23 October

1895

From

Acting
THE AGENT, South Indian
Great Southern of India Railway,

To

The Consulting Engineer for Railways
Madras.

SIR,

I have to inform you that on the evening of the 21st Inst the Engine of N^o 1 train broke away from its train while on the journey to Madurai, between Tholavendur and Madurai. This happened on the 171st mile about 5 miles from Madurai on an incline of 1 in 250. The night was dark and wet. The train overtook and ran into the Engine and 3 Covered Goods Waggon were considerably damaged in their draw bar and buffing and connecting apparatus. None of the passengers among whom was the Rev^d Mr. Chester of Dundigul was injured so far as I can learn. Immediately on hearing on the 21st Inst of the accident I arranged to go down by Special with the Locomotive Superintendent and the Traffic Manager to enquire into matters on the spot. The result of our enquiries made me strongly suspect that the Driver had been guilty of negligence while I was satisfied that he had acted with great want of judgement in bringing his Engine to a stand, or as he alleges to nearly a stand, when he knew that he was on an incline and that the train must be following him.

I have felt it to be my duty to direct the criminal prosecution of the Driver (Leyton) under Section 26 of Act XVIII of 1854.

from the Locomotive Superintendent when I do a copy shall be forwarded.

Of the 3 trucks damaged the one next the Engine was found without any bridle and the bridle bolt hanging down by the chain attaching it to the buffer head. The leading ends of each of the 2 other vehicles had their bridles properly attached. A bridle was found on the line near the scene of the collision. It is at present supposed that the bridle pin of the foremost truck had worked out that the bridle fell off and that some irregularity of the road then caused the Engine hook to jerk out of its connection and the Engine ran away from the train.

I have requested the Locomotive Superintendent to report fully on these bridle catches and to submit his views on what can be done to guard against their loss and the consequent risk of such accidents as that now reported.

I have the honor to be,
Yours most Obedt Servt.

David Logan
Acting Agent

No 5

SUBMITTED FOR THE *information* OF GOVERNMENT.

2. *Further particulars will follow*

Minuteman

CONSULTING ENGINEER'S OFFICE,
Madras, 25th October 1875.

Lt Col R E.
Cons Engineer for Railways

To

The Secretary to Government,
Public Works Department,
Fort Saint George

P. W. 1895-Sept.
RAILWAY DEPARTMENT.

187

No. 6889

From

The Consulting Engineer
for Railways,

To

The Secretary to Government,
P. W. Department,
Fort St. George.

Dated

25th Oct. 1875.

Received

26th Oct.

No. 547

Enclosures. - 1. ✓

Reporting that
engine broke down from
train at 171 mile
S. Railway line
on 20 October 1875.

With Order

Sept-12-11:75
The Secretary to Government
P. W. Department
Fort St. George
The Consulting Engineer
for Railways
No. 6889
187
P. W. 1895-Sept.
RAILWAY DEPARTMENT.

No 3117. Received from the Secretary to Government
for the particulars and report of the result
of the proceedings instituted against the
Engineer of the S. Railway line at 171 mile
on 20 October 1875.

lin 26-10-75

1884 Star *
Govt. of Madras
PUBLIC WORKS.

To Messrs. Messrs. for
Rij:

In reply

P. 1

Enc.

G. O. 3rd Nov. 1884, No. 117.

Nos. 60 - 61

Accident. P. S. (Chy)

Report of an engine fault
-ing away from its train,
traced pointing to the
of further particulars, &
report of result of the pro-
-ceeding against the driver.