

of themselves in a proper manner as soon as the engine had passed through. After leaving one and taking on three waggons, the driver passed out from the siding, across the down, and on to the up main line, the self-acting points being opened by the passing out of the train.

In the mean while, the 10.55 a.m. down goods train from Rugby to Claycross had arrived in sight of Ullesthorpe station, and had pulled up about 50 yards short of the crossing, in consequence of the "danger" signal being on, and of the driver seeing that another train was in the siding; and when the up goods train had passed out of the siding and had got on to the up main line, the signal was lowered for the down goods train to proceed, at the same time that the driver of the up goods train reversed his engine for the purpose of going back for the detached portion of his train, which had been left standing opposite to the platform on the up line.

The two trains thus put in motion proceeded in the same direction and came into collision at the crossing, in consequence of the self-acting points on the up line not having acted in a proper manner, but remained open to the siding after the goods train had passed out from it. The up goods train was in advance of the down train, and the drivers of both trains reversed their engines and did all in their power to avoid a collision. No person received any injury, but the engine and tender of the down goods train were thrown off the lines, and, together with some of the waggons belonging to the other train were damaged.

The self-acting points were carefully examined after the collision had taken place, and the plates were found to be perfectly clean, and there was no dirt, but the oil looked thick, and there had been a hard frost during the night. The station-master states that he tried them two or three times, but they would not act; two or three hours after, when the temperature had changed, they were found again to be in perfect order, and they were in the same condition when I examined them on the 31st ult.

I am of opinion that no blame attaches to any of the Company's servants; but the present accident clearly shows that self-acting points cannot be relied on, although, as in this instance, it can be said that they had never failed before during the last 14 years; and I would, therefore, beg to suggest that the attention of the Directors of the Midland Railway Company might be called to the propriety of having all self-acting points looked to prior to the passage of trains over them, in the direction that constitutes them facing points.

I am, &c.

Captain Galton, R.E.,
&c. &c.

W. YOLLAND,
Lieut.-Colonel Royal Engineers.

Railway Department, Board of Trade,
Whitehall, March 7, 1855.

SIR,

Collision at Rugby.

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report which their Lordships have received from Lieutenant-Colonel Yolland, R.E., the inspecting officer appointed to inquire into the circumstances attending the accident which occurred at Rugby on the 22d ultimo; and I am to express the hope of their Lordships, that the Directors of the Midland Railway Company will cause effect to be given to the recommendation of that officer relative to the issuing of regulations to the servants of both the Midland and London and North Western Railway Companies at Rugby.

I am, &c.

The Secretary of the
Midland Railway Company.

DOUGLAS GALTON,
Captain Royal Engineers.

Railway Department, Board of Trade,
Whitehall, March 7, 1855.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report which their Lordships have received from Lieutenant-Colonel Yolland upon the accident which occurred

Midland.
Collision at Rugby.

at Rugby on the 22d ultimo; and I am to express the hope of their Lordships, that the Directors of the London and North Western Railway Company will give effect to that officer's recommendation relative to the issuing of regulations to the officers of both the London and North Western and the Midland Railway Companies at Rugby.

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

I am, &c.
DOUGLAS GALTON,
Captain Royal Engineers.

*Railway Department, Board of Trade,
1, Parliament Street, March 3, 1855.*

SIR,

IN compliance with the instructions contained in your letter of the 24th 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 connected with the collision which occurred at Rugby on the 22d February.

The management at Rugby is in the hands of an officer appointed and paid by the London and North Western Railway Company, and the arrangements connected with the 6.15 a.m. down or newspaper train, are as follow:

As soon as this train arrives at Rugby from London, it is turned into a siding on the north side of a platform, and the Midland portion of this train, which is placed next the engine, is then disconnected and taken forward by the engine, which belongs to the London and North Western, rather beyond a three-pair of points at which a policeman is stationed. A North Western engine next comes out of a siding on the south side of the same platform, passes over these points until it is clear of them, and it then stands on the same rails as the Midland portion of the train in front of it; both engines are then reversed, and that which came out of the siding on the south side of the platform passes along the siding to the north side of the platform for the purpose of taking on the next portion of the London train intended to proceed on the Trent Valley line of railway; whilst the Midland portion of the train is turned towards the siding lying south of the platform, and the carriages remain alongside the platform until the Midland engine is backed in to take on the train. The North Western engine, which brought the train from London, is then disconnected and goes off to the engine shed.

