

Appendix No. 75. find that the old magazine has been quite demolished, and the powder removed to a new building made at some distance from the road, which is secure.
 ACCIDENTS. I should in justice to the contractors state, that this was done yesterday as promised.
 South Eastern Railway. have, &c.,
 Capt. Laffan, R.E., R. MILNER BARLOW.
 &c. &c.

SIR,

Office of Commissioners of Railways,
 Whitehall, March 2, 1850.

I HAVE been directed by the Commissioners of Railways to return the letter from Mr. Hall, which was forwarded to them with your communication of the 22nd ultimo, and to inform you, that on inquiry by one of the Inspecting Officers of this Department, it was ascertained that the complaint made by Mr. Hall was well-founded, and that upon request of the Inspecting Officer the gunpowder has been removed.

I have, &c.,

H. Waddington, Esq.,
 &c. &c.

H. D. HARNESSE,
 Capt. Royal Engineers.

Appendix No. 76.

APPENDIX No. 76.

Lancashire and
 Yorkshire Railway.

LANCASHIRE AND YORKSHIRE RAILWAY.

SIR,

October 15, 1850.

I HAVE to report, for the information of the Commissioners, that on the 26th of last month I proceeded to Knottingley station, on the Lancashire and Yorkshire Railway, to inquire into an accident that occurred there on the 18th of September. The particulars which I learned were these:—At about 8·35 P.M. on the 18th, a Great Northern Company's train from Doncaster for Leeds was taking water at the Knottingley station; the train consisted of 25 carriages; whilst standing there, a Lancashire and Yorkshire train arrived from the same place, consisting of 20 carriages, and almost immediately afterwards there arrived, also from Doncaster, a York and North Midland train, which ran into the Lancashire and Yorkshire train. There is a wire-signal at Knottingley, between 400 and 500 yards from the station, lighted with gas, which can be seen a long distance up the line. The station-master says, that the red light was turned on; the guard of the Lancashire and Yorkshire train says, it was on when he arrived, and further, that a hand-signal was sent back as far as the second bridge, which is a considerable distance off. The engine-driver, guards, as well as a Mr. Wright, of the locomotive department, and a Mr. Watkin, who was on the York and North Midland train, assert positively, that the red light of the wire-signal was not shown until after the collision; that the Lancashire and Yorkshire train had no tail lamp, and it was not more than 30 yards from the latter train that a man showed a hand-signal. It does appear very extraordinary that with two trains standing at the station, and with a knowledge of a third train being close at hand, that the red signal should not have been exhibited. And if the statement of the Lancashire and Yorkshire guard is to be credited, who says, "That the signal was on when they arrived," it appears still more extraordinary that it should, under such circumstances, and without any reason, have been turned off. The night was clear, and as the signal is a most conspicuous one, it ought to have been clearly discerned nearly a mile off. With regard to the statement of the driver of the York and North Midland train, that the Lancashire and Yorkshire train had no tail-lamp, and to which cause he ascribes the accident, it was explained that, in the great confusion attendant on three excursion-trains leaving nearly simultaneously the Doncaster station, the tail-lamp was lost off the Lancashire and Yorkshire train, and a hand-lamp was substituted for it, which on its arrival at Knottingley was taken off, and sent back as a hand-signal. This was a very wrong proceeding, first, under the circumstance of being so closely followed by another train, to travel with such a poor substitute for the large tail-lamp as a small hand one, and, secondly, taking it off when with two trains standing at the station, the tail of the last one must have nearly reached to the distance signal; and the driver of the York and North Midland train having no expectation of finding two trains standing at the station, it was not improbable for him to have overshot the signal a little.

With the contradictory statements respecting the light shown by the wire-signal, it is impossible further to fix on the party that is to blame. I can only remark, that a gross misstatement has been made by one of the parties, and such misstatement is most discreditable to the party making it.

I have, &c.,

Capt. Simmons, R.E.,
 &c. &c.

GEO. WYNNE, Capt. R.E.