

No. 3.

## NEWCASTLE AND CARLISLE RAILWAY.

REPORT of Lieutenant-Colonel Sir Frederic Smith, on the Accident which happened on the 10th May, 1841.

SIR,

Board of Trade, Whitehall, 30th June, 1841.

On the 14th May a return was received in this office from Mr. John Adamson, the secretary to the Newcastle-upon-Tyne and Carlisle Railway Company, giving an account of an accident that occurred on the 10th May, by which a man-servant in the employ of Mr. Algood was injured.

From this return, it would appear that the truck on which Mr. Algood's carriage was fixed, with two other carriages, got off the line of rails, and Mr. Algood's servant lost his balance and fell from his seat. The cause assigned for this accident by Mr. Adamson, is that a bale or truss of goods having got disengaged from its lashings fell from the waggon and formed such an obstruction as to turn out of their course the carriages which were immediately behind the said waggon.

Pursuant to your general instructions, I have made the necessary inquiries into this case which from its nature might have been attended with serious consequences, and I have to make the following report.

The Newcastle and Carlisle Railway Company have, for the conveyance of goods, trucks, or waggons of various descriptions, some of them with frames, some with sunken bottoms, and some with flush, in which latter case the goods are secured entirely by lashings. The truck from which the bale or truss fell which caused the accident of the 10th of May was of the last description. Mr. Adamson informs me, in answer to my inquiries, that this truck or waggon was packed at Carlisle and was there properly secured by ropes and covered with a tarpauling.

Some of the articles which had there been placed upon it were taken off at the Hayden Bridge Station, and Mr. Adamson supposes that the lading had in consequence become disarranged, by which means, a truss containing carpeting or flannel weighing about six stone was thrown off, and falling upon the rails, forced off the truck in question. I also learn from that gentleman, that when goods' waggons form part of a train in which there are passengers' carriages, the former are usually placed between the latter and the engine.

This accident confirms me in the opinion which I had the honour to give you in my report on the Hull and Selby accident of the 13th October, 1840, viz. : that the goods conveyed in railway waggons should be enclosed between a frame-work and not left to depend upon lashings, and that it is better to place the goods' waggons behind the passengers' carriages. In the instance in question, although the accident was not of a fatal character, yet great blame attaches to the person whose duty it was to have secured the tarpauling after the truss of carpeting was taken off at Hayden Bridge, and I think the Directors should be called upon to mark their displeasure at the conduct of this person.

In order to obtain all the information in my power respecting this accident, I called upon the secretary to furnish me with a sketch of that part of the line on which it occurred. I accordingly yesterday received from Mr. Adamson a drawing of which the enclosed is a copy, and from this you will perceive that the accident happened on a plane falling 1 in 330, with the rails laid in a curve of only a quarter of a mile radius.

I need hardly remark that the greatest care is necessary in working lines with curves of such short radii, and I would suggest that the Directors of the Newcastle and Carlisle Company should be advised to issue strict regulations on the following points. First, for passing round such curves at a moderate pace. Secondly, for placing their goods' waggons more generally behind than before the passengers' carriages. And thirdly, for making their servants responsible for any neglect in securing the packages in the goods' waggons.

I have, &amp;c.

FREDERIC SMITH, Lt.-Col., R.E.,  
Inspector-General of Railways.

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

Appendix.

II.  
Reports on  
Accidents.

No. 3.  
Newcastle and  
Carlisle.

No. 4.

## EASTERN COUNTIES RAILWAY.

REPORT of Lieutenant-Colonel Sir Frederic Smith, on the Accident which happened on the 16th May, 1841.

SIR,

Board of Trade, Whitehall, 8th June, 1841.

You are aware that other and more important duties interfered with my inquiring at an earlier period, into the causes and circumstances attendant upon the accident which occurred on the Eastern Counties Railway on the 16th ultimo, by which the fireman of one of the engines had his leg crushed, and that it was not until yesterday that it was in my power to carry on the required investigation.

