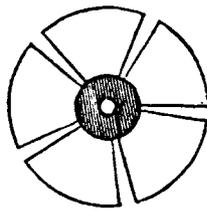


Appendix No. 28.
 ACCIDENTS.
 East Lancashire
 Railway.

was riding inside the second-class carriage. In my report on the late accident on this railway at the Maghull station, I drew the attention of the Commissioners to this, in my opinion, very improper practice, of a guard riding inside a passenger-carriage, for as far as the safety of the public is concerned the train might as well be without a guard. On a line where the passenger-traffic appears to be so small as on this portion of the East Lancashire, it might be unreasonable to expect that to every train there should be a break-van; but the Company ought to take care that their own order, to the effect "that when there is no van attached to a train that there should always be attached a second-class carriage with a break," is attended to.

It appears that about three-quarters of a mile from the place where the train finally upset, the tire of the leading near wheel came off: one portion of it came through the carriage and broke a lady's leg, and though from the track left on the line it appears that the remaining wheels of the carriage were thrown off the rails, yet, from the ground being hard frozen, it offered so little obstruction to the progress of the train that the engine-driver never discovered that there was anything wrong. The guard, from the inside of the carriage, endeavoured ineffectually to make him aware of the accident. From the track left on the line it would appear that for the greater part of the distance (three-quarters of a mile) the broken carriage must have travelled upon the remaining three wheels without falling upon the broken one. The track-mark shows the carriage to have kept generally from about one foot to six inches off the rails, though Mr. Meek, the resident engineer of this part of the line, informed me that near to the spot where the tire broke the carriage was thrown so much off the rails that, if it had not righted again, it would have come in contact with the arch of a bridge under which it immediately afterwards passed. The train was at last brought up by the broken carriage tumbling on its side half way down an embankment about 20 feet high; the succeeding carriage was thrown in advance of it on its side, and partly down the embankment, one of the coupling-chains holding on; the third carriage was thrown on its side still



further in advance, but partly across the other line of rails, and was entirely disconnected from the other two carriages; the engine also was disconnected from the carriages, and was thrown off the rails; the tire of the wheel was broken into five parts, and gave at the rivets. I could not detect any flaw in the broken portions of the metal. The inner portion of the wheel was of a construction very generally in use, being formed of portions of bent flat bars, having the central boss cast on to their extremities thus. The wheel was the manufacture of Messrs. Losh, Wilson, and Bell, of Newcastle.

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

I have, &c.,

GEO. WYNNE, Capt. R.E.

SIR,

Office of Commissioners of Railways,
 Whitehall, February 6, 1850.

I HAVE been directed by the Commissioners of Railways to transmit to you the enclosed extract from Captain Wynne's Report of his examination into the circumstances attending an accident which occurred near Burscough, on the East Lancashire Railway, on the 21st ult., and to request you to call the attention of the Directors of the Company thereto.

I have, &c.,

The Secretary of the
 East Lancashire Railway Company.

H. D. HARNNESS,
 Capt. Royal Engineers.

Appendix No. 29.
 East Lancashire
 Railway.

APPENDIX No. 29.

EAST LANCASHIRE RAILWAY.

SIR,

January 12, 1850.

