

Appendix.

II.  
Reports on  
Accidents.No. 1.  
Grand Junction.

A new and satisfactory system of night stationary signals is in process of gradual introduction under Captain Cleather's direction. It has been commenced at Warrington, and it has been extended up to the station adjoining Whitmore. Whitmore was therefore *not* provided with a stationary red signal lamp, by which the drivers of the Briareus and Charon could be warned of the Wildfire train being still at the station; but in so far as concerns the accident now under consideration this was but of little moment, since Ireland had to stop at Whitmore for water, and therefore his speed should have been slackened at an earlier period; for had the collision not taken place, there is no doubt that he would have overrun the station. It has been attempted to excuse Ireland by stating that in order to break the ice upon the rails, two pig waggons and one luggage waggon had been placed before his train, and that these might have so far obstructed his view as to prevent his seeing the tail lamp of the preceding train. This might have been valid had the collision taken place any where except at a station, at which Ireland had to stop; and it is obvious that he was either driving carelessly or without judgment.

Captain Cleather is very properly supplying every passenger carriage with a lamp on either side showing a white light to the front and a red light to the rear of the train. This plan, which also prevails on the Great Western Railway, is deserving of imitation, and I trust it will be extended, although perhaps in a limited degree, to luggage waggons.

I have, &amp;c.,

FREDERIC SMITH, Lt.-Col. R. E.

Inspector-General of Railways.

To the Lords of the Committee of  
Privy Council for Trade.No. 2.  
Midland Counties.

No. 2.

## MIDLAND COUNTIES RAILWAY.

REPORT of Lieutenant-Colonel Sir Frederic Smith, on the Accident which happened on the  
6th May, 1841.

SIR,

Board of Trade, Whitehall, 26th June, 1841.

PURSUANT to the instructions which I had the honour to receive from you, I have inquired into the circumstances connected with the accident that happened on the Midland Counties Railway on the 6th instant, by which a person of the name of Mr. Anthony Sewell met with his death.

It appears that the deceased and his son went to the Barrow Station at about half past 9 o'clock on the evening of the 6th May, for the purpose of joining the up train at that place, and to be conveyed to Syston.

The station house, as you will perceive by the accompanying plan, stands adjoining the down line, and therefore passengers wishing to proceed by the up-trains, have to cross over the rails.

This, although a very common arrangement on all lines, is an inconvenient, and, in some degree, a very dangerous one.

On the occasion now under consideration the deceased, and his son James Sewell, after paying their fares, were allowed to loiter on the wrong side of the line until the up-train was heard approaching, when Mr. Gibson, the Station Master, said to them "The train is coming, make haste to cross, for it will be here in a minute."

Mr. Gibson and Mr. James Sewell immediately passed over the rails to the platform of the up-line, but Mr. Anthony Sewell unfortunately continued a few seconds longer on the wrong side, and then on attempting to cross was struck by the engine, and was in consequence killed.

The verdict of the jury was accidental death, as they ascribed the accident entirely to the carelessness and wilfulness of the deceased.

There can be no question that the accident was attributable to these causes, but I think it behoves all Companies to afford the most effectual protection to their passengers that circumstances may permit, and there are few points more deserving the consideration of the managers of railways than to adopt such regulations as shall ensure safety to the passengers in crossing their rails; for neither the incautious, the ignorant, or the infirm, should be left to their own discretion in such an important point.

In my inspection of the Barrow Station, and my inquiries into this accident, I was accompanied by Mr. Yule, one of the Directors, and by Mr. Bell, the secretary to the Company, who afforded me every facility in my investigation. I suggested to them that when the up-trains appear coming round the curve, within a few hundred yards of the station, the gate of the paled fence which separates the station-house from the platform should be closed, and no person allowed to pass till the train is at rest. This regulation, which they most readily agreed to establish, will effectually prevent such accidents as the one under consideration; and it would be well if for a similar precaution, the plan of separating the platform from the station by an inclosure, such as that at Barrow, were generally followed at the stations of all Companies where the relative situation of the station-house and line of rails would permit.

I have, &amp;c.,

FREDERIC SMITH, Lt.-Col. R. E.

