

many English lines, by means of which one guard may apply breaks simultaneously to several carriages.

A third point on which it is necessary to remark in reference to this accident, is that there was no break at the rear of the passenger carriages. The system adopted, of working with a van in rear of the train on the down journey, and in front of it on the up journey, appears to have come into force in consequence of the want of room at the Harcourt Street station, and the loss of time that would be occasioned by transferring the van from one end of the passenger carriages to the other at that station on each journey; but this difficulty may easily be got over by the employment of a break carriage at one end of the train and a van at the other end; and, looking to the gradients of the line, it is evidently exceedingly desirable that some such measure should be adopted. Danger must otherwise be continually incurred, of the liberation of carriages or trucks from the rear of trains ascending the inclines, in consequence of the fracture of the couplings, and of their running

back, without the means of stopping, upon the first obstruction that presents itself.

If the first of the precautions which I have here suggested,—that of causing the trains to come to a stand 100 yards outside the station,—had been adopted, the present accident would not probably have occurred; and therefore, while it must be admitted that it was directly occasioned by an error of judgment on the part of the driver, the want of this precaution must evidently be considered as the principal cause which produced it. The other suggestions which I have offered,—that more break power should be employed, and that a break should be attached to the rear of every train,—are also of great importance to the safety of the public, and I therefore beg strongly to recommend them to the consideration of the directors of the company.

I have, &c.  
 H. W. TYLER,  
 Captain, R.E.  
 The Secretary,  
 Railway Department,  
 Board of Trade.

### LANCASHIRE AND YORKSHIRE RAILWAY.

Railway Department, Board of Trade,  
 Whitehall, March 24, 1858.

SIR, I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the accompanying copy of a report made by Captain Tyler, R.E., the officer appointed by them to inspect the Wigan station of the Lancashire and Yorkshire Railway.

I am at the same time to request that you will call the attention of the directors of the Lancashire and Yorkshire Railway Company to the very heavy responsibility which my Lords consider will rest upon them should any further accident occur before they have either provided a new and more commodious station, or have taken steps to render this station less dangerous, either by the creation of a foot bridge, and the employment of such additional persons as may be necessary to prevent persons crossing on the level of the rails, or by the adoption of some other means.

I am, &c.

The Secretary to the  
 Lancashire and Yorkshire  
 Railway Company.

DOUGLAS GALTON,  
 Captain, R.E.

Railway Department, Board of Trade,  
 Whitehall, March 16, 1858.

SIR, I HAVE the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that, in compliance with the instructions contained in your letter of the 6th instant, I have inspected the station of the Lancashire and Yorkshire Railway Company at Wigan, in reference to the complaints of the mayor and corporation of that town, as contained in the memorial which they addressed on the 15th ultimo to their Lordships; and that I have at the same time inquired into the circumstances under which a poor man, of the name of Yates lost his life at that station on the 28th ultimo.

I have had the pleasure of meeting the mayor of Wigan and some other gentlemen by appointment at the station, and hearing from them on the spot a full statement of their complaints, as enumerated in their memorial above referred to, against the Lancashire and Yorkshire Company; and I have had the advantage of hearing from the general superintendent of the railway the replies which the company has to make to those complaints.

The first complaint has reference to the parapet of a bridge facing the station, which carries a street called the Wallgate over the railway.

The company have erected a substantial wooden parapet to this bridge; but they are bound by the

Manchester and Southport Railway Act of 1847 to erect "a handsome parapet of stone or iron." They have not done so as yet, because they have waited until they should fix upon a site, and upon arrangements for a permanent station in place of the present temporary one. It appears that they have now fixed upon such a site, and there can be no doubt that they ought to carry out their engagements with the least possible delay; though I may add that this is a case in which the safety of the public is not affected.

The second complaint of the memorialists is a more important one, and has reference to the insufficiency and danger of the passenger station.

This station is approached on a curve from each direction, and from the west by a curve so situated that a train cannot be seen for more than 180 yards from the north platform, or for more than 50 yards from the south platform, as it runs in towards the booking office. On the south side of the line only is there a shed which will afford cover for any number of passengers, and on the north side only are there a booking office, waiting rooms, and other requisites. The waiting rooms are of the most wretched description, and are only calculated to afford accommodation to a very limited number of people; and the result of the arrangements is, that the passengers have various reasons for continually crossing the line,—either to find shelter on the south side, or else to procure tickets, and resort to the waiting rooms and other necessary places on the north side; or, again, to transfer themselves from a train by which they may have arrived at one platform, to the opposite platform, so as to be in readiness to depart from thence on the arrival of another train from a different direction.

Altogether, it must be admitted that the complaint of the memorialists is most just, and that this station is both insufficient and dangerous. It has to accommodate at times great numbers of passengers, and has had to do so for many years. It has been for 10 years in its present temporary state, and for three years of that time the railway to Southport has been opened for public traffic; but the company has not yet done more towards the erection of a suitable station than partially completing the purchase of a new site; and contemplating better arrangements upon it.

Such being the condition of the station, I will now proceed to state the circumstances under which James Yates unfortunately lost his life on the 28th ultimo.