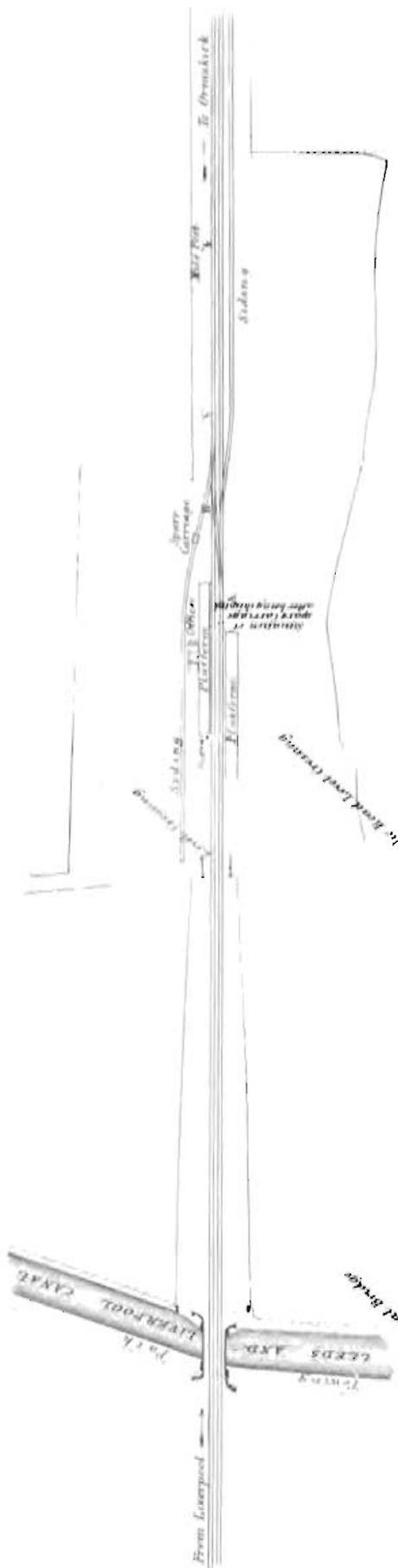
I HAVE the honour to acquaint you, for the information of the Commissioners, that, on the 8th instant, I proceeded to the Maghull station on the East Lancashire Railway, between Preston and Liverpool, to inquire into the accident which occurred there on the 1st instant, caused by a goods-train running over three persons, which caused their death. The coroner's inquest had terminated the day before, when a verdict of manslaughter was recorded against the driver and guard of the goods-train, and both were committed to take their trial.

The circumstances attending the accident were these:—The 7.45 p.m. up-train from Preston arrived at the Maghull station at 8.40, three minutes behind time. The train consisted of but one carriage besides the engine: that carriage had no break, and the guard was riding inside. On arriving at the Maghull station there were a number of passengers to be taken up for whom there was no room; it was therefore necessary to attach another carriage to the train, which carriage was standing in a siding off the down line. I should here observe that the Maghull station is a very small one, and that the entire duties of it are performed by one man, and that it is, moreover, a most unusual thing to have a spare carriage there, or to take up more than two or three passengers; but it being New Year's Day, and the neighbourhood of Maghull, which is but six or seven miles from Liverpool, affording good skating, great numbers went out by the morning trains to enjoy this amusement. The station-master at Liverpool, foreseeing there would be a want of accommodation for those who might remain late, sent down a spare carriage by one of the morning trains, which was left in the down

EAST LANCASHIRE RAILWAY.

PLAN OF MAGHULL STATION.

Scale of 200 Feet to 1 Inch.



The Road falls at this Gradient for 60 Chains from to Fig 3 Miles

INCLINE 1 IN 135

The Total Length of Level Road is 35 Chains extending to Fig 8 M 15 Ch. after which it rises towards Ormskirk at the rate of 1 in 108

4 M

L E V E L R A I L S

L E V E L V E L L

siding. Knowing the purpose for which this carriage was sent, the station clerk should have had it moved on to the up-siding, where it might have been attached to the train without incurring any unnecessary delay, but having no one to assist him, it was out of his power to do so, and hence the long operation to attach it to the train, which I am about to describe, was the consequence; and in order that my description may be understood, I enclose a plan of the station and its arrangements.

The whole train was first shunted through the points marked A to the points C, through which it went into the siding to draw out the spare carriage; having attached it to the front of the engine, the train was backed through the points C, with the intention of shoving the carriage through the crossing on to the up main line, where I have marked it as standing on the plan. But the station clerk, who it appears was not quite sober, opened the wrong points and turned the train again into the siding. It had then to be brought back a second time, and pushed through the crossing, as was at first intended. The train was then detached from it, and crossed back on to the down line, the object of which was, that then the carriage might be shoved back past the points A, when the train would return through the crossing, and get in front of the carriage. This clumsy manoeuvre, which required the train to be moved backwards and forwards six times, might have been accomplished by merely crossing the train once backwards and forwards, had the spare carriage been, as it ought to have been, shoved out of the siding past the points C, ready to be taken up when the train shunted across. That this was not done must be attributed to the station clerk being stupid from the effects of drinking. The time occupied by the shunting is stated by the engine-driver to have been about seven minutes.

