

from Strood to the Crystal Palace, she crossed the up and down main lines and the down line to Victoria Station; that he saw porter Eager standing with the gate, to which I have referred, in his hand, south of the down line to Victoria Station; that all the other passengers had gone across, except a young gentleman whom he had with him; that he saw an up London Bridge train emerging from the tunnel, and he had before heard the warning-bell rung by the signalman, and he called out to porter Eager to look after the woman; that he was still at the gate when he called to him, and the woman was under the archway between the up and down branch lines, and he (the inspector) was still on the up main platform when he called out, and he crossed over the three lines of railway with the young gentleman, and waited at the south side of the up London Bridge line till the train had entirely passed; that the engine and tender and 4 or 5 carriages had passed when he got there, and there were about 11 carriages altogether; that the train was going very slow in order to stop at the up London platform; that he saw nothing of the woman or porter Eager after he called out, until the train had passed, and then both were found between the rails about 17 yards farther east than the boarded crossing over which they were passing when caught by the train and run over. They were laying about three yards from each other; that the woman was dead, and the porter Eager died in the course of five minutes. A ticket collector informed me that as the train was running into the station he looked for the No. of the engine, and while doing so he saw

the female passenger crossing the up London line and porter Eager was in the act of trying to get her away, and, from what he could see, was endeavouring to pull her back. The engine was then close on them, and immediately ran over them.

The up London Bridge train, which caused the accident, was that appointed to leave the Victoria Station at 8.40 a.m., and due at the Crystal Palace Station at 9.10. It arrived at 9.13. No blame is, in my opinion, attributable to any of the Company's servants, and it appears quite certain that porter Eager lost his life in trying to save the female passenger's life.

The engine-driver of the train saw nothing of the occurrence. The place is undoubtedly a very dangerous one for crossing the lines on the level, and there was then another mode of passing from the up main line platform to the up branch line platform, without crossing on the line; but that way necessitated the going up of 52 steps to a height of 30 feet above the platform, and descending 63 on the other side, and no passengers ever made use of it.

The company have very properly determined to construct a lower and more direct foot-bridge, and to prohibit altogether the passengers from crossing on the level. That foot-bridge is now in course of construction.

I have, &c.,
W. YOLLAND,
Colonel, R.E.

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

LONDON, BRIGHTON, AND SOUTH COAST RAILWAY.

*Railway Department, Board of Trade,
Whitehall, 6th April 1861.*

SIR,
I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the consideration of the Directors of the London, Brighton, and South Coast Railway Company, the enclosed copy of the report made by Colonel Yolland, R.E., the Officer appointed by my Lords to inquire into the circumstances which attended the collision that occurred at the London Bridge Station of the London, Brighton, and South Coast Railway on the 14th February last.

I have, &c.
JAMES BOOTH.

*The Secretary of the
London, Brighton, and
South Coast Railway
Company.*

*Railway Department, Board of Trade,
Whitehall, 30th March 1861.*

SIR,
I HAVE the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 16th ultimo, the result of my inquiry into the circumstances which attended the collision that occurred at the Crystal Palace platform at the London, Brighton, and South Coast Railway Station at London Bridge on the 14th February.

There are three platforms belonging to this company at London Bridge, one allotted to the Croydon, a second to the Brighton, and the third to the Crystal Palace traffic; and there are separate lines of rails on each side of each platform. In consequence of the large amount of traffic and the crowded state of the yard, it is usual, as regards the Crystal Palace traffic, and when there is very great pressure in reference to the other traffic, when a train arrives at the platform, to permit it to remain until it is required to leave again; so that, especially in respect of the Crystal Palace traffic, that which is the arrival side of the incoming train becomes the departure side for the

next outgoing one; and thus a portion of the lines in the yard are sometimes used as up lines, and immediately afterwards as down lines. The Crystal Palace platform is also of considerable length (695 feet), and it sometimes happens that two trains are placed in it on the same side of the platform.

The whole of the up traffic is governed by signals placed on a high box 233 yards south from the end of the Crystal Palace platform, and these signals are in charge of a servant of the South Eastern Railway Company; and after the up trains of the London, Brighton, and South Coast Railway Company have passed this box they are considered to be in their yard, and under the control of the Company's own servants. The South Eastern signalman is guided, as far as up trains are concerned, by the indications of the single arm of a semaphore signal, placed about 153 yards nearer to the end of the platform than his own box, where two pointsmen attend at box No. 1 to the distribution of the up trains towards the three platforms, and they indicate to which side of each platform the trains are to be turned. These pointsmen have a low distant signal near the end of the Crystal Palace platform, which signal is used to stop trains from coming out of the west side of the Crystal Palace platform; and intermediate between No. 1 box and the high box there are two or three sets of facing points for diverting the traffic towards the Croydon or Brighton platforms, and at No. 1 box there is a three throw set of facing points for turning the traffic towards the Brighton platform, and to the east and west sides of the Crystal Palace platform.

The single arm of the semaphore at No. 1 box is used to sanction the passage of all up trains beyond the high box, and from thence they are distributed, partly by the acts of the pointsmen at No. 1 box, and partly by those of other pointsmen acting under the control of those at No. 1 box, to the several platforms and to the different sides of the platforms.

The out-going or down trains are entirely controlled by the South-Eastern signalman at the high

box, and thus the responsibility as regards the arrival and departure of trains is divided.

