

the keys, bolts, nuts, and packing, which the contractor was bound to supply as they became worn out, were not renewed, but however discreditable this may be to the contractor, it in no way relieves the Company from their responsibility; their superintendents of permanent way neglected their duty, and the line fell into its present deteriorated state.

Lancashire  
and Yorkshire  
Railway.

Not very long since, on a line of great traffic, where an engine got off the rail, owing, it was supposed, to a somewhat similar state of the permanent way, the wretched state of the line was ascribed to me by the engineer as having arisen from the maintenance being only just taken out of the hands of a contractor. Nearly at the same time I had another instance on an Irish railway, where a similar accident occurred from the same cause, and in this instance also the line was in the hands of a contractor; all these accidents were attended with fatal results. It may be said that the abuse of a system is no argument against its use. Certainly not; but attention should be directed to it, which is all that I desire.

The only further observation I have to make is on the position which the break carriages (of which there were two in the train) occupied. The first one stood fourth in the train, and the second sixth. It is one of the original recommendations of the Board of Trade that an empty carriage or guard's van should always be placed next to the tender, and more recently the attention of Companies has been called to the advisability of a guard being always in the rear of a train. It is supposed that greater damage occurred than would otherwise have happened to the carriages in front, from the weight of the first van coming on them. Whether this was so or not, there is no doubt but that the two vans occupied places in the train where they could be of the least possible service.

It was stated by a gentleman at the inquest, that the Lancashire and Yorkshire Company were in the habit of running some of the trains from Bolton with the tender of the engine foremost. I have only to observe that such a practice on this line, owing to the probability of the train having to pull up suddenly on approaching the Clifton Junction, renders the practice more than usually dangerous, and I would recommend its being immediately discontinued.

I have, &c.,

Captain Simmons, R.E.  
&c. &c.

GEORGE WYNNE,  
Capt. Royal Engineers.

## LANCASHIRE AND YORKSHIRE RAILWAY.

Railway Department, Board of Trade,  
Whitehall, June 20, 1853.

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 Lancashire and Yorkshire Railway Company, a copy of the report made to their Lordships, by the officer appointed to inquire into the circumstances attending an accident on the 5th April last, from the breaking of an axle of the engine of a goodstrain.

I am, &c.,

J. L. A. SIMMONS,

The Secretary of the

Lancashire and Yorkshire Railway Company.

Captain, Royal Engineers.

Railway Department, Board of Trade,  
Whitehall, June 9, 1853.

SIR,

In reference to an accident which lately occurred on the Lancashire and Yorkshire Railway, caused by the breaking of an axle of a four wheeled coupled engine, and to which the attention of this department was drawn by the general manager of the Company, not on account of its being attended with personal injury, as happily no one was hurt, but because he thought the circumstances attending it were calculated to throw some light on the late fatal accident that occurred at Dixon Fold, near the Clifton Junction.

Lancashire  
and Yorkshire  
Railway.

I have now the honour to acquaint you for the information of the Lords of the Committee of Privy Council for Trade, that I inspected the engine and enquired into the circumstances under which the accident happened, which I find to be briefly these. The engine was drawing a goods train proceeding from Wakefield to Liverpool; after passing through the summit tunnel, the driver thought he perceived something wrong with the engine, and went slowly to Rochdale, where he examined the engine, but could discover nothing wrong; before however reaching Blue Pits he saw the engine again rocking sideways. He stopped at that station, leaving the train on the main line, and when backing the engine into the siding there, the wheel fell off the axle, having broken in the box. The distance from the spot where the driver first noticed something wrong with the engine to the place where the wheel fell off, was between five and six miles.

In examining the broken axle, I had the benefit of Mr. James Naysmith's assistance, who having given evidence at the inquest on the Dixon Fold accident, was intimately acquainted with all the particulars connected with the broken axle that occurred there.

A section through the broken axle, the subject of the present inquiry, would have an appearance somewhat similar to the annexed sketch. From the appearance of the surfaces of the fracture, and the marks of attrition they presented, Mr. Naysmith felt quite satisfied, and I fully concurred with him, that the welding of the bars forming the axle had never been perfect, and that the parts had been held together for some time only by the central part not having been ruptured till the last. It is evident that the portions of the axles with a fracture of the form of the above might be held together by a very slight force, and this existed in the coupling bar. The fracture of the axle at Dixon Fold was straight across the journal, nearly at right angles with the length; the engine was not a coupled one, and the bearings being inside, there was nothing after the rupture occurred to retain the wheel with the short pieces of the axle which remained attached (about three inches) in the axle box. In the former case, the engine, though it travelled six miles after the driver remarked that there was something wrong, never, it must be remembered, left the rails, and the driver proceeded with great caution; whereas in the latter case, the engine was not only travelling at a very high speed, but was for a length of 100 yards was off the line, and it was then travelling over a surface cut up with deep cross surface drains, besides tearing up the rails as it went along.

Neither Mr. Naysmith nor I, from the consideration of the circumstances of this accident, have seen any reason to alter the opinion we expressed at the inquest at Dixon Fold, which was that the breaking of the axle there was the effect and not the cause of the accident.

I am, &c.,

GEORGE WYNNE,

*Captain, Royal Engineers.*

*Captain Simmons, R.E.,*  
&c. &c.

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### LEEDS NORTHERN RAILWAY.

*Railway Department, Board of Trade,  
Whitehall, June 25, 1853.*

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 Leeds Northern Railway Company, a copy of a report which has been made to their Lordships by the officer appointed to enquire into the circumstances attending an accident which occurred between Wormald Green and Ripon on the 1st instant.

My Lords direct me to state that they are desirous that the observations of their officer respecting the welding, fixing, and proving of tyres, should receive the careful consideration of the executive officer of the company, who has charge of the locomotives in use upon the line.

I am at the same time to request, that you will call the attention of the directors to the fact stated in the report, that in consequence of the absence of turntables, the engines are obliged to travel in one direction over their line tender foremost, contrary to the regulations which they have issued for the guidance of their servants, and the safe working of their railway. And that

Leeds Northern  
Railway.