

away seaweed, &c. There is a gate at the high road side of the railway, but the gate at the beach side of the railway had been taken away by the Company, and the railway at this place was not fenced off from the beach.

The remains of an old boundary wall, which divided the beach in front of Mr. French's domain from the beach at the side of the railway, are still to be found; but this boundary wall is open in places, and is altogether useless to confine cattle.

The cow had strayed from Mr. French's domain, through a gap in this wall, along the beach at the side of the railway, and had entered on the railway by the old gateway. From thence it had walked down the line, grazing in the brushwood and long grass at the side of the line, until it was overtaken and killed by 8.5 a.m. train.

The Queenstown branch of the Great Southern and Western Railway runs through deep rock cuttings, crosses several estuaries, and consists throughout its whole length, of curves, by which the view of an engine driver is very limited. The high rocks at the sides of the line, and the estuaries that the railway

crosses, are very dangerous obstacles, for a train that gets off the line, to encounter. The fencing is deficient in several places, and here and there the sleepers are not boxed up with ballast. I would strongly urge the Company to have these defects remedied at once; as it is probable that a second accident of a similar kind will be attended with much more disastrous effects. I would also suggest that all trains should be run with break vans at the tail of the trains. It appears that a train belonging to this Company ran over and killed 13 or 14 head of cattle, some time since, near Charleville, and that the only damage that the Company had to pay for was the value of the cattle. Such immunity from serious loss, is calculated to induce an impression that running over cattle is not attended with danger. I would suggest that Capt. Tyler's report on the Hunstanton accident should be sent to the Company for their perusal and information.

I have, &c.,

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

F. H. RICH,  
Lieut.-Col. R.E.

Copies of the above report were sent to the company on the 8th July.

## LANCASHIRE AND YORKSHIRE RAILWAY.

*Manchester,*

*26th June 1871.*

SIR,

In compliance with the instructions contained in your minute of the 25th ultimo, I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances which attended the collision, that occurred on the 19th ultimo, near the Miles Platting station, on the Lancashire and Yorkshire railway.

In this case the 9.25 a.m. passenger train from Bury to Manchester came into collision with the 5 a.m. special goods train from Nornanton to Oldham Road, 220 yards on the east of the Miles Platting station signal.

The Miles Platting station is a mile and a half to the east of Manchester, on the main line of the Lancashire and Yorkshire Railway. It is protected by a station-signal on the passenger platform, and by a distant-signal, 560 yards from the station-signal, and visible for upwards of 700 yards. The gradient falls towards Miles Platting from the east at the rate of 1 in 150.

On the day in question, the passenger train left Bury at 9.32, seven minutes late, and the Middleton junction,  $3\frac{1}{2}$  miles east of Miles Platting, at 9.53, eight minutes late. It consisted of an engine and tender, an empty vegetable-waggon, and five carriages. The carriages were all coupled together with Fay's continuous breaks. In approaching Miles Platting the engine-driver found the distant-signal at danger. He had previously shut off his steam, and he directed his fireman to apply the tender break, and whistled for the guard's breaks, as soon as he came in sight, simultaneously, of the distant-signal, and of the goods train which stood 340 yards within it. He also reversed his engine, and re-applied his steam, about 100 yards after passing the distant-signal, on finding that the train did not lose speed as he expected it to do.

The guard was looking out from his break-carriage, and saw that the distant-signal was at danger when he was about 500 yards from it. He applied his break in the first instance gently, and he turned it "hard on" as he approached the distant-signal. He found it acting well until, on getting inside the distant-signal, he applied sand to the rails, and gave the break-wheel another turn; and then he heard and felt that the break gave way. His break acted after this on the van only, and he kept on applying sand until the engine struck the goods train at a speed of about five miles an hour.

The engine of the passenger train was running tender first, and both buffers of the tender were knocked off during the collision. No damage was done to the carriages. Five passengers have complained of injury.

The goods train which thus stood in the way of the passenger train had reached Miles Platting three minutes previously. It remained on the main line while the waggons were being sorted, as there was no means available for putting it out of the way into a siding. Eleven waggons, with a break-van behind them, were for this reason left in the way of the passenger train; and of these, the van and one of the waggons were damaged.

There are nearly 400 trains passing through the Miles Platting station in the course of every 24 hours, and the accommodation at the station does not admit of the goods trains being kept clear of the main lines, and out of the way of the passenger trains. I have on other occasions been obliged to draw attention to this subject. Certain alterations and additions are in progress, but much more is required before it can be expected that the passenger traffic can be worked either punctually or safely through the station. A clear road for the passenger trains, and a good telegraph block-system, which is, I believe, being provided, for the safer working of the traffic, are both required before this desirable consummation can be arrived at.

The more immediate cause, however, of this collision was the failure of the break-apparatus. It appears that when the guard gave the extra turn, above referred to, to his break-wheel, the small arm of the break-shaft, which connected the hindermost break-carriage with that which was next in front of it, was fractured. This portion of the apparatus, about  $7\frac{1}{2}$  inches long, and containing an eye and a toothed wheel, failed at the hollow part next to the eye, where the metal was about seven sixteenths of an inch thick. It was made of a metal called "malleable cast-iron"; and Mr. Fay proposes to construct these pieces in future either of solid wrought-iron and brass, or else of steel. It does not appear, however, that any such portion has previously given way in the same manner, and the section of fracture on this occasion hardly exhibited a favourable example of the material.

I have, &c.,

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

H. W. TYLER.

Copies of the above report were sent to the company on the 7th July.