On the morning of the 14th February, the 8h. 35m. down train from London Bridge to Victoria Station, contrary to the usual practice, had on its arrival from Victoria Station been placed by one of the two pointsmen at No. 1 box at the west side of the Crystal Palace platform, in consequence of some platelayers being engaged in loading a truck of ballast on the line leading to the east side of the platform; and when the 7h. 45m. a.m. up train from Victoria Station to London Bridge Station, due at 8h. 35m. arrived at its proper time, the other pointsman turned it towards the west side of the Crystal Palace platform, at that time occupied by the 8h. 35m. down train, then about to start, without having previously put on the distant signal to prevent the 8h. 35m. train from starting. This pointsman knew that the 8h. 35m. train must be at the west side of the platform, but he had forgotten it, and there was a fog at the time which prevented him from seeing the train at the platform. The pointsman made a mistake, and in consequence the stopping and the starting trains, both proceeding at a slow rate, came into collision about 110 yards further in than the south end of the platform. Both trains consisted of a tank engine and 9 vehicles, including 2 break-vans, one next the engine and the other at the tail of the train. The up train is said to have been travelling at the rate of 4 or 5 miles an hour, and the down train at about 2 miles an hour. Twenty-seven passengers in the up train received slight injuries, or have claimed compensation; but the collision appears to have been a very slight one.

The collision was evidently occasioned by the forgetfulness of the pointsman in permitting the down train to start; and it appears to me that when platforms are alternately used as arrival and departure platforms, it is important that additional mechanical arrangements should be adopted, to prevent signalmen and pointsmen from making such mistakes. I think the Directors of the London, Brighton, and South Coast Railway would find that such accidents might be prevented in their London Bridge yard by establishing up and down signals for each line at a staggered over the several lines on the site of No. 1 box, and working the facing points for distributing the traffic to the Croydon and Brighton up lines by means of levers, as well as those adjacent to the Crystal Palace platform; such signals to be fitted up according to Saxby's method, now fully in use on the London, Brighton, and South Coast Railway, by which signalmen are prevented from exhibiting at the same time two signals that might lead to a collision. If this were done, I believe the work in the yard would be more surely and certainly done, and probably by a lesser number of signalmen.

I have, &c.

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

W. YOLLAND.
Col. R. E.

P.S.—I enclose a plan of this part of the London Bridge Station yard, supplied to me by the London, Brighton, and South Coast Railway Company.

LONDON AND NORTH-WESTERN RAILWAY

*Railway Department, Board of Trade,
Whitehall, 6th April 1861.*

SIR,

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 London and North-Western Railway Company, the enclosed copy of the report made by Colonel Yolland, R.E., the Officer appointed by my Lords to inquire into the circumstances which attended the accident that happened to a passenger train on the 27th February, in the Tring Cutting of the London and North-Western Railway.

I have, &c.,

JAMES BOOTH.

*The Secretary of the
London and North-Western
Railway Company.*

*Railway Department, Board of Trade,
Whitehall, 30th March 1861.*

SIR

I HAVE the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 7th, the results of my inquiry into the circumstances which attended the accident that occurred in the Tring Cutting on the London and North-Western Railway on the 27th February, from the breaking of a tire of a carriage wheel, when most fortunately no person was injured.

The Irish night mail train, consisting of engine and tender, guard's break van, post office, post-office tender, 2d class carriage, 1st class carriage, 1st class carriage and guard's break van, and arranged in the order in which they are here written, left Euston Square Station at 8h. 26m. p.m., on its way to Holyhead. It is appointed to stop first at Rugby Station, and its average rate of speed over this portion of the line rather exceeds 43 miles an hour; and of course at times it is travelling faster than that rate. It proceeded safely on its way until it had got into the Tring Cutting, about a mile and a quarter beyond Tring Station, 31½ miles from London, when

the head guard (Smith), riding in the break van at the tail of the train, felt two sudden shocks, as if the van had got off the road or had passed over something, and he was thrown forward off his seat, but not thrown down by the shocks. He immediately rushed out of the covered part of the van, and applied his break, and strapped it on; and then he looked out at the side of his break, and saw that the next carriage in front of his van was wholly off the rails, and heard the passengers in the carriage screaming out; and he then kept waving his hand lamp with a red light towards the driver on the right-hand side of the train, and he says that they ran about half a mile before he succeeded in attracting the driver's attention. The driver then slackened speed, but did not, according to this witness, whistle for the guards breaks, and the train was stopped with the carriage that was off the road just opposite to the telegraph station, at 34 miles from London, having run about a mile from the spot at which the carriage got off the road.

All the wheels of this carriage were found off the rails, and the tire was wanting from the left leading wheel. The drawbar and the screw coupling for connecting this last carriage to the one in front were both broken, and the carriage was drawn along by the side coupling chains. No other vehicle got off the road, and the permanent way was very little injured; only a chair here and there broken. Advantage was immediately taken to block both up and down lines by means of the telegraph, and the down limited mail appointed to leave London 10 minutes after the Irish mail was stopped at Tring Station.

The head guard went back along the line, and the second guard went forward, in order to stop all up and down trains, until the extent of the mishap was ascertained, and the head guard found the missing tire of the wheel lying across the right rail, about a mile back from the place where the train stopped;