

LANCASHIRE AND YORKSHIRE RAILWAY.

*Board of Trade,
(Railway Department),
Whitehall, 16th August 1872.*

SIR,

IN compliance with the instructions contained in your minute of the 8th 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 4th ultimo, near Low Moor station, on the Lancashire and Yorkshire Railway.

A passenger train ran into a train of waggons that was standing on the line.

The guard and two passengers were shaken.

On the day in question a goods train, that consisted of an engine and tender, 16 loaded waggons, and two break-vans, was stopped at the west side of Low Moor station, where some of the waggons were to be placed in a siding. The engine-driver, stopped on the main line, and backed his train, so that the two break-vans and one of the goods waggons passed through the siding points, and the rest of the train remained on the line from Low Moor station to Halifax. The engine and four front waggons were there uncoupled, and the driver was sent forward to shunt one of the waggons into the siding by a pair of points that were situated a little further west. He did so, and was returning towards his train, with the intention of pushing the whole of it back into the siding, to clear the main line, when it was run into by the passenger train from Bradford, which is due to leave Low Moor station for Halifax at 6.15 p.m. The siding where the goods train was being shunted is about a quarter of a mile west of Low Moor station. It cannot be seen by the junction signalman at the west end of the station.

The head porter at Low Moor station had given directions that the goods train should be put into the siding at once, so as to clear the line for the passenger train, which was nearly due when the goods train left Low Moor station, but the engine-driver and guard thought they had time to do the shunting before the passenger train arrived.

The yard shunter was a young lad, who forgot that the Halifax train was due. The guard of the goods train did not tell him that he had been directed by the head porter to get his train at once into the siding, and the lad thought that there was time to do the shunting. After putting up the siding signal to danger, he assisted in shunting the goods train.

The siding signal in question is placed at the west end of Low Moor station, in the fork between the railway to Halifax and the railway to Mirfield.

The Cleckheaton junction cabin and junction signals are also at the west end of Low Moor station. The distant-signal of the siding, where the goods train was

being shunted, is about 100 yards west of the junction signals, and there is a stop-signal about 200 yards further on, to prevent trains which are going to Halifax from proceeding into the tunnel, until notice is received on the telegraph-instrument at Cleckheaton junction cabin that the tunnel is clear. The tunnel stop-signal and the junction signals are worked from the junction cabin. The siding signal is worked from the siding. This latter signal is not well placed.

The passenger train consisted of an engine with its tender in front, a guard's van with a guard, a second, a first, and four third-class carriages, coupled together in the order in which they are given. Three carriages and the guard's van were fitted with continuous breaks. The train left Low Moor four minutes late. The junction signals were at danger, but the signalman gave the driver a signal with his hand, and told him to go on. The tunnel stop-signal, which is worked from the junction cabin, was at all right, and the engine-driver of the passenger train did not observe the siding signal, which was at danger when he passed it. He stated that he was attending to his fire at the time, and that he did not see the goods train that was on the line in front of him until he was within 20 yards of it. He was running at a speed of 8 or 10 miles an hour at the time. He shut off steam, and jumped off his engine. The engine and tender and two front coaches were slightly damaged, but they did not leave the rails. The two break-vans and two waggons of the goods train were damaged and thrown off the rails by the collision. The guard of the passenger train, whose attention was attracted by people calling and whistling, had got his breaks on before the collision occurred.

The accident was caused by the engine-driver of the passenger train, who neglected to observe the state of the siding distant-signal.

The engine-driver and guard of the goods train are to blame for shunting on the passenger line at the time when a train was due, and more particularly as they had been directed by the head porter at Low Moor station to get their train at once into the siding.

The Lancashire and Yorkshire Railway Company are going to rearrange the signals and sidings at Low Moor, so as to facilitate the working of the station and improve the signal arrangements, so that the regular signalman may control all the sidings at the west end of the station.

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

I have, &c.,
F. H. RICH,
Lieut.-Col. R.E.

LANCASHIRE AND YORKSHIRE RAILWAY.

*Board of Trade,
(Railway Department),
16th August 1872.*

SIR,

IN compliance with the instructions contained in your minute of the 8th ult., 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 accident that occurred on the 4th ult., at Hall Royd junction on the Lancashire and Yorkshire Railway.

Hall Royd junction is situated about two miles to the west of Eastwood station. The railway to Burnley and Preston diverges from the railway to Manchester at this junction.

The line to Burnley curves sharply to the north at the junction. The junction points and signals are worked from a raised cabin, which is situated opposite to the junction points. The points are locked with the signals of the railway to Manchester, but they are not locked with the signals of the railway to Burnley. On the day in question, the 7.50 a.m. express train from Wakefield to Preston consisted of an engine and tender, a first-class saloon carriage, a passenger carriage with a break compartment and a guard, a composite, a third, and another composite carriage at the tail of the train. The second, third, and fourth carriages of the train were coupled together with continuous breaks.

