

violent collision with the waggons of the other train as it was moving through the crossing from the sidings of the down or northern line. The driver and fireman of the train which thus ran through the station were both killed; and the guard of that train states, that he did not notice how the signal stood. There is no direct evidence, therefore, to show whether the death of these two men was owing to their own recklessness in running past a danger signal, or to the malicious or thoughtless act of some unknown party shifting the lever while the signal-man was away. There is, however, the strongest probability that the latter was the case, for on the signal-man going back after the collision to see how the signal stood he found it set to "all right," whereas he had left it set to "danger."

The circumstances of the collision seem to call for but one remark, namely, that the duties of the Bury station cannot be safely confided to the exertions of any single individual, and that neither at that nor at any other station should the person charged with the proper working of the signals be required to attend to other duties which call him away to a distance. I beg to suggest that the night staff at the Bury station be increased.

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

I have, &c.
R. M. LAFFAN,
Capt. Royal Engineers.

Railway Department, Board of Trade,
Whitehall, March 15, 1852.

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, a copy of the report their Lordships have received from the officer appointed by them to inquire into the circumstances attending an accident that occurred at the Bury station on the 14th ultimo, and to request you to call the attention of the Directors to the observations contained therein, as to the insufficiency of the staff at that station for the performance of the duties required of them.

My Lords direct me to observe that a very great responsibility must attach to the Directors of the Company if any accident should again occur at this or any other station upon their railways from a similar deficiency in the working staff, owing to which there are thrown upon a single individual important duties on the due performance of which the safety of the traffic must wholly depend, and which, to be properly performed, require his attention at different places at the same time, and cannot, therefore, be safely confided to the exertions of any one person.

The Secretary of the
Lancashire and Yorkshire Railway Company.

I have, &c.
J. L. A. SIMMONS,
Capt. Royal Engineers.

Lancashire and Yorkshire Railway, Secretary's Office,
Manchester, March 18, 1852.

SIR,

I BEG to acknowledge the receipt of your letter of the 15th instant, enclosing a copy of a report from Captain Laffan of his inquiry into the circumstances attending an accident at this Company's station at Bury on the 14th ultimo, and I am to state that the report in question and the observations of my Lords of the Committee of Privy Council for Trade, shall receive every consideration.

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

I have, &c.
JNO. DUNSTAN jun.,
Secretary.

APPENDIX No. 24.

LANCASHIRE AND YORKSHIRE RAILWAY.

Railway Department, Board of Trade,
Whitehall, July 31, 1852.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the accompanying extracts from a report they have received from their inspecting officer appointed by them to inquire into the circumstances which attended an accident that occurred on the Lancashire and Yorkshire Railway on the 17th instant, and to request that you will call to the attention of the Directors the observation contained therein, as to the necessity of enforcing upon their servants a constant attention to the mechanical apparatus used in working distant signals.

The Secretary of the
Lancashire and Yorkshire Railway Company.

I have, &c.
J. L. A. SIMMONS,
Capt. Royal Engineers.

Extract from Captain Laffan's Report on the Collision that occurred on the Lancashire and Yorkshire Railway on the 17th July near the Wigan Station.

"The junction of the siding was protected by an auxiliary signal, distant about 400 yards; and prior to allowing the main line to be blocked, the pointsman turned over the lever

Appendix No. 24. to the "danger" notch, and fastened it down there. Owing, however, to some derangement in the action of the wire the discs of the auxiliary signal only turned to an angle of 45° with the line, instead of standing perpendicularly across it; and as the line on which the approaching train was moving swept round towards the signal on a curve, the driver saw the discs end on, being thus an "all right" signal, and it was not till the sweep of the curve had brought his engine within 300 yards of the signal post that he perceived at the same moment the doubtful position of the discs and the coal waggons standing about 200 yards beyond them. The driver then reversed his engine, and the guard applied his break. The train consisted of an engine and tender, and five carriages, one of which was fitted with a break. The train had nearly come to a stand when the collision occurred.

ACCIDENTS.

Lancashire and Yorkshire Railway.

"The passenger train sustained no damage; and the passengers, though somewhat shaken, all continued their journey to the races. Two of the coal waggons were crushed.

"The signal has been properly adjusted since the accident, and it now works well. The only remark I think it necessary to make with reference to this accident is to point out the necessity for paying constant attention to every part of the mechanical apparatus used in working distant signals, as the wires are liable to frequent derangement, sometimes from accidental causes, sometimes from variations of temperature.

APPENDIX No. 25.

Appendix No. 25.
Lancashire and Yorkshire Railway.

LANCASHIRE AND YORKSHIRE RAILWAY.

*Railway Department, Board of Trade,
Whitehall, August 6, 1852.*

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 which has been made to their Lordships by the officer appointed by them to inquire into the circumstances which attended the accident that occurred at Burnley on the 12th ultimo.

My Lords direct me to request that you will bring to the especial attention of the Directors the observations in the report upon the manner in which the ordinary duties at the Burnley station are performed by persons not in the employment of the Company, and therefore not amenable to its regulations, and as to whom it does not appear that the Company have any knowledge whether they are fit persons to perform the duties in connexion with the trains.

On this subject my Lords direct me to observe that it appears that the system of supervision upon the railway cannot be very perfect, when such an occurrence as the employment of strangers for the performance of important duties in connexion with the trains, and the transference of these duties from one of the Company's servants to another, as happened when the porter took the guard's duty, can take place regularly without coming to the knowledge of the superior officers of the Company or being rectified, and the necessity for such an arrangement, if it existed, removed.

My Lords further direct me to request you to call the attention of the Directors to the great remissness in the management of their railway as exhibited by the fact, that although additional assistance was sent to Burnley in the morning to aid in the despatch of these two immense trains, containing together about 2,000 passengers, and preparations made for accommodating them with carriages, and although sufficient notices had therefore been given to allow of a due consideration of the arrangements proper for conducting these trains, the senior officers of the Company should have left the entire arrangements for the final discharge of the passengers from the railway to a small establishment such as that at Burnley, with, as it appears to their Lordships, a very inadequate supply of guards upon the trains.

My Lords direct me to point out to the Directors the very great responsibility which must attach to them, if by giving extraordinary facilities for the conveyance of large masses of excursionists, especially children, they induce a traffic of this description upon their lines of railway and then do not take care that adequate means are provided for their accommodation and safety, as their Lordships regret to say appears to them to have been the case in the present instance.

My Lords trust that the Company will take the warning which they have now received by this painful occurrence, and that they will take measures to ensure a greater degree of vigilance in this respect, and not allow these excursion trains to proceed upon their journeys without having carefully ascertained that all arrangements have been made, wherever necessary, to ensure their safety.

My Lords desire me also to request you to call to the attention of the Directors the concluding paragraphs in the report as to the particular method to be adopted in working down the inclined plane into the Burnley station, which appears to their Lordships to require the consideration of the Company, and also to the observations upon the impropriety of placing carriages in the same train the buffers of which are of unequal height.

I have, &c.

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

J. L. A. SIMMONS,
Capt. Royal Engineers.