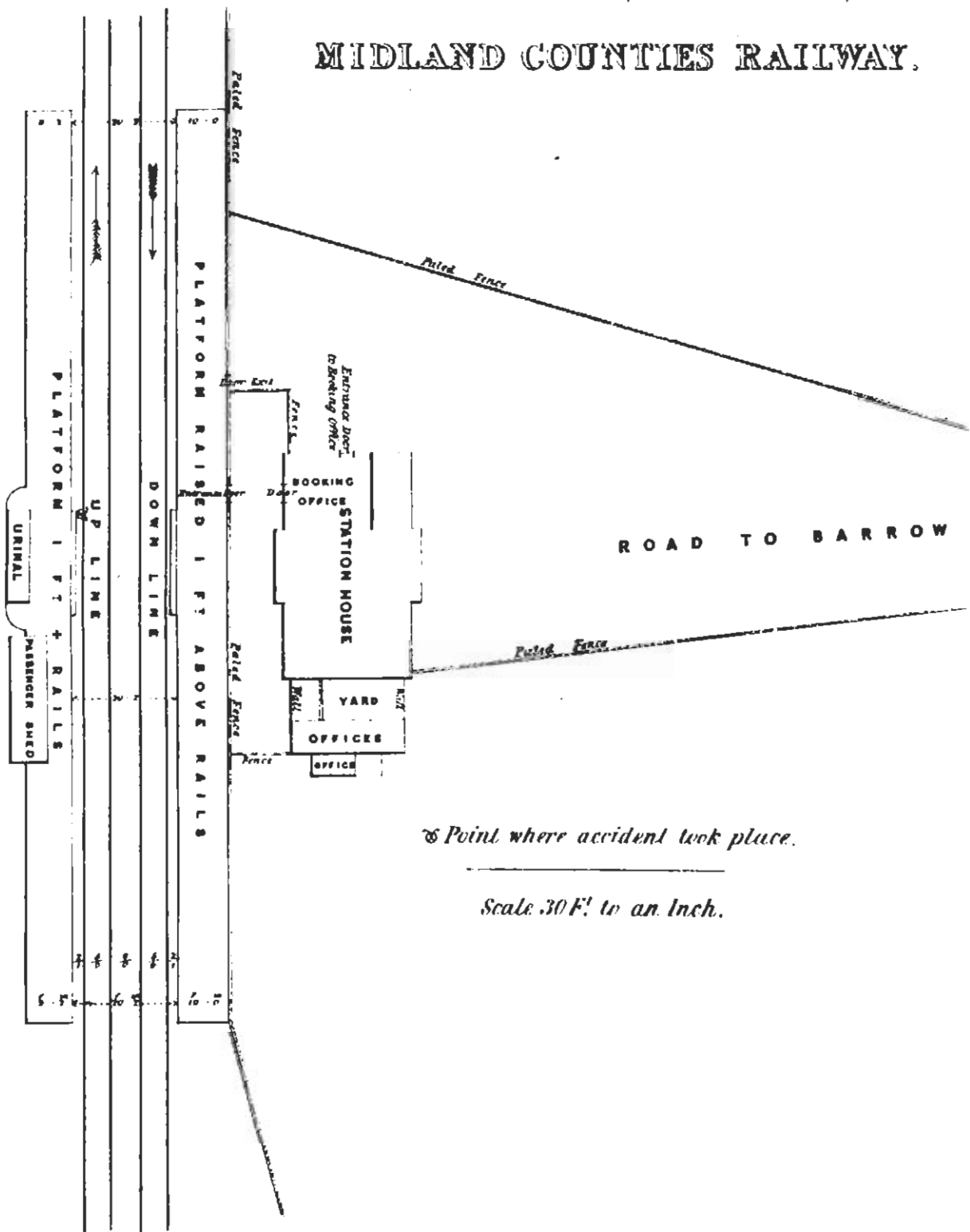
Inspector-General of Railways.

The Right Hon. Henry Labouchere,  
&c. &c. &c.

N<sup>o</sup> 2.

Relating to accidents.

### SKETCH of the BARROW STATION, MIDLAND COUNTIES RAILWAY.



⊗ Point where accident took place.

Scale 30 F<sup>t</sup> to an Inch.

To accompany L<sup>d</sup> Colonel Sir Frederic Smith's Report,  
of the 26<sup>th</sup> June, 1841.