

Appendix No. 39.
 ACCIDENTS.
 London, Brighton,
 and South Coast
 Railway.

at a signal from the driver of the pick-up train or not does not appear, but the engine and tender moved through the crossing, taking the train with them, and had just got on to the up line when the express ran into them; the express had left Brighton ten minutes after time, and was about six minutes late in arriving at the Reigate goods station.

The circumstances of the collision were investigated by the magistrates at Reigate the following day, and the result was, that they committed to the House of Correction for two months the driver, the head guard, and the porter who opened the points.

The station and distant signals were standing as they should do when the accident occurred; there was, therefore, no excuse for either the porter turning open the points or for the driver to go through them without first ascertaining that the line he was about to go on was closed; but, whilst admitting that the accident was directly due to the carelessness of the servants, there appears to me to be much in the management and arrangement of the station, as well as of the trains, which calls for remark.

1st. The siding accommodation appears to be insufficient.

2d. Although the actual amount of labour the porters have to perform may not be too heavy, yet the uncertainty in the arrival of the several trains, spreading as it does over a space of time varying from one hour and a half to four hours, and the circumstance of the frequent visits which one or other of the porters has to pay to the junction station a mile distant, renders the duties somewhat harrassing and distracting; and this, with a consideration of the time which is involved in marshalling the train, would point out, that attendance on the signals and points should form exclusively the duty of one man, who, having nothing else to attend to, would be less likely to become forgetful or confused; and an extra man, I conceive, should therefore be appointed to the duty.

3d. Working the pick-up trains without reference to time appears a most fatal error in the management, and has, on other lines, been a most fruitful source of accident; not only are the delays frequent on the road, but punctuality is not observed even in starting the trains, for which at least I think there should be no excuse. Trains which are worked without regard to time, are liable to be overtaken at any of the stations by passenger trains, and as all stations are not provided with siding accommodation, it must frequently happen that the objectionable practice of shunting the train on to a down line to get it out of the way must be resorted to, and this is always a source of great danger.

Whilst I thus strongly remark upon the great evil of running trains like these pick-up trains, I am bound to state that the manager of the line has pointed out to me certain peculiarities to which the conduct of the traffic is subject, which renders the question of keeping time a rather more complex problem than it is on other lines; it is one, however, which I am sure can be solved, and which has so important a bearing on safety that the Company cannot give the subject too much attention.

There is nothing to prevent punctuality being strictly enforced in the passenger trains; the express train which ran into the goods train on this occasion was six minutes late in arriving at the Reigate goods station, had it kept time the accident would not have occurred.

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

I have, &c.
 GEO. WYNNE,
 Capt. Royal Engineers.

Appendix No. 40.
 Manchester, Shef-
 field, and Lincoln-
 shire Railway.

APPENDIX No. 40.

MANCHESTER, SHEFFIELD, AND LINCOLNSHIRE RAILWAY.

SIR,

Worcester, May 4, 1852.

I HAVE the honour to report to you, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances attending an accident which occurred upon the Barton branch of the Manchester, Sheffield, and Lincolnshire Railway on the 10th ultimo.

It appears that the train which met with the accident left New Holland for Barton at 4.35 P.M., and ran the distance, $3\frac{1}{2}$ miles, at a speed somewhat higher than usual, and that on approaching the Barton terminus the driver neglected to take sufficient precautions to stop his train in time; the consequence was, that the engine ran over the turntable and the blocks at the end of it, and knocked down the wall of the booking office which stood in its front. Several of the passengers were injured, but none seriously. The driver ran away immediately, and has not been heard of since, though the Company have offered a reward for his apprehension. The man had been observed to be in dejection of spirits the whole of the day.

I am of opinion that this accident occurred from the recklessness of the driver, a circumstance against which it was impossible for the Company to guard.

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

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