As soon as the North Western engine is clear of the points, a Midland engine, which has been standing in a siding opposite to the end of the platform, and intermediate to those leading to the north and south sides of the platform, comes out, and, after clearing the points, is reversed and turned into the siding lying to the south side of the platform, in which the Midland portion of the train has already been placed.

The pointsmen state that these engines are always signalled to come out of these sidings, and written instructions to this effect are stated to have been issued to the engine-drivers belonging to the London and North Western Railway, but not to those belonging to the Midland Railway; and the drivers belonging to the latter Company assert that, as regards this particular train, they frequently go out of the siding without being signalled to do so. At 8h. 40m. on the morning of the 22d February, as the Midland portion of the train was backing into the siding leading to the south side of the platform, the driver of the Midland engine, which was standing in the intermediate siding, put his engine in motion towards the points, and thus came in contact with the Midland carriages, damaging a first-class carriage and a break van, and throwing them off the rails. A gentleman (Mr. Hawkesley) in the first-class carriage had his leg severely bruised.

It is certain that no signal was given for the Midland engine to come out of the siding, and the driver states that he made a mistake in doing so: that he mistook the train.

The accident is clearly attributable to the carelessness of the driver of the Midland train, but I beg to recommend that a representation may be made to the Directors of the London and North Western and Midland Railway Companies, that the regulations at Rugby respecting the signals for engines to

move may be made known to and enforced on the Midland as well as on the London and North Western engine-drivers. Had this been done, this accident would not have occurred.

Midland.
Collision at
Rugby.

I have, &c.

Captain Galton, R.E.
&c. &c.

W. YOLLAND,
Lieut.-Col. Royal Engineers.

Railway Department, Board of Trade,
Whitehall, March 12, 1855.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the information of the Directors of the Midland Railway Company, the enclosed copy of a report which their Lordships have received from Lieutenant-Colonel Yolland, R.E., one of their inspecting officers, on the circumstances attending the accident near the Wigston Station on the Midland Railway on the 22d ultimo.

Accident near
Wigston.

I am, &c.

The Secretary to the
Midland Railway Company.

DOUGLAS GALTON,
Captain Royal Engineers.

SIR,

Glasgow, March 6, 1855.

IN obedience to the instructions contained in your letter of the 24th 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 connected with the accident which occurred, on the 22d February, near Wigston, on the Midland Railway.

It appears that when the 8.0 A.M. down train from Rugby to Derby, consisting of two carriages and one break van, had got half a mile beyond Wigston, or 17 miles from Rugby, the engine-driver found that the train was dragging very much on the engine, and on looking back he saw that the break van was off the rails and jumping, the speed being then from 30 to 35 miles an hour. He immediately shut off the steam, whistled to the guard, and applied the tender's break. The van was placed next to the tender, and the next carriage to the van got off the rails shortly afterwards, and then the next, just before the train was stopped; but the van got on the rails again.

The train ran about 475 yards beyond the place at which the van got off the rails. One person was slightly hurt.

The screw coupling between the van and the first carriage was broken, but that between the second and third carriages remained unbroken.

The rails were found in perfect gauge and in good order, with fished joints. The breaking apparatus of the van was found all in pieces, and some parts of it were picked up on the line, one piece lying south of the spot at which the van is supposed to have left the rails.

The van was examined before the train left Rugby, and is stated to have been in good order.

The only explanation I can offer as to the probable cause of this accident, is, that owing to the severe frost, the breaking apparatus of the van had broken from some concussion on the line, and a piece of it had fallen on the rails and been passed over by the wheels, and the latter had thus quitted the rails. The van and carriages left the rails to the left side, whilst the line slightly curves in the same direction, so that it might rather have been expected that the van would have gone off the rails to the right of the line.

I am, &c.

Captain Douglas Galton, R.E.,
&c. &c. &c.

W. YOLLAND,
Lt.-Colonel Royal Engineers.

Railway Department, Board of Trade,
Whitehall, April 16, 1855.

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the information of the Directors of the Midland Railway Company, the enclosed copy of a report which their Lordships have received from the inspecting officer appointed to inquire into the circumstances

Accident at the
Knighton North
Junction.