Providentially, I may say, the train had not made its last move to return to the proper line, otherwise the loss of life would in all probability have been much greater, but was standing on the up-line when the alarm was given that a train was approaching. The cry was, "Jump out or we shall all be killed!" it being naturally conjectured that it was a down train. The doors being locked on the off-side, the only exit was towards the up-line. Two persons at least jumped out, and succeeded in crossing safe over. They were succeeded by three others, two women and a man, and others were preparing to follow when the doors were slammed to, it is surmised, by the passing train, which ran over and killed the three persons who had last jumped out. The train which caused this mischief was the up-goods train which left Blackburn at 8.5 P.M., ten minutes before its proper time, and arrived at Maghull one hour and 40 minutes before it was due, having travelled the distance between Blackburn and Maghull, 28 miles, in about 45 minutes, stopping twice on the road, once in passing Lostockhall junction, and next at Ormskirk, where water was taken, and the machinery oiled. The train consisted of two waggons and a break-van, besides the engine. The guard of the passenger-train supposes the goods-train was travelling at the rate of 40 miles an hour. The engine-driver of the passenger-train says, 18 or 20 miles, and the stoker of the goods-train 12 miles; but when it is remembered that the distance run was 28 miles in 45 minutes, and that there were two stoppages, the speed could not have been much less than 50 miles an hour; moreover, they ran past the station 300 yards, though the engine was reversed before coming to it, and from the train being unusually light, and two breaks available, this alone would indicate a high speed. The excuse made by the goods-driver was, that the night was so foggy that he could not see the signals until he was passing them. The night was undoubtedly foggy, but the general evidence goes to show that they could at least be seen 200 yards off; and a highly respectable individual who was a passenger at the Maghull station assured me that, in coming across the country, he saw the lights at least half a mile off. The goods-train arriving so much sooner than it was due at the Maghull station, is accounted for by its being New Year's Night, and there being no goods to take up on the line, otherwise it would have had to call at seven intermediate stations, and under those circumstances it would not probably have arrived before its time.

The driver and guard of the goods-train having been committed to take their trial, I shall not comment upon the degree of culpability attributable to them. But I must draw particular attention to the disobedience of orders on the part of the station-master at Blackburn, who, holding so responsible a situation, should have known better; he dispatched the goods-train 10 minutes before its proper time, and made it take precedence by five minutes of a passenger-train, which, according to the published time-table, should have started at 8.10 P.M., five minutes before the goods. Had the trains been started in their proper order, the accident *could* not have occurred. There is, moreover, a printed regulation of the Company, that no goods-train shall be less than 15 minutes in advance of a passenger-train; the Blackburn station-master therefore doubly transgressed the rules.

I have next to remark upon the inadequacy of the station arrangements at Maghull: if the traffic of the station is so small as not to justify the Company in keeping more than one servant at it to perform all the duties, he should have other facilities for stopping the line in foggy weather, or under particular emergencies, than the one pointed out by the regulations of sending a man back half a mile with a signal with only one man at a station: this appears to me almost impracticable, as in case of crossing the line a signal should be sent both ways. I would suggest in such cases that distance signals should be substituted for station signals. It is hardly necessary to offer any observation on the intoxication of the station clerk at Maghull. A man subject to such an infirmity is unfit for a responsible station, and the Company will no doubt remove him; had the operation of taking on the extra carriage been properly performed, and not so protracted, the accident might not have occurred. The guard riding inside the passenger carriage, appears to me a very unusual and improper proceeding.

I have, &c.,

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

GEO. WYNNE, Capt. R.E.

Appendix No. 29.

ACCIDENTS.

East Lancashire
Railway.

SIR,

I HAVE been directed by the Commissioners of Railways to transmit to you, for the information of the Directors of the East Lancashire Railway Company, the enclosed extract from Captain Wynne's report upon the late accident at Maghull station.