Yates had recently been a banksman at a neighbouring colliery, and was 50 years of age. He went to the station with his daughter, at half past eight on the evening in question, to see a relative (who had been spending the day with his family) off by the

train, on her return journey to Shevington. When he got to the station he found the 7.30 train from Manchester waiting there for the 7.30 train for Liverpool, in order to exchange passengers with it before proceeding to Southport. He said to his daughter that he would cross the line to the south platform, from which his relative was about to start; and, stepping on the line to do so, he was knocked down and run over, and killed on the spot, by the Liverpool train, which was at that moment arriving at the station. His daughter saw the danger, and endeavoured to stop him by catching hold of his coat, but he appears himself to have been quite unaware that the train was approaching from the west until he was knocked down by it. It is supposed that the engine did not injure him materially, if it hurt him at all; but that he moved after the engine passed over him, and that one of the wheels of the third carriage in the train passed over his head.

From the place where he was standing before he attempted to cross the line, he might have seen the approaching train for about 170 yards; but he was probably so much engaged with his object of crossing towards the train at the opposite platform that he did not look in that direction, or think at all about it.

This accident was not seen by any of the servants of the company at the station. The officer in charge had just walked up the edge of the platform from which Yates stepped on the line, to clear it for the approach of the train, and in turning round he caught a glimpse of something falling in front of the engine, but he only discovered on further inspection what had happened. There were four persons on duty at the station, one to keep people from crossing, one to collect tickets, and one to attend to each train. The driver says that he whistled as soon as he saw that the Southport train was at the station, and that he never took his hand off his whistle until the accident occurred; as well as that he gave five or six short whistles when he saw the man step off the platform;

but the daughter of the deceased did not hear the whistle, or did not remember having heard it afterwards. The engine was stopped in about 30 yards after the deceased was struck. There are stated to have been 30 or 40 people on each platform at the time of the occurrence.

The primary cause of this accident was of course a want of caution on the part of the deceased; but the situation and arrangement of the station, and the practice that has necessarily obtained at it, of crossing the line for different purposes, with trains standing at the station, or with trains due to arrive at the station, have also been materially concerned in producing it; and it has therefore a considerable bearing upon the case laid before their Lordships by the gentlemen who have represented in the memorial above referred to the danger and insufficiency of the station.

As long as the existing station remains in use, it appears to be desirable that the approach to it from the public road should be closed, and that no booking should be permitted to go on for the down trains after the time advertised in the time-tables for their departure. This rule would probably be somewhat difficult to enforce amongst a population such as that at Wigan; but it would prevent people from rushing down the steps at the last moment, and hurrying across the line, when one or both trains are either arriving or expected; and it would probably have prevented the present accident.

It is to be hoped, however, that this accident will induce the directors to hurry on their arrangements for a better station. It cannot be considered otherwise than highly discreditable to them that this temporary station should have been allowed to remain so long in its present state.

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

I have, &c.  
H. W. TYLER,  
Captain, R.E.

#### LANCASHIRE AND YORKSHIRE RAILWAY.

*Railway Department, Board of Trade,  
Whitehall, April 10, 1858.*

SIR, I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report which they received from Captain Tyler, R.E., of his inquiry into the circumstances attending the collision which occurred on the 23d ultimo at the Towneley station on the Burnley branch of the Lancashire and Yorkshire Railway.

My Lords regret that the directors of the Lancashire and Yorkshire Railway have so long neglected to provide for the safety of the public by delaying to construct the second line of rails upon the Burnley branch.

I am, &c.  
*The Secretary to the* DOUGLAS GALTON,  
*Lancashire and Yorkshire* Captain, R.E.  
*Railway Company.*

*Railway Department, Board of Trade,  
Whitehall, April 3, 1858.*

SIR, IN compliance with the instructions contained in your letter of the 26th 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 inquiry into the circumstances which attended the accident, that occurred on the 23d ultimo, near the Towneley station of the Lancashire and Yorkshire Railway.

This station is situated upon a branch which unites the East Lancashire Railway at Rose Grove near Burnley with the Lancashire and Yorkshire Railway at Todmorden, and which is called the Burnley branch.

A double line runs from Rose Grove to Burnley, but a single one only from Burnley to Todmorden, the distance between the former places being 2, and between the latter,  $8\frac{1}{2}$  miles. Townley is not more than three quarters of a mile from Burnley, and is approached from that station on a rising gradient of 1 in 69, and a curve of 44 chains radius. It is provided with a wire signal, 228 yards from the platform, which is visible to a driver approaching from Burnley for 300 yards.

The traffic on this branch consists of six passenger trains and two or three goods trains running each way, daily, as well as two goods trains running each way for the whole distance, and one for a part of it, during the night. The day goods trains are principally through trains, though they are expected to stop when required at any of the stations; but it is sometimes as much as the servants of the company can do to complete their work with the night goods trains before morning, as these trains have more shunting to perform.

The day goods engine has certain times of starting from Todmorden and Rose Grove prescribed for it in the time-tables, as well as the night engine, but in practice it is obliged to work its way between the passenger trains as it best can. There is no telegraph between Burnley and Todmorden, and the only precaution that is adopted to secure safety on the single line, is the employment of a special porter to ride with the goods trains, whose duty it is to cause them to shunt out of the way of the passenger trains when necessary, and, knowing the times at which the latter ought to be running, to take care that the goods trains do not meet them, and thus come into collision with them.