



ceed, which signal is given as frequently as possible; as, by stopping, the difficulty of surmounting a long heavy gradient, which occurs on the Leeds side of the station, is increased. On the present occasion, the driver, guard, and fireman, all assert that the station master gave them the signal to proceed, as they passed the platform; whilst the station master states positively that he gave them the signal to stop.

I would beg in conclusion, to suggest for the consideration of the two companies that it might tend to the safety of the traffic at this junction, if all trains were in future ordered to stop, invariably, at the Knottingley station, a precaution which is perhaps the more necessary on account of the gradient of 1 in 150, which descends towards Knottingley from Leeds, extending to a distance of four miles from the former station.

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

I have, &c.

H. W. TYLER,

*Lieut. R.E.*

*Inspector of Railways.*

Lancashire and  
Yorkshire  
Railway.

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## NORTH UNION RAILWAY.

*Railway Department Board of Trade,  
Whitehall, November 10, 1853.*

SIR,

I HAVE been directed by the Lords of the Committee of Privy Council for Trade to transmit to you the inclosed copy of a report they have received from their inspecting officer upon the accident which occurred at the Euxton station on the North Union Railway, on the 24th August last, in consequence of an excursion train belonging to the Lancashire and Yorkshire Railway Company having come into contact with a goods train belonging to the London and North Western Railway Company.

It would appear from this report, that the accident in question occurred in consequence of the engine driver of the passenger trains having mistaken the signal at the junction, and supposed that the signal which was made to the London and North Western Railway train to advance was intended to apply to his train. This mistake would appear to have occurred in consequence of the engine driver not having been familiar with the line, as he had only travelled over it once before, on which occasion he was also in charge of a passenger train. It would also appear that the fireman who accompanied him on both occasions was not familiar with the line.

My Lords direct me to request you to point out to the directors of the Lancashire and Yorkshire Railway the great responsibility which must rest upon them if accidents occur, which, it would appear, are attributable to the fact, that trains are run upon the line in charge of engine drivers who are not well acquainted with the road.

My Lords are also desirous that the attention of the directors of the Lancashire and Yorkshire Railway should be called to the recommendation of their inspecting officer, that in the case of all extraordinary trains on the line, the servants of the company should be furnished with time tables, showing the times at which the trains should pass or stop at all stations on the railway; and also that all those servants of the company who, by the regulations, are required to note the intervals of time, should be supplied with timepieces.

*The Secretary of the  
Lancashire and Yorkshire Railway Company.*

I have, &c.,

JAMES BOOTH.

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*Railway Department, Board of Trade,  
Whitehall, November 10, 1853.*

SIR,

I HAVE been directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed extract from a report they have received from their inspecting officer upon an accident which occurred at the Euxton station of the North Union Railway, on the 24th August, in consequence of a passenger train belonging to the Lancashire and Yorkshire Railway Company having come into collision with a goods train belonging to the London and North Western Railway Company.