I have, &c.,

*The Secretary of the
East Lancashire Railway Company.*

H. D. HARNES,
Capt. Royal Engineers.

Appendix No. 30.

Leeds and Selby
Railway.

APPENDIX No. 30.

LEEDS AND SELBY RAILWAY.

SIR,

January 8, 1851.

I HAVE the honour to acquaint you, for the information of the Commissioners, that, on the 3rd instant, I proceeded to the Old Milford junction on the Leeds and Selby Railway, for the purpose of inquiring into the accident that occurred there on the 23rd December. The Old Milford junction is situated a short distance east from the point where the Leeds and Selby Railway passes over the main line of the York and North Midland Railway, and is formed by a north and south branch joining the latter railway. Until lately the portion of the Leeds and Selby Railway between this point and Leeds was closed, and the traffic was sent round by the Methley junction; now, however, three passenger-trains each way pass daily between this place and Leeds, and a certain amount also of goods. The passenger-traffic is worked by one engine, and there being no turn-table at the junction, the engine on its journey to Leeds travels tender foremost. From the junction towards Leeds the line rises at an inclination of 1 in 130 for a length of about $8\frac{1}{4}$ miles, and then falls with an inclination somewhat less.

The following are the circumstances which led to the accident.

A goods-train, composed of 22 waggons and one break-van, and drawn by one engine and tender, arrived at the junction by the north branch a little after 6 P.M.; two of the waggons were for the junction, and were left there, and the remaining ones being drawn to the top of the incline and placed in a siding, the engine returned for 14 waggons standing at the junction, which were to be taken on to Leeds. The guard left the break-van with the rest, bringing back only the tail-lamp, which he affixed to the last waggon of the 14, and the second load was started about 7.20 P.M. The gross weight of each waggon was stated to be about 6 tons; the seven leading waggons were loaded with corn, and the seven last with timber, and the three last of these had long timber extending over them. On starting, the guard rode on one of the leading waggons, the height of the timber on the last waggon not allowing him to ride on it; he afterwards, however, got off and rode upon the engine; he stated it to be his practice not to bring back the van for the second load, but to ride on the last waggon; and provided a sufficient number of the waggons are provided with breaks, and the nature of the load is such as to admit of a person sitting on the last one, there is nothing objectionable in the practice; but in placing himself on the engine, he occupied a position where, as a guard, he was perfectly useless, and the train would have been quite as well without him; and the engine-man infringed a direct order in allowing him to ride on the engine. The rails are stated to have been very slippery, and the stoker was off the engine sanding them. When the train had arrived within half-a-mile of the summit the wheels suddenly ceased slipping, and the driver supposed they were "gripping" better, but on reaching the summit, it was found that nine of the waggons had become detached; there can be little doubt that this took place when the wheels ceased slipping, that is, about half-a-mile from the top. It was 8.5 P.M. when the passenger-train from the junction started, and was passing through the points, the switchman being in the act of holding back the switch-handle when the detached waggons reached the bottom of the incline and came into collision with the passenger-train. The driver and stoker appear to have perceived the approach of the waggons just in time to jump off the engine, but not to get clear of the wreck of the engine and tender, both of which were thrown off the line, the latter being smashed to pieces, and the boiler of the former pierced on each side by the long timber with which the waggons were loaded; the two unfortunate men were found between the lines dreadfully mutilated and quite dead, and the switchman was killed by the timber falling upon him.

It was attempted to be shown on the inquest that, even had the guard been in his break-van, the break would have been insufficient to have prevented so many waggons from running back; I therefore had nine waggons that I found standing at the junction, and which were loaded with coal and lime, and the gross weight of each of which was about 8 tons, brought up the incline, and had them detached at that part which was pointed out to me as being steepest; their backward motion, on being first uncoupled from the engine, was hardly perceptible, and it was some time before they acquired a velocity of about seven miles an hour. I then applied the break, and they were quickly brought up; the rails were not slippery, but the load was at least half as much again as in the waggons which caused the accident, and they were moreover allowed to acquire a considerable velocity, which would not have been the case with a guard upon the alert; and I am