The train started at its proper time, but it reached Hall Royd junction about five minutes late, having been detained by a coal train at Luddendenfoot.

Immediately after the engine passed through the points at Hall Royd junction, it mounted the rails, ran forward in the direction of the line to Manchester, struck the bank at the end of a siding at the south side of the line to Manchester, and came to a stand with its front end in the opposite direction to that in which it had been travelling. The tender separated from the engine, and came to a stand beyond the engine. The three front coaches were dragged off the rails in the direction of the lines to Manchester, and the two last coaches remained on the railway to Burnley, on which the whole train should have gone.

The engine-driver, fireman, and guard of the train stated that the passenger train ran past Hall Royd junction at a speed of about 15 miles an hour. The signalman on duty at the junction stated that the passenger train approached at considerable speed.

The junction points were not struck, and the whole train appeared to have passed through the points in the proper direction towards Burnley. The heel chair of the right hand point was broken, and this point rail was bent in the centre. The rails between the left point rail and the crossing showed distinct marks of flanges of heavy wheels, like the wheels of an engine, having crossed in three places.

The second connecting rod of the points was bent. This was apparently done by the pressure of the wheel of the engine against the right hand point rail.

From the marks on the rails and chairs, I am of opinion that the engine and train passed through the junction points in the proper direction, but that the speed was too great for the engine to take the curve to the right towards Burnley; that it broke the heel chair of the point, bent the point rail and connecting rod, and crossed the rails, in its attempt to continue straight forward in the direction in which it had been travelling until it came to Hall Royd junction.

The driver and fireman were thrown off and hurt, and the guard of the train and several passengers (I could not ascertain the number) were more or less hurt.

I recommend that the signals and points at Hall Royd junction should be arranged on the locking principle as soon as possible; and as some of the trains are timed to run towards Burnley at great speed it would be desirable to place a guard rail on the curve.

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

I have, &c.,
F. H. RICH,
Lieut.-Col. R.E.

LANCASHIRE AND YORKSHIRE RAILWAY.

Sir, *Manchester, 10th August 1872.*

In compliance with the instructions contained in your minute of the 8th ult., 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 5th ult. at Brindlee sidings, which are situated about half a mile to the north of Pendleton station, on the Lancashire and Yorkshire Railway.

The 3.55 p.m. passenger train from Bolton to Manchester ran into a platelayers' trolley that was being pushed along the railway towards Pendleton.

The down line of rails adjacent to Brindlee sidings was being relaid.

The platelayers had taken a pair of points and a crossing, which they required for the sidings, from Salford to Brindlee on the trolley. They unloaded the trolley when they reached the sidings, and then lifted it off the rails to allow a down train to pass.

Having consulted together as to when the next up train would arrive, they carried the trolley across on to the up line and loaded it with six old rails that they wanted to carry away. They stated that, previous to doing this, one of them put the siding signals at danger. When the trolley was loaded and ready to go away they arranged to put it into the siding until the passenger train which was due to leave Bolton at 3.55 p.m. for Manchester should pass.

They had commenced to push it forward towards the siding points when the passenger train was heard approaching at full speed.

The foreman of platelayers, who stated that he was standing on the line, with the intention of taking off the siding signals so soon as the trolley was safe in the siding, ran towards the passenger train, waving his arms, to try and stop it. It was within 200 yards of the trolley at the time, and was running at a speed of 35 miles an hour. The passenger train consisted of an engine and tender, two third, one second, one first-class carriage, and a break-van with a guard.

The last three vehicles were coupled together with continuous breaks. The engine-driver shut off steam, reversed, put steam on, and whistled for the breaks. The fireman applied the tender break, and the guard put on his breaks, but the speed of the train was only reduced to about 20 miles an hour when the engine ran over the trolley.

The engine and two front coaches were thrown off the rails and damaged, and the permanent way was displaced. Four rails were bent and eight or nine sleepers were broken. The loose rails on the trolley broke through the smoke box of the engine, broke one of the cylinder covers, and got entangled in the machinery.

Three persons were hurt.

The engine-driver and guard of the passenger train both stated that the Brindlee siding up distant signal was at "all right" as they passed it, and the driver stated that the home signal was placed at danger just as he reached it. The guard did not observe this signal. The Lancashire and Yorkshire Railway Company's rules forbid the platelayers using the stationary signals, and direct the foreman of the gang, to provide for the safety of the line, by sending out a flagman to give notice to approaching trains, when the platelayers are doing any work on the railway which may interfere with the trains. The platelayers admit that no flagman was sent out while they were at work at Brindlee sidings, and I am of opinion that the foreman ran and put up the siding signals when he heard the passenger train coming. It was then too late to stop the train in time to prevent the collision.

The view along the railway is very limited, at the place where the accident happened, in consequence of the line being on a curve.

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

I have, &c.,
F. H. RICH,
Lieut.-Col. R.E.