

with break-power to bring up without doing damage to a train standing at the station, even if the state of the weather were such as not to permit the signal to be visible until the train was close on to it. The signal at present appears to be placed not more than 445 yards from the platform, and about 300 yards from the points leading to the siding into which the train was in the act of shunting at the time of the collision: the train, although a stopping one, and supplied with three guards' breaks, was not able to pull up in time.

Great Northern
Railway.

I am, &c.,

GEO. WYNNE,

Capt. Royal Engineers.

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

LANCASHIRE AND YORKSHIRE RAILWAY.

Railway Department, Board of Trade,

Whitehall, March 14, 1854.

SIR,

Lancashire and
Yorkshire Rail-
way.

I HAVE been directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of a report which they have received from their Inspecting Officer upon the accident which occurred on the 6th instant near the Wigan station of the Lancashire and Yorkshire Railway.

My Lords direct me to call to your attention the recommendation of the Inspecting Officer as to appointing a signalman, furnished with a timepiece, at the Junction, and making him responsible for the working of that part of the line, and to express the hope of their Lordships that this arrangement will be adopted without delay.

I have, &c.,

DOUGLAS GALTON,

Capt. Royal Engineers.

*To the Secretary of the
Lancashire and Yorkshire Railway.*

Railway Department, Board of Trade,

Whitehall, March 11, 1854.

SIR,

IN compliance with the instructions contained in your letter of the 9th instant, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances attending the collision that occurred, on the 6th instant, near the Wigan station of the Lancashire and Yorkshire Railway.

A branch to the collieries of the Ince Hall Company, forms a junction with the Lancashire and Yorkshire Railway, about a mile to the east of Wigan. I am informed that the traffic from this branch does not average more than two trains daily in each direction, and that it is worked by engines and servants belonging to the Lancashire and Yorkshire Railway Company; the engine which brings the empty waggons to the colliery, removing those which have been filled, at each trip. There is no signal-man at the junction with the Ince Hall branch, but each coal train is said to be accompanied by two guards; one of whom is intended to work the signals, whilst the other attends to the train.

There was a thick fog on this part of the line, on the morning of Monday the 6th instant, so much so, that it was not possible to see more than three carriage lengths a-head. At about seven o'clock on this morning, the driver of the Ince Hall coal engine brought up his engine from Bolton, where it had been washed out on the previous day (Sunday), and entered the Ince Hall branch, for the purpose of fetching a waggon. In coming out again on to the main line, he was run into by the 6 A.M. passenger train from Liverpool, which left Wigan at 7.6 A.M., with five carriages and a van, and about seventeen passengers, and was proceeding towards Bolton at the rate of about twelve miles an hour. The chimney end of the passenger engine was knocked in, and the buffer plank was broken. The coal engine was thrown off the line, and its tender much damaged. About four passengers were more or less hurt, the passenger guard was shaken, and the driver and fireman of the passenger engine, as well as the driver of the goods engine, were much injured.

Lancashire and
Yorkshire Rail-
way.

I had not the advantage of examining the driver of the coal train, but, from the evidence which I received, he appears to have been much to blame. I am informed by the locomotive superintendent of the company, that this driver acknowledged that he did not set the signals provided for the protection of the junction, at "danger," because he did not believe that the passenger train was due, his watch having run down on the previous morning, and having been set from the watch of another driver, which was not right. The guards belonging to the coal train are stated to have been waiting near Wigan for the coal engine, and it is said that he had no business whatever to do what he did. In any case, the act of moving in and out of the Ince Hall branch, without attending to the signals, in such a fog, appears to have been reckless in the extreme. I learn that this man has been discharged from the company's service, and that, but for his serious injuries, he would also have been brought before the magistrates.

The driver of the passenger train does not appear to have been to blame, as he found the signal from the Ince Hall Junction set at "all right," and was prevented by the fog from even seeing the coal engine, before he came into collision with it.

The only suggestion that I have to offer, in regard to this accident, is that a signalman should be stationed, in future, at the Ince Hall Junction, and that he should be provided with a timepiece and time-tables, and be made responsible for the working of the junction. Had the Lancashire and Yorkshire Railway Company adopted this precaution earlier, the accident would not, in all probability, have occurred.

I have, &c.

H. W. TYLER, *Lieut. Royal Engineers,*

Inspector of Railways.

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

*Lancashire and Yorkshire Railway, Secretary's Office,
Manchester, April 10, 1854.*

SIR,

I HAVE duly submitted to the directors of this company your letter of the 14th ult., enclosing copy of a report from Lieut. Tyler, R.E. upon the accident which occurred near the Wigan station on the 6th ult. I have been desired to state in reply that the recommendation of the Inspecting Officer as to appointing a signalman has been anticipated, and, further, that additional accommodation in sidings has been ordered.

I have, &c.

J. DUNSTAN, JUN.

Secretary.

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

GREAT NORTHERN RAILWAY.

*Railway Department, Board of Trade,
Whitehall, March 23, 1854.*

SIR,

I HAVE been directed by the Lords of the Committee of Privy Council for Trade to transmit to you the accompanying copy of a Report which they have received from their Inspecting Officer upon the accident which occurred at the Stoke tunnel on the 7th instant.

The report states that this accident is similar in every respect to the one which occurred at the same place on the 14th of December last.

My Lords regret to perceive that the directors of the Great Northern Railway have been so regardless of the safe working of their line as to have neglected for more than two months to adopt those precautions which the occurrence of the accident of the 14th December showed to be necessary, and which were represented to the Inspecting Officer to have been decided upon when he inquired into the circumstances attending that accident.

My Lords direct me again to point out the desirableness of adopting a system of working the traffic through the tunnel with the assistance of the electric telegraph, so as not to allow one train to enter the tunnel until the preceding train shall have passed out of it. This system is now in use upon almost all railways.

Great Northern
Railway.