

the wrong direction for the sharp curve on the branch. The flanges of the tyres on a pair of wheels which were shown to me as having been under the carriage which first left the rails were much worn, and the tyres were reduced in thickness to a dimension which renders them unfit for further work.

It having been considered, at the time of the accident, that the giving way of the hornplate (which was not *stayed*) of the third carriage, or something connected with the rolling stock, was the cause of the accident, and the points having been found to work well, the relative levels of the rails were not tested; and the junction having been lifted and ballasted since the accident, it is impossible to ascertain now what was the actual condition of the rails as regards super elevation on the curves; but, having regard to the evidence of the officers of the company, to the condition in which I found the branch curve, to the marks which were pointed out to me as having been

visible immediately after the accident, and to the nature of the accident, I have no doubt, in my own mind, that it was caused by the condition of the permanent way. I see every reason to disbelieve the evidence of the platelayers, as to damage to the end of the tongue, which would tend to show that the wheel of some vehicle had struck it, and that therefore the points were partly open when the train approached them or passed through them,—and to come to the conclusion that as the train passed through the junction, a wheel of the third carriage, travelling from the slight curve to the right to the sharp curve to the left, above referred to, on the branch, mounted a low joint at the heel of the switch on the outside of the branch curve, and thus occasioned the accident.

I have, &c.  
H. W. TYLER.

*The Secretary,  
Board of Trade,  
Railway Department.*

A copy of the above report was sent to the company on the 26th May 1869.

### LANCASHIRE AND YORKSHIRE RAILWAY.

SIR,

*Clonmell, 12th April 1869.*

IN compliance with the instructions contained in your minute of the 16th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my enquiry into the circumstances which attended the accident that occurred on Sunday the 7th March last, at Todmorden junction, on the Lancashire and Yorkshire Railway.

Three persons are reported to have complained of being hurt.

The mail train which is due to leave Manchester at 10.15 a.m. started four minutes late on the day in question.

It arrived at Todmorden station at 11.26 a.m. (13 minutes late). The train consisted of an engine and tender, four third-class, one composite, two second-class, one first-class, a van with a guard, two horse boxes, one third-class, two second-class, a first-class carriage, and a van with the head guard of the train.

The coaches were coupled in the order above given. Before the train left Todmorden station the driver was cautioned by a platelayer, who was acting as a flagman, to run carefully through the Todmorden junction, which is at the east end of Todmorden station, where the Burnley branch joins the main line.

A gang of platelayers were engaged in renewing the points, rails, and crossings at this junction. The proposed renewals had been made on the line on which the mail train was travelling, but the points had not been connected with the signalman's box, and the connecting rods between the points had not been put in. At the time that the mail train passed through the junction the points were held in their places by spikes and a block, and the sleepers had not been boxed up.

The engine, tender, and three leading vehicles passed safely through the points at a speed of about five or six miles per hour. The engine driver then put on steam, and several vehicles left the rails. The driver felt the jerk, and stopped the train at once.

A copy of the above report was sent to the company on the 14th April 1869.

When it came to a stand the hind wheels of the fourth coach were found to be off the rails. The fifth carriage was off the rails, and partly over on its side, leaning against the signal post. The sixth carriage was also off the rails, standing across the Burnley branch. These carriages were detached from the engine and from the hind part of the train. The eight vehicles that came next were also off the rails. The two last vehicles had passed safely through the points, and remained on the line of rails that the mail train was travelling on. The whole of the witnesses that were examined by me stated, that the points were found fixed in their proper places after the accident, and that they could perceive no defect in the permanent way to account for the accident, or define the place where the coaches got off. Judging from the evidence, the carriages appear to have gone off at the second rail joint from the heel of the point rail. Some defect in this joint, assisted by the jerk given to the train when the driver put on steam, probably caused the accident. The carriages were examined by the foreman of the carriage department after the accident. The leading axle of the sixth carriage of the train was found to be bent in the centre, so that the wheels were about  $\frac{3}{4}$ -inch out of gauge. This carriage could not travel to the shop without replacing the bent axle with a good one. I conclude, therefore, that the axle must have been bent by this coach getting off the rails. The ends and the break gear of two carriages were damaged. The train had been examined before leaving Manchester, and everything appeared to be right.

The gauge of the wheels, except in the case above mentioned, the springs of all the carriages, and the flanges of all the wheels are reported to have been found in good order after the accident.

I have, &c.  
F. H. RICH,  
*Lieut.-Col. R.E.*

*The Secretary,  
(Railway Department),  
Board of Trade.*

### LANCASHIRE AND YORKSHIRE RAILWAY.

SIR,

*Dublin,  
6th April 1869.*

IN compliance with the instructions contained in your minute of the 31st ult., I have the honor to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my

inquiry into the circumstances which attended the collision that occurred on the 17th March 1869 in the tunnel next to Lockwood station on the Lancashire and Yorkshire Railway.

One passenger was cut in the head, a second passenger was shaken, and the guard of the passenger