

pany's servants in charge of the train, he is of opinion that the engine which drew the excursion-train to which the accident happened was not adapted for the conveyance of a train at the speed necessary to fulfil the instructions given to the driver.

Secretary of the
London and South Western Railway Company.

I have, &c.,
J. L. A. SIMMONS,
Capt. Royal Engineers.

91
Appendix No. 34.

ACCIDENTS.
London and South
Western Railway.

APPENDIX No. 35.

EAST LANCASHIRE RAILWAY.

Appendix No. 35.

East Lancashire
Railway.

SIR,

February 4, 1850.

I HAVE the honour to acquaint you, for the information of the Commissioners, that on the 29th January I proceeded to Bury to inquire into the particulars of an accident that occurred on the East Lancashire Railway, about half-a-mile south of that place, at the crossing of a siding leading to the Hogside Colliery, the property of Messrs. Knowles and Son. The siding is a through one on the up line, and passes close to the mouth of the pit. The coals from this colliery are all sent northwards, and the practice is for the empty waggons to be brought down to the south crossing, and shunted into the siding; the engine then returns to the north crossing, and shunts into the siding to take away its load of full waggons. There is a signal post at the north crossing, and one a little below the south crossing, and which extends some way up the line, and is worked, by means of a wire, by a man who attends to the points and a level crossing. When a train of empty waggons passes up the line, as I have described, for the purpose of shunting into the siding, the north signal is turned on; and when the man at the south signal, which is a quarter of a mile distant, sees it, he turns on his signal; but, from motives of economy, the lamp of the north signal is never lighted, and at night the only way of communicating is sending back a man. It is alleged that it rarely happens that a coal-train proceeds from the siding after dark; but as it appears they sometimes do so, and that the late accident was caused from not having a lighted signal, I consider the public safety requires that the nature of this signal should be such that at night, and under all circumstances of weather, it may be distinguishable at such a distance as will enable all up trains to be stopped before coming to the north points, and that the immediate repetition of it by the south signal may be placed beyond all question, and for which, in the event of the weather being foggy, there is at present no provision. The circumstances attending the accident were as follows:—

A train of coal-waggons for the north had passed from the siding through the crossing, with the exception of the four last, when the 6.20 p.m. up train from Bury came up and ran into them: the only signal used was a red light on the engine buffer-board, which the stoker changed as they went through the crossing. Had the lamp on the signal-post been lighted, no doubt the accident would not have occurred; but this in nowise excuses the recklessness of the engine-driver crossing the line when a train was due. The guard had only been employed as such about three weeks, and want of experience may be his excuse. The parties who were injured appear to have escaped most fortunately with a few bruises.

I have, &c.,

Capt. Harness, R.E.,
&c. &c.

GEO. WYNNE, Capt. R.E.

SIR,

Office of Commissioners of Railways, Whitehall,
February 7, 1850.

I HAVE been directed by the Commissioners of Railways to transmit to you the enclosed copy of a Report from Captain Wynne on the circumstances attending an accident on the East Lancashire Railway, near Bury on the 17th ult.; and to request you to call the attention of the Directors of the Company to the remarks made by Captain Wynne therein on the insufficiency of the present arrangements at the siding where the accident in question occurred.

I have, &c.,

To the Secretary of the
East Lancashire Railway Company.

H. D. HARNES,
Capt. Royal Engineers.