

manager of that line, stating that he objected to such a practice, and break carriages have since been supplied by that Company; this was subsequent to the accident. I consider that a serious responsibility attaches to the Caledonian Company, in having permitted so reprehensible a practice to prevail as allowing trains, however small, to be run without break carriages being attached; the consequence has been, that the servants of the Scottish Central Company working over the Caledonian line have been infected with the bad example, and the objectional practice, having been introduced on their own line, has led to the serious collision which has been the subject of my inquiry.

The practice of using a main line for a siding, as appears to be the practice in conducting the *ordinary* traffic, is at all times most objectionable, and under the circumstances of the incline and steep gradients of the railway, it becomes doubly so, and the Company's attention should be drawn to this circumstance, with the view to their constructing sufficient sidings to avoid the necessity of so objectionable a practice.

James Booth, Esq.,
&c. &c.

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

Appendix No. 53.

ACCIDENTS.

Scottish Central
Railway.

Scottish Central Railway, Secretary's Department, Perth,
November 16, 1852.

SIR,

I BEG to inform you that the reports contained in your favours of the 3d current as to the late accidents which occurred on this line, were submitted to the Directors of this Company, and I am desired to intimate to your honourable Board that the recommendations contained therein will meet with every attention, and in the meantime the reports have been remitted to the manager for his consideration.

I am further instructed to inform you that the station agent at Larbert has been suspended, and that the young man who was employed to assist the agent, but absented himself, was not a regular servant of the Company, but engaged temporarily.

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

I have, &c.
JOHN A. JAMIESON.

APPENDIX No. 54.

Appendix No. 54.

Shropshire Union
Railway.

SHROPSHIRE UNION RAILWAY.

Railway Department, Board of Trade,
Whitehall, June 23, 1852.

SIR,

I HAVE the honour to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that I have inquired into the circumstances attending an accident on the 29th ultimo upon the Shropshire Union Railway, caused by an engine running into a passenger train; and I likewise attended the inquest on one of the passengers, who died some days after the collision; and the following are the particulars that I learned in connexion with it.

The Mazeppa engine had brought into Shrewsbury the preceding night the 9.5 P.M. train from Stafford, and it having been reported that its regulator required to be packed, the locomotive foreman directed Joseph Thompson, the responsible night cleaner, to put in the packing. I should state that upon the Shropshire Union Railway the locomotive power, carriages, &c. are furnished by the London and North Western Company, and everything connected with the management of the locomotive department is under the control of that Company, who keep a small establishment, not exceeding twenty men, at Shrewsbury, in charge of a foreman, to clean the engines, and undertake the ordinary repairs; two men, called cleaners, come on duty every evening at six o'clock, and are supposed to remain till six o'clock the next morning, when they are relieved by others. Thompson, whom I stated was the cleaner on the night of the 28th, and the responsible man, said, that he received the engine about 11 P.M. outside the engine shed; that he took out the fire, and blew off the steam, and then with another engine shoved the Mazeppa into the shed *so steadily* that it did not require the break to be applied to stop it, he then proceeded to pack the regulator, and before he got off the engine he, to the best of his knowledge, shut the regulator. About four o'clock in the morning he lighted the fire of the Mazeppa, and at about a quarter to six he filled up the fire, and then went off to bed; the time when he left was, from other circumstances, proved to be at ten minutes to six. William Clarke, who was his assistant, had left at five in the morning, having been directed to call up some workmen.

About ten minutes after six in the morning Daniel Tinsley, the day cleaner, came to his work, he should have come at six. He was followed into the shed by a fireman named Phillips, who had been employed getting his engine ready for an early trip; he (Phillips) came to look for his shovel, which was missing; he searched one engine for it, and then turned to look for it on the Mazeppa, and, not seeing that engine in the shed, he asked

Appendix No. 54.
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 ACCIDENTS.
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 Shropshire Union
 Railway.

Tinsley what had become of it, and whilst discussing whether it had gone out as an extra engine or where it could be, a plate layer ran into the shed, to say he had seen it going up the line without any one on it, the alarm being given, an engine was sent in pursuit as quickly as possible, the driver of which stated that when they had proceeded about three miles they caught a sight of the steam, but saw nothing more until they reached Donington, 14 miles from Shrewsbury, when they found it had run into the 6 A.M. passenger train from Shrewsbury, at 40 minutes past 6.

The guard of the train which was run into stated that his train consisted besides the engine and tender, of a guard's van, 1 first-class carriage, 1 second-class carriage, and 1 third-class carriage, placed in the order enumerated. The train arrived at Donington at 38 minutes past 6, and it had not been there two minutes when the collision occurred.

The driver of the passenger train stated, that when he first saw the engine approaching, it was not more than 50 or 60 yards off that he put on steam and had got into motion; before being run into; that the force of the collision threw him down, but that he immediately recovered himself and got on to the Mazeppa, when he found the regulator about one quarter open, and the lever handle in forward gear as far as it would go, and the steam blowing off very fast.

The station master at Donington saw the Mazeppa approaching about three quarters of a mile off, when casting his eye to the distant signal, and seeing it turned on, he took no further notice; and he felt no surprise at seeing an engine following so shortly the passenger train, as he had written the day before for an engine to be sent the following morning to take away some coal waggons.

The effect of the collision was to cause the buffers of the first-class carriage to override the buffers of the van and to break in the end of it; the body of the second-class carriage was broken in two, the parts of which were thrown one on each side of the line; some of the passengers fell through the framework and scrambled clear of the wreck themselves; one end of the third-class carriage rested on the framework of the second-class carriage, and the other end on the platform. The end of the third-class carriage had to be prized out before the passengers could be released.

