

LANCASHIRE AND YORKSHIRE RAILWAY.

*Railway Department, Board of Trade,
Whitehall, April 1, 1859.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the information of the Directors of the Great Northern Railway Company, the enclosed copy of the report made by Captain Ross, R.E., of his inquiry into the circumstances connected with the accident which occurred on the 15th January to a Great Northern express train travelling on the Lancashire and Yorkshire Railway, near Crofton.

I am, &c.

*The Secretary to the
Great Northern
Railway Company.* DOUGLAS GALTON,
Captain, R.E.

*Railway Department Board of Trade,
Whitehall, April 1, 1859.*

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I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report made by Captain Ross, R.E., of his inquiry into the circumstances connected with the accident which occurred on the 15th January to a Great Northern express train travelling on the Lancashire and Yorkshire Railway, near Crofton.

My Lords trust that the inspecting officer's recommendations, especially as to the state of the permanent way, will receive the careful consideration of the Directors of the Lancashire and Yorkshire Railway Company.

I am, &c.

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

*Railway Department, Board of Trade,
Whitehall, March 22, 1859.*

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 your instructions I have inquired into the circumstances attending an accident which occurred on the 15th January to a Great Northern express train travelling on the

Lancashire and Yorkshire Railway from Leeds to Doncaster.

The train left Wakefield eight minutes late, at 46 minutes after 12 o'clock noon. It passed Crofton, and was on the point of quitting a curve on a falling gradient of 1 in 200, about two and a half miles beyond Crofton, when the tyre of the left leading wheel of the engine (the outer wheel on the curve) flew into several pieces. The right leading wheel seems at once to have dropped inside the rail; but the engine, having fortunately a straight road before it, the driving and trailing wheels adhered to the rails, and the train was pulled up without further accident at a distance of 800 yards from where the tyre gave way. The only damage done was to a few sleepers and to a large number of chairs inside the right rail, which were broken by the flange of the right leading wheel. The train was travelling at speed; the driver thinks at about 45 miles an hour. The tyre was almost new, of Low Moor iron, and had run only 2,688 miles. It is believed to have given way at the weld. It was a rivetted wheel of the usual construction.

I am informed by the locomotive superintendent of the Great Northern Railway that great advantage has attended the application to the carriages on that railway of Beattie's system of fixing tyres. The enclosed sketch shows this method.

The wedges A are placed two over the weld, and a varying number elsewhere at intervals round the circumference, the whole adjusted so as to balance the wheel.

All the carriage wheels on the Great Northern Railway are now tyred in this manner, and it is said that the adhesion of the tyre so fitted to a wheel is such, that in several cases of failure at the weld, the tyre has not quitted the wheel, and that not a single carriage-wheel tyre has been thrown for upwards of two years while running.

Instructions have now been given for the extension of this system to the engine wheels of the Great Northern Railway Company's engines, to be followed, it is hoped, by like good results.

The roadway where the accident happened is not fished, and I think it admits of improvement, as I observed a considerable number of wide joints when I was walking up the line.

I have, &c.

Captain Galton, R.E., GEORGE ROSS,
&c. &c. *Captain, R.E.*

LONDON AND NORTH WESTERN RAILWAY.

*Railway Department, Board of Trade,
Whitehall, March 31, 1859.*

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 made by Captain Tyler, R.E., the officer appointed by them to inquire into the circumstances which attended the collision that occurred near the Parkside station on the Liverpool and Manchester section of the London and North Western Railway, on the 21st January last.

My Lords direct me to observe that it appears to them that there must be an absence of proper discipline upon the line, inasmuch as the station-master at Parkside started a nearly disabled engine from the station when a following passenger train was long overdue, and he then allowed the passenger train to pass without warning the driver that the engine was only a short distance in advance.

My Lords direct me to request you to call the attention of the Directors to the inspecting officer's recommendation that this portion of line should be worked by the electric telegraph in such a manner as to enable the station-masters to learn the positions of expected trains, and also as to prevent one

train passing a station until the preceding train had passed the station next in advance.

I am, &c.

*The Secretary to the
London and North Western
Railway Company.* DOUGLAS GALTON,
Captain, R.E.

*Railway Department, Board of Trade,
Whitehall, March 14, 1859.*

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 21st January last, near the Parkside station of the London and North Western Railway.

This station is situated on the Manchester and Liverpool section of the above railway, and is 15 miles from Manchester on the one side, and 16½ miles from Liverpool on the other. To the west of it there is a triangle, of which a portion of the Manchester and Liverpool Railway, half a mile long, forms the