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Looking to all the circumstances of the case, it is evident that the present accident has been occasioned by the following causes:—

Caledonian
Railway.Collision at the
Burnbrae Siding.

1. Putting too heavy a load behind the engine, No. 153, of the mineral train.
2. Shunting it for the convenience of a passenger train at a part of the line where the necessary arrangements for doing so safely did not exist.
3. The inefficiency of the wire signal from Burnbrae for stopping a train at high speed on the steep gradient that occurs at that part of the line.

And I recommend, for the consideration of the Company, the adoption of the following measures:—

1. That proper limits should be laid down for the loads of the mineral trains running between Edinburgh and Carstairs.
2. That if trains are to be shunted at Burnbrae, additional siding accommodation should be afforded on both sides of the line.
3. That the wire signal from Burnbrae should be raised.

I have, &c.

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

H. W. TYLER,

Captain, Royal Engineers.

SIR,

*Caledonian Railway Company's Offices,
45, Renfield Street, Glasgow, August 10, 1855.*

I HAVE the honour to acknowledge the receipt of your letter of the 8th instant, with the enclosed report on the accident at Burnbrae Siding on 9th ultimo, which shall be submitted to the Directors at their next meeting.

I have, &c.

ARCH. GIBSON.

*Captain Galton, R.E.,**Railway Department, Board of Trade,
Whitehall.*

EAST LANCASHIRE RAILWAY.

*Railway Department, Board of Trade,
Whitehall, August 6, 1855.*

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 received by their Lordships from Captain Tyler, R.E., the officer appointed to inquire into the circumstances attending the accident that occurred on the 11th July, near the Bury Station of the East Lancashire Railway, and to call the attention of the Directors of the Company to the Inspecting Officer's remarks therein contained.

East Lancashire
Railway.Accident to an
acting guard while
passing through
tunnel near Bury.

My Lords trust that the Directors will take steps without delay to remove the sources of danger pointed out by Captain Tyler, either by altering the construction of their carriages or increasing the height of the bridges at all the places mentioned in the report.

I am, &c.

*The Secretary to the**East Lancashire Railway Company.*

DOUGLAS GALTON,

Captain, Royal Engineers.

*Railway Department, Board of Trade,
Whitehall, July 31, 1855.*

SIR,

IN compliance with the instructions contained in your letter of the 14th instant, 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 11th instant, near the Bury Station of the East Lancashire Railway.

Immediately to the north of the Bury Station there is a short tunnel, a portion of which, supporting a street, is constructed with a lower roof than the remainder.

As the 5.35 P.M. passenger train from Colne was coming into Bury at 10 minutes to 7 on the evening of the 11th instant, a porter of the name of Brookes was knocked off the outside of the last carriage by the lower portion of the roof of the tunnel, with which his head came in contact; and, according to the description of an eye-witness, was turned three times round in the air by the violence of the blow before coming to the ground. He was, of course, severely injured,

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and fears were in the first instance entertained for his life; but I am happy to learn that he is progressing favorably, and is now considered likely to recover.

The train consisted of an engine, a tender, six carriages, and a van. The guard was riding in the van, which was the third vehicle from the engine, and the porter Brookes was acting as assistant guard, and was riding on the outside seat of the last carriage, for the purpose of attending to the break. In order to turn the break handle, it was necessary for him to stand on the footboard attached to the carriage, and it was in that position, while he was working the break, that he was seen to receive the blow which has so nearly cost him his life.

The height of the roof of the tunnel from the rails, at the place where Brookes was struck, is about 13 feet 6 inches, and though there is room for a man of his height to sit on the seat at the top of the carriage in safety, yet there is not sufficient headway for him to stand upright, and work the break from the footboard. I learn, further, that there are bridges over parts of the East Lancashire line which were until recently only 12 feet 11 inches from the rails, or 7 inches lower than the portion of the tunnel referred to, and which have now been altered to the same height as that portion; and it is evidently, therefore, unsafe to place the servants of the Company on the outside of the carriages in their present state.

The East Lancashire carriages are supplied with Mr. Newall's patent break, which can be worked from the top of any of the carriages, and by means of which blocks can be applied to the wheels of a number of carriages at one time, and by one man. I understand, that, in some cases, it is the practice on this line for an extra guard to ride on the top of a train to work one set of breaks, whilst the regular guard works the remainder from his van. I learn that it is not necessary for the future to have a man on the roof with the *ordinary* trains, but that, in the case of excursion trains, where there are sometimes three or four guards, they are generally put outside, because vans are not required for luggage with these trains, and because there are not enough vans for such extra purposes.

It has been proposed by the Company to whitewash a portion of the interior of the tunnel, in order to afford warning to the outside guards as they pass; but I am of opinion that this measure, by which the servants of the Company would continually be exposed to the risk of losing their lives, would be a most unsatisfactory one; and I consider, that, if the Company continue to place their guards on the roofs of the carriages, they should either increase the amount of headway under the tunnel and bridges, or else alter the carriages so employed, that these men may not longer be endangered in the performance of their duties.

I have, &c.

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

H. W. TYLER,
Captain, Royal Engineers.

SIR,
*East Lancashire Railway, Secretary's Department,
Bury, Lancashire, August 7, 1855.*

I BEG to acknowledge the receipt of your communication of the 6th instant, with copy report from Captain Tyler, R.E., which shall be submitted to the Directors at their next meeting.

I have, &c.

*Captain Galton, R.E.
Railway Department, Board of Trade,
Whitehall, London.*

JAMES SMITHELLS,
Secretary.

GREAT NORTHERN RAILWAY.

*Railway Department, Board of Trade,
Whitehall, August 27, 1855.*

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 have received from Lieutenant-Colonel Yolland, R.E., the officer appointed by their Lordships to inquire into the circumstances attending the accident that occurred near Doncaster, on the Great Northern Railway, on the 13th ultimo.

Great Northern
Railway.

Collision near
Doncaster.