The locomotive foreman stated to me that he is generally on the works at six in the morning, but that from the nature of his duties he cannot always attend, and it appears that when he is absent there is no one to check the time of the men, the men are not called to their work by a bell, and at no time is there a roll called of the men coming on duty or of those going off. The instructions to the cleaners are, that when they receive an engine into the shed they are to see the regulator is shut, the break screwed down, and the engine thrown out of gear. Thompson admitted that he was well aware that it was his duty to have done all this, and that he cannot account for his not having done so on this occasion; these points being attended to would be quite sufficient to secure an engine from escaping. The siding on which the engine stands is on the level, but the main line rises towards Donington at the rate of 1 in 180, so that the Mazeppa engine in passing out of the shed on to the main line must have had a much steeper incline to mount before getting on to the incline of 1 in 180.

The jury on the inquest have returned a verdict of manslaughter against Joseph Thompson. There can be no doubt that the escape of the engine was due to his carelessness, first, in neglecting the instructions he had received with regard to the working parts of the engine, and secondly, in leaving his work before he was relieved; for had the day cleaner come into the shed, it is hardly within the bounds of probability that an engine could have stolen away unperceived.

Thompson received a very high character from his employers for steadiness and good conduct, and that he may have generally deserved it I do not question; but in the circumstances attending this accident it will be perceived that he neglected to do four things, which is rather a large amount of neglect on the part of a steady man. First, he did not shut the regulator; second, he did not throw the engine out of gear; third, he did not screw down the break; and fourth, he went away before he was relieved, and for this last neglect I hold the locomotive department in a great measure responsible, in not maintaining a sufficient supervision. It appears that the foreman cannot always attend in the morning, and in his absence there is no one to exercise a control; under such circumstances, the steadiest men will take liberties. In the present instance it appears that one man left ten minutes before time, and the other did not come till ten minutes after time, leaving an interval of twenty minutes without any one to look after the engine, the result of which was that a serious accident occurred. Had these men felt assured that their absence would have been detected and punished, it is improbable that the combination of circumstances of one man going away before time and the other coming after time would have accrued to produce the accident.

I had much conversation on the subject of the necessity of a closer supervision of the workmen with the manager of the northern division of the London and North Western Railway, and his views and mine differed considerably on the subject. He combatted the efficacy of a closer supervision and checks on the workmen, and maintained the principle of securing their attention by making it their self interest to do their duty *strictly* without watching; that is, that steadiness of conduct would raise them to a higher grade. The principle is an excellent one, combined with an efficient control over the men and the power of ascertaining that the *supposed* steadiness *does* exist; wanting that element, I believe, it cannot be depended on, more especially, as in this instance, where very young men are

employed, it has failed, and as the question is one which involves the public safety, the present system calls for at least serious consideration if not revision. Appendix No. 54.

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

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

ACCIDENTS.
Shropshire Union
Railway.

Railway Department, Board of Trade,
Whitehall, June 28, 1852.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you a copy of a report they have received from the officer appointed by them to inquire into and report upon the accident which occurred on the Shropshire Union Railway on the 28th May, and request that you will bring to the earnest attention of the Directors the observations contained therein with respect to the supervision of the men employed in the locomotive establishment.

The Secretary of the
London and North Western Railway Company.

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

London and North Western Railway, General Manager's Office,
Euston Station, July 23, 1852.

SIR,

IN reference to your letter of the 28th of June last, I beg to enclose you copy of a minute of the locomotive sub-committee of the 13th instant.

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

I have, &c.
MARK HUISE.

LONDON AND NORTH WESTERN RAILWAY.

Extract from the Minutes of the Locomotive Sub-Committee, Liverpool, July 13th 1852.

READ the report of the Government Inspector to the Board of Trade, on the accident upon the Shropshire Union Railway, on the 29th day of May.

The Committee were of opinion, that the valuable suggestions contained therein were entitled to, and should have, every attention, particularly that wherein it is recommended that no responsible man in the locomotive department should leave his post until relieved by another; and Mr. Trevithick was instructed to see that the foreman carry out this order.

APPENDIX No. 55.

Appendix No. 55.

SOUTH EASTERN RAILWAY.

South Eastern
Railway.

Railway Department, Board of Trade,
Whitehall, March 12, 1852.

SIR,

I HAVE the honour to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that I have inquired into an accident that occurred on the 31st December at the Bricklayers Arms station of the South Eastern Railway, occasioned by the tender of an engine having been thrown off the line in passing through a pair of facing points.

The following are the circumstances under which the accident occurred:

At the Bricklayers Arms station there is but one platform for arriving and departing trains, which is on the down line, the up trains therefore have to pass on to the down line to reach the platform, and this is effected by means of a through crossing between the up and down lines about a quarter of a mile from the station; a train coming on to the down line immediately after passing through the crossing encounters a pair of facing points leading to an engine shed, and at a few yards farther on a second set of facing points leading to a siding; it was at the first-named points that the accident occurred.

All arrival trains draw up to the station platform without their engines, and in consequence the engine with its tender is detached from the rest of the train a short distance from the through crossing on the up line; it is therefore necessary in order that the engine may get clear of the carriages that it should pass through the crossing, and take the facing points at a higher speed than under ordinary circumstances would be done; at the second pair of facing points the engine leaves the main line.

On the occasion of the accident the engine was detached in the usual manner, and while passing through the first set of points the driver says he felt the points spring, and immediately saw that the tender was off the rails; he was then about thirty yards ahead of the carriages; he beckoned to the guard to put on his break; there was not time, however, to