

Accidents appertaining to the Management.

A quarter of a mile to the north of this station, there are two occupation level crossings, called the Ardelone crossings, which I shall designate as No. 1 and No. 2., the latter being the nearer to the station. A gatekeeper stationed at No. 1, takes charge also of No. 2.

Accidents at level crossings.

No. 2 crossing is used by seven small farmers, and the traffic over it is occasioned principally by themselves, their servants, and their cattle, each of them employing two or three persons, and keeping six or seven cows.

On the 30th ultimo, the father of one of these farmers, a man of eighty or ninety years of age, was knocked down and run over at No. 2 crossing by the engine of the 11.30 train from Limerick to Waterford, and killed on the spot; his body having been thrown across the line, and his legs, and half his skull, cut off by the wheels.

It would appear that he had seen the train coming, and shut the gates to the west of the crossing to prevent the cows from getting in its way, and that he was running across in front of the engine to shut the other gate when he was thus knocked down. As the train was travelling at a speed of thirty miles an hour, the accident was, of course, inevitable.

The jury who were assembled by the coroner to view the body, accompanied their verdict with a strong representation of the danger occasioned by level crossings of this nature, and a recommendation that a short tunnel should be made under the railway at this point.

Inasmuch, however, as this country is subject to floods, it appears to me that the preferable course to adopt would be to divert the lane which crosses the line at No. 2, and carry it over the railway at No. 1, which is under the immediate superintendence of a gatekeeper, and would seem to be equally convenient for the farmers, their servants, and their cattle.

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

I have, &c.
H. W. TYLER,
Capt. Royal Engineers.

Miscellaneous.

MISCELLANEOUS.

CALEDONIAN RAILWAY.

*Railway Department, Board of Trade,
Whitehall, February 12, 1856.*

SIR, I HAVE the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, that, in compliance with the instructions contained in your letter of the 5th instant, I have inspected the carriages in use on the Caledonian, and the Glasgow, Paisley, and Greenock Railways, for the conveyance of third-class passengers by cheap trains; and have also made myself acquainted with the circumstances under which Mrs. Reynolds, a passenger, was injured at the Greenock Station on the 5th ultimo.

I find that on the Glasgow, Paisley, and Greenock Railway there are in use third-class carriages without seats, and with sides only 4 2/3 high. They have a light roof, and rail divisions. The floor of some of these carriages is 1 8" above the step, the step is 7" wide and 12" above the Greenock platform, and that platform is 14" above the level of the rails. There are also some third-class carriages similar to the above, excepting that they are built lower, with a step 14" above the Greenock platform, and 3" below the floor.

I am of opinion that these carriages should be provided with seats, and that they are insufficiently protected from the weather.

The third-class carriages in use on other parts of the Caledonian Railway are provided with seats, and sides extending upwards to the roof; and, judging by those which were pointed out to me, they appear to be well fitted for the conveyance of passengers.

The unfortunate woman who was injured on the 5th January arrived at Greenock from Glasgow at half-past eight in the evening. A porter opened the carriage door, and whilst he was engaged in opening the door of the next carriage she got out with the other passengers. She had a baby in her arms, and unaware, apparently, of the existence of a step between the floor of the carriage and the platform, she stepped out upon the latter. The carriage was one of those described above as being the highest in use on the Greenock Railway, and she therefore stepped down a height of 2 8". Her leg was afterwards found to be fractured.

There appears to have been a sufficient amount of light on the spot from the platform, though there was no light in the carriage. I understand that on other parts of the Caledonian Railway lamps are provided in the third-class carriages, and I hope that the Directors will in future supply them on this section also. I may add, that the height of the floor of the carriage above the step, in the description of carriage now referred to, is greater than is desirable for the convenience and safety of the passengers.

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

I have, &c.
H. W. TYLER,
Captain, Royal Engineers.

EDINBURGH, PERTH, AND DUNDEE RAILWAY.

*Railway Department, Board of Trade,
Whitehall, March 27, 1856.*

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 connected with an accident that occurred on the Edinburgh, Perth, and Dundee Railway, between Leith and Edinburgh, on the 13th inst.

The guards on most of the Scottish lines ride on the outside of the passenger carriages, and whilst a man of the name of Lumsden was acting in this capacity, and stationed in the usual guard's place outside one of the carriages, he was suddenly observed to fall, the greater part of the train passed over him, and he was picked up dead and dreadfully mutilated. He had the mark of a blow on the top of his forehead, and this was supposed to have been caused by his head having come in contact, whilst standing upon the footboard of his seat, with a water trough which passes over the railway; this is only supposition, as no one saw him struck; but it is highly probable that such was the case, as the trough is only 13 feet 8 inches above the rails, and the footboard of his seat but 5 feet 8 1/2 inches below the trough, and the place where his remains were picked up was close to the trough. On a line where it is the practice for guards to ride outside of the carriages it is highly dangerous to have so little head room beneath the water trough; and I would recommend the Company, without loss of time, to raise the trough as high as the level of the stream which it carries will permit, which I am informed would be from 15 to 18 inches.

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

I have, &c.
GEO. WYNNE,
Lieut.-Colonel, Royal Engineers.

LONDON AND BLACKWALL RAILWAY.

*Railway Department, Board of Trade,
Whitehall, March 27, 1856.*

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 connected with an accident that occurred on the Blackwall Railway, at the Shadwell Station on the 5th January last.

It appears that a train which was to stop at the Shadwell Station, overshot the platform; while the driver was in the act of moving it back, one of the passengers opened the door of the carriage in which he was riding, and sprung out. The line at this spot, and for some considerable distance from its London Station, is on a viaduct about thirty feet high, he, unfortunately, sprung too far, and leapt over the battlements, and subsequently died of the injuries he sustained by falling from a height of thirty feet. As the length of the platform at the Shadwell Station is 250 feet, and the ordinary number of carriages in a train is stated not to exceed seven or eight, the platform accommodation appears sufficient. There was a fence extending twenty feet along the battlements, before the accident occurred, which the Company, at the recommendation of the jury on the inquest, have since extended 20 feet farther, I therefore think the Company have taken every reasonable precaution to secure in this particular the safety of the passengers they carry. Under particular conditions of the atmosphere it is very difficult to stop a train exactly at the proper place, and the most careful drivers will sometimes overshoot the platform a considerable distance; it is therefore difficult to say to what extent it might be necessary to fence the viaduct to afford absolute security to passengers inclined to act rashly. The Company therefore appear to have adopted every reasonable precaution to ensure the safety of their passengers.

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

I am, &c.
(Signed) GEO. WYNNE,
Lieut.-Colonel, Royal Engineers.