

ries to passengers. They have not, therefore, the same interest in keeping their line in proper order as if the whole loss had to be borne by the revenue of the company.

If a fatal accident were to occur to any passenger from the bad state of the facing points at this place, I think it would fare badly with some of the company's servants, in a criminal prosecution. The facing points should either be weighted or held by a

pointsman, or, what would be still better, be worked by levers from the telegraph box, by the telegraphman, who regulates the arrival and departure of trains through the tunnel.

I have, &c.

*The Secretary,  
Board of Trade,  
Whitehall.*

*W. YOLLAND,  
Col. R.E.*

## GLASGOW AND SOUTH-WESTERN RAILWAY.

*Railway Department, Board of Trade,*

SIR, *Whitehall, 11th June 1861.*

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the Glasgow and South-Western Railway Company, the enclosed copy of the report made by Captain Tyler, R.E., the Officer appointed by my Lords to inquire into the circumstances which attended the accident that occurred to a passenger train near the Lochwinnoch Station on the 27th ultimo.

I have, &c.,

JAMES BOOTH.

*The Secretary of the  
Glasgow and South-Western  
Railway Company.*

*High Elms Hampton Court, S.W.*

SIR, *1st June 1861.*

IN compliance with the instructions contained in your minute of the 28th ultimo, I have the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended the accident, that occurred on the 27th ultimo, near the Lochwinnoch Station of the Glasgow and South-Western Railway.

On the day in question, the express passenger train leaving Ayr at 8.25 a.m., and due to arrive at Glasgow at 9.45, was thrown off the rails about a mile to the east of Lochwinnoch, and about fifteen miles from Glasgow.

It stopped at the Kilwinning Junction for three minutes, and left that station at 8.56, composed of an engine and tender, five carriages, and two break-vans. It passed Lochwinnoch without stopping in due course, and the driver was not aware of anything being wrong until he suddenly perceived that some of his carriages had left the line. He states that he was travelling more slowly than usual, and that he had made a practice of running cautiously over that part of the line since the 13th May, as the platelayers had been engaged in relaying it. He estimates his speed at twenty miles an hour, and is corroborated in this respect by his fireman, and by the guard of the train; but the manager and secretary of the Company, who were themselves riding in the train, consider that the speed was certainly not less than thirty miles an hour.

He shut off his steam and reversed his engine as soon as he perceived what had occurred, but the carriages behind him pulled his tender and engine successively off the rails, and the whole train came to a stand in the ballast within 100 yards of the spot at which the first vehicle appears to have left them. The coupling gave way between the engine and tender, and the engine went a few yards further, on that account, than the remainder of the train; but the other couplings were unbroken.

The passenger engine was of recent construction, with driving wheels 6' 6" in diameter, and the only damage it sustained was from the fracture of one, and the bending of the other, of the guard-irons in front of its leading wheels.

The passengers providentially escaped without injury.

The superintendent of the permanent way had reached Lochwinnoch at 9.15 by a parliamentary train which was running in front of the express, and had walked forward to see what his men were doing

east of that station, and to inspect the line. The express train appeared to pass him at a moderate speed, and, while it did so, he observed that about twenty platelayers were engaged in packing up the sleepers a short distance in front of him. He remarked to the fireman, Cameron, who was with him, that it was "a stupid thing of the men to stand there while the engine was so near them;" and he whistled to them, to tell them to get out of the way. He saw the van in the centre of the train give a "surge" soon after it passed these men, but could distinguish nothing further, in consequence of the dust which was immediately afterwards thrown up from the ballast.

After sending two men out with signal-flags, to block the line in both directions, he went to examine the permanent way. He found the sleepers much disturbed and cut up, a number of chairs broken, the rails bent, and out of their places, but the fish-plates still holding the rails for the first three lengths on the outside of the curve.

He noticed that a joint behind the spot where the carriages first left the rails was considerably lifted, to the extent, as he believes, of two inches; and he came to the conclusion, from the general appearance of the line, that the sleepers under the rail in front could not have been properly packed up after the lifting of this joint. That rail, and the two next before it, had been all bent outwards; and it was these three rails (on the outside of the curve) which appeared to have first given way.

This portion of the line had all been relayed, within the previous fortnight, with rails weighing 65 lbs. to the lineal yard. The rails were fished at the joints, and rested, in cast-iron chairs, on transverse sleepers three feet apart. The line was in process of being lifted when the accident occurred.

There seems to be no doubt that it was caused by the carelessness of the platelayers, in lifting the joint in question so short a time before the express train was due to pass, and in not allowing themselves time to pack up the sleepers in front of it before the approach of that train. The engine appears to have forced the rails partly out of their places and bent them, under these circumstances, as it passed over them, without leaving the line, and thus to have caused some of the vehicles behind it to be thrown off in the first instance. If the engine had not thus remained on the rails for a longer time than the carriages behind it, and if the check had not in this manner been brought to bear from the hinder portion of the train, the consequences would probably have been very serious.

The platelayers acknowledged that they had lifted the point in question after the parliamentary train passed them, some seven minutes, as it is stated, before the express train; and the "lift" was distinctly felt, as a species of ascent, by the fireman, who was partly on the engine and partly on the tender, and by the manager, who was in one of the carriages; and it was seen by the guard from his van. The guard was looking to the front at the time from the tail of the train, and he thus describes his perceptions:—"I saw the carriages take a lift, they then made a sort of tremble, and I saw very little after that."

I have, &c.

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

*H. W. TYLER,  
Capt. R.E.*