satisfied the break would have brought up the whole 14 waggon had they become detached.

The blame of the accident I consider to rest chiefly, if not wholly, with the guard, caused by his shamefully leaving his proper post and placing himself at the head instead of the tail of the train. I must also draw attention to the circumstance of there being no special cautionary instruction issued for those working over this incline, which from its steepness and position, commencing at a double junction, I consider to be essential to place those persons more on the alert, and alive to the danger that might arise from any negligence; and the absence of all such orders must be considered a grave omission on the part of the Company.

I have also to remark upon there being no turn-table at the junction, which renders it necessary for the traffic one way to be worked tender foremost, which is here more than usually objectionable, from the steepness of the gradients.

I have, &c.,

Capt. Simmons, R.E.,
Capt. Royal Engineers.

Office of Commissioners of Railways,
Whitehall, January 10, 1851.

I have been directed by the Commissioners of Railways to transmit to you the enclosed copy of a Report they have received from their Inspecting Officer, relative to the collision which occurred on the Leeds and Selby Railway, on the 23rd of December last, for the information of the Directors of the Company.

I have, &c.,

The Secretary of the York and North Midland Railway Company.

Douglas Galton,
Assistant-Secretary.

APPENDIX No. 31.

LONDON AND NORTH WESTERN RAILWAY.

Sir,
July 13, 1850.

I have the honour to acquaint you, for the information of the Commissioners, that, on the 8th instant, I proceeded to Liverpool to inquire into the circumstances of an accident that occurred to an excursion train from the North Staffordshire Railway, at the Lime-street station, Liverpool.

The following is the history of the train from its leaving Uttoxeter at 6 A.M., till its arrival at Lime-street a little after 11 A.M.

On leaving Uttoxeter the train consisted of 12 passenger carriages, chiefly third class, and one van. On arrival at Leek another third-class carriage was attached, and at Macclesfield an additional North Staffordshire third-class carriage was added, as well as six London and North Western carriages and one North Staffordshire van, making in all 20 carriages and two vans. At Macclesfield the North Staffordshire engine was changed for a London and North Western one. On its being ascertained that the train consisted of not more than 20 carriages, it was observed by one of the porters that the engine would do, as it had taken 24 or 25 carriages before. On the arrival of the train at the St. Helen's incline, a second engine was sent to assist, and afterwards a third, and the three engines were only able to propel the train about four miles an hour up the incline. On arrival at Edge Hill, the summit of the incline, leading to the Lime-street station, and which is 12 miles in length, and has an average inclination of 1 in 80, with 200 yards level at the bottom, a break wagon, weighing five tons, was placed in the front of the train in charge of an experienced break-rider of the London and North Western Company, the engine, as usual, being detached. A second experienced break rider was placed in the middle van, and the North Staffordshire guard was placed in the last van, the break of which was under the control of a London and North Western porter, who had come with the train from Manchester. On arriving at the bottom of the tunnel, the breaking power was not sufficient to bring up the train, which consequently ran up against the end wall of the station with a smart concussion. The shock was most severely felt about the middle of the train, where the passengers received the severest injuries, and where the carriages were most seriously damaged. The personal injuries were confined to cuts and bruises, no limbs being broken or lives lost.

The accident appears to me to have been caused from the want of a sufficient number of breaks being attached, and in part to the circumstances of the last break-van not being manned by an experienced break-rider. The responsibility of attaching a sufficient number of breaks rests with the Superintendent of the Edge Hill station; that he did not put on more I consider arose rather from a want of judgment than from negligence, caused by his not being aware of the great difference of weight between the carriages of the North Staffordshire Railway and those of the London and North Western, the former weighing two tons more, and upwards, than the latter; and this error was shared by the breakmen, who are in the habit of descend-
ing the incline only feeling their breaks to a certain mark that they have in the tunnel. Had they been aware of the weight of the train, they would have descended more cautiously, and probably have brought down the train in safety; though, considering that the train weighed about 170 tons, it would appear to be at all times a hazardous operation with no greater breaking power. It was stated to me, on the part of the London and North Western Company, that the breaks of the last van did not fully act on all the wheels. This has been indignantly denied by the Manager of the North Staffordshire Company; but whether this was the case or not, it does not relieve the former Company from any responsibility, as I hold it to be the duty of the person charged with sending the trains down the incline to ascertain that all the breaks act effectually, and, in case of doubt, to take additional precautions.

I have no further remarks to make respecting the accident, but I would draw attention to the circumstance of a train of such magnitude, and containing so many passengers (600), being allowed to leave Macclesfield with only two break-vans, a number quite inadequate to meet an emergency with such a load.

I have, &c.,

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

Office of Commissioners of Railways,
Whitehall, July 13, 1850.

GEO. WYNNE, Capt. R.E.

SIR,

I am directed by the Commissioners of Railways to forward to you the accompanying extract from the report of Captain Wynne on the accident which occurred at the Lime-street station, Liverpool, on the 8th instant, and to request you to call the attention of the Directors of the London and North Western Railway Company to the remarks contained therein.

I have, &c.,

The Secretary of the
London and North Western Railway Company.

J. L. A. SIMMONS,
Capt. Royal Engineers.

GENTLEMEN,

I yesterday laid your communication of the 13th instant before the Directors of this Company, and called their attention to the remark of Captain Wynne upon the inadequacy of the number of break-vans attached to the train when leaving Macclesfield; and I am instructed by them to inform you, that when the train left Macclesfield it was in the entire charge of the officers of the London and North Western Railway who had been specially sent to accept the charge of it from that point, and that previously to its leaving they had increased the train by adding to it six carriages.

The Directors’ object in drawing attention to this fact, is to keep in view the distinct responsibility of each Company, they considering that the responsibility of this Company ceased on handing over the train to the London and North Western Company at Macclesfield, from which point it would be solely in the discretion of the officers of that Company as to the adequacy of the breaking power attached to the train.

I have, &c.,

W. R. BIDDER.

To the Right Hon. the Commissioners of Railways,
&c. &c. &c.

North Staffordshire Railway, Manager’s Office,
Stoke, July 17, 1850.

APPENDIX No. 32.

MANCHESTER, SHEFFIELD, AND LINCOLNSHIRE RAILWAY.

SIR,

I have the honour to inform you that I this day proceeded to Sheffield to inquire into the circumstances connected with the accident which occurred on the 20th ultimo to the Parliamentary train from Hull to Manchester at the Deep Car station of the Manchester, Sheffield, and Lincolnshire Railway.

I have, &c.,

Derby, October 12, 1850.

W. R. BIDDER.