2d. That the wrought-iron tire was not in all probability properly examined by a competent person, after it was bored out for the purpose of being put on the cast-iron sole, or the defect in the weld would have been discovered, and the tire rejected, and thus the accident would have been avoided.

I have never met with this particular description of wheel tire combining the wrought and cast iron together before; but I am informed they are common in the North of England. The lessees have no others of the same kind, and I cannot see that there are any advantages to be derived from such construction, but consider them to be decidedly objectionable.

The goods train was toiling up an incline through the tunnel of 1 in 100. The guard's van of the goods train was tilted on to the wagon in front of it, and a drover in the guard's van was injured.

The tunnel is about 500 yards long, and is said to have been obscured by smoke.

A breakwater travelling with the guard had jumped down from the guard's van, when some distance through the tunnel, to fix a fog signal, but he was too late, for it is said to have exploded at the very moment of collision.

The collision took place within 100 yards of the upper end of the tunnel.

The station master at Colwyn and the driver of the light engine seem to have been to blame, the driver for following and the station master for allowing a light engine to proceed so soon after a heavy train, when the latter had an adverse gradient to surmount.

The engine of the goods train was built in September 1855; it has been running since July 1858 at its present pressure of 110 lbs. on the square inch; and on the 21st January the load, though a full one, but they cannot, I think, be acquitted of an error in judgment in this instance.

The driver, with an experience of 27 years, is, I believe, the driver of longest service-driving in Great Britain, and the station master has carried on the duties of his post without accident for 11 years; but they cannot, I think, be acquitted of an error in judgment in this instance.

The engine seems to have been in good working order, and to have been proceeding when the collision occurred at about two miles per hour. There was no heavier gradient on that part of the line, and no train due to follow for an hour and a half. I conclude, therefore, that neither the driver nor engineer of the goods train can be considered accountable for the accident. The telegraph, if established at the east of the tunnel in connection with Colwyn station, should prevent the possibility of the recurrence of a collision in the tunnel; and I would recommend the advantage of it to the consideration of the directors.

My Lords trust that the directors will at once give orders that the dangerous practice of disconnecting the engine from the train whilst in motion may be discontinued.