By the return received from Mr. Bulkeley, the secretary, it appears that the half-past four o'clock train on the afternoon of Sunday the 16th May, arrived at Ilford in the ordinary course

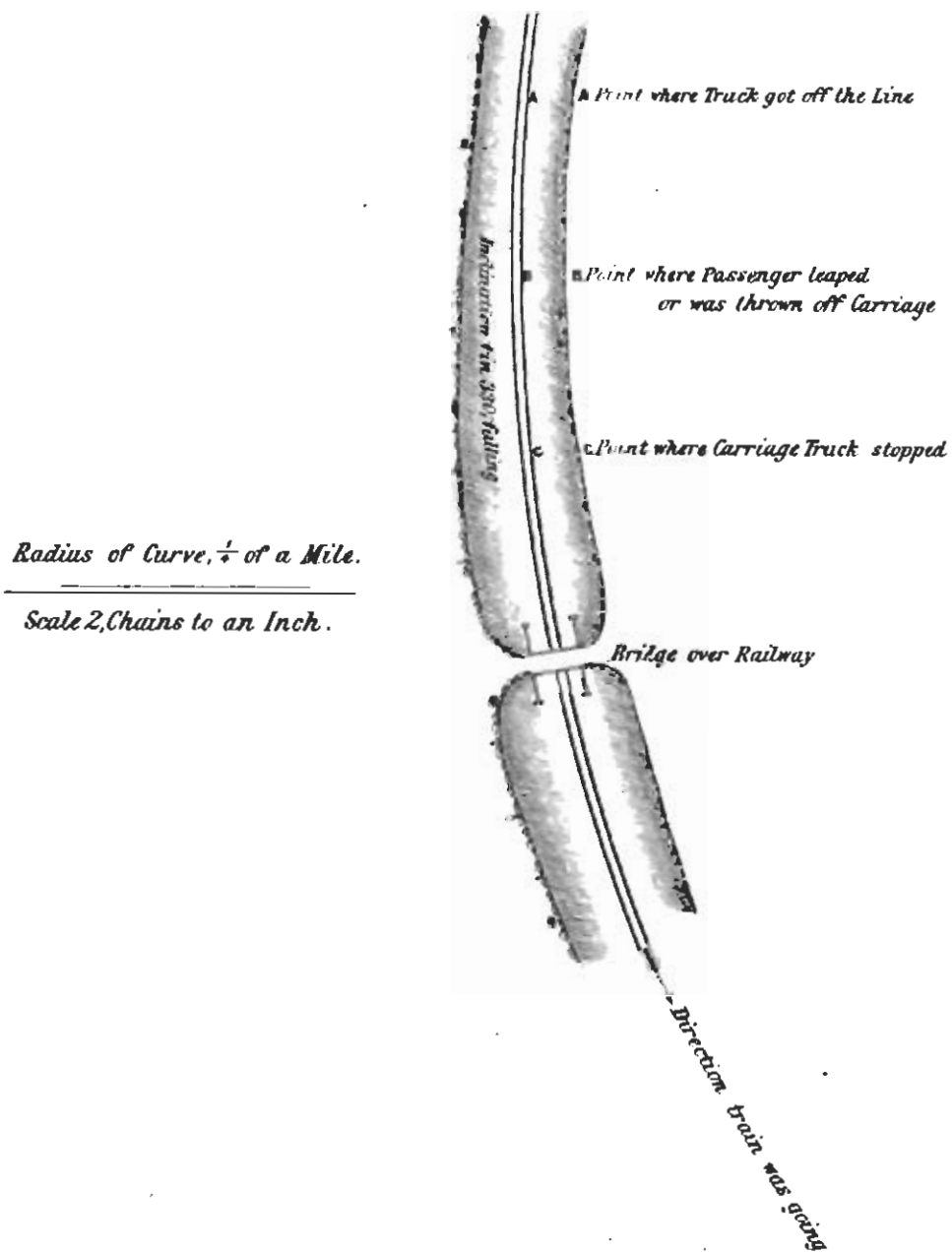
No. 4.  
Eastern Counties.

N<sup>o</sup> 3.

Relating to accidents.

### NEWCASTLE-UPON-TYNE & CARLISLE RAILWAY

PLAN shewing the POSITION OF THE TRAIN when the Truck ran off the Line,  
on the 16<sup>th</sup> May, 1841.



To accompany L<sup>t</sup> Colonel Sir Frederic Smith's Report,  
of the 30<sup>th</sup> June, 1841.