

"injured, but somebody had taken the break off.  
"The break worked well before the collision. I put  
"down the break of one of the 16 waggons as they  
"were moving back."

The station-master said that the iron plate supporting the break pinion of the goods van was freshly broken; probably either by collision with the engine, or by the blow of the waggons which ran back.

It appears, then, that this collision was caused by the rear portion (consisting of seven waggons and a van) of a goods train, which had been left standing with its van and some of the waggons on a falling gradient of 1 in 105, having been put into backward motion by a blow from 16 waggons (which had been allowed to drop too sharply against the others), and then coming into collision with a passenger train which was entering the station. The guard of the goods train had allowed the driver to set back too far before uncoupling the waggons and stopping him, and the velocity acquired by these waggons thus overcame

So long as Huddersfield station is allowed to remain in its present unsatisfactory state, (about which state there is but little difference of opinion,) shunting on the main line must go on, and the recurrence of similar collisions to the present be expected. The danger would, however, be diminished if it were made a *strictly enforced* rule that no waggons should be "kicked" back on the up line, but that the engine should in all cases accompany them to the train of which they are to form part. The only thoroughly effectual remedy is the enlargement of the station.

The formation of the Lancashire and Yorkshire Company's train which had three loose carriages at its rear without any break-van behind them, was defective, especially considering the nature of the gradients upon which it had to travel.

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

I have, &c.,  
C. S. HUTCHINSON,  
Major-Gen. R.E.

Printed copies of the above report were sent to the Lancashire and Yorkshire and the London and North-Western Railway Companies on the 3rd July.

## LANCASHIRE AND YORKSHIRE RAILWAY.

*Board of Trade,  
(Railway Department),  
6th June 1877.*

SIR,

I HAVE the honour to report, for the information of the Board of Trade, in compliance with the instructions contained in the order of the 30th ultimo, the result of my inquiry into the circumstances connected with the collision which occurred on the 23rd ultimo, at Lowmoor station on the Lancashire and Yorkshire Railway between two passenger trains, one belonging to the Lancashire and Yorkshire Company, and the other to the Great Northern Company.

In this case the Lancashire and Yorkshire Company's 9.40 a.m. passenger train from Bradford to Manchester due to leave Lowmoor at 9.50 a.m. was (while standing at Lowmoor platform) run into at the rear by the Great Northern Company's 9.32 a.m. passenger train from Laister Dyke to Halifax due to leave Lowmoor at 9.42 a.m.

No passengers have complained of injury. The Lancashire and Yorkshire Company's van was slightly damaged.

The approach to the up platform lines at Lowmoor is protected by two home signals 280 yards on the Laister Dyke side of the down end of the platform, one of these signals applying to the main line and the other to a loop line leading to the back of the platform and entered by facing points. The signal cabin (C) is 180 yards from the up home signals and 100 yards from the down end of the platform. At the up end of the platform there are junction signals (which act also as starting signals) for the lines to Halifax and Heckmondwike. The line through the station falls towards Halifax on a gradient of 1 in 290, and curves to the right. The collision occurred at a point 110 yards from the down end of the up platform.

Except through the station the line is worked on the absolute block system, but as many following trains have to interchange passengers at Lowmoor, a train following another already at the platform should be stopped at the home signal, then called on by the signalman, and the driver communicated with as it passes his cabin.

The evidence is as follows:—

1. *Joseph Clough*, signalman eight years, all the time at Lowmoor.—I came on duty in C cabin at

6 a.m. for an eight hours shift. I do not register the trains. There is block working between cabin C and cabin D about 500 yards on the Bowling junction side of cabin C, but not through the station to the junction. The Bradford train was a few minutes late, having been detained by a special train in front. I kept my home signal against it, the platform being occupied by the special train, and drew it in by green flag. The driver had been completely stopped. He drew up behind the special train, and then drew forward after the special train had gone away. The Great Northern train arrived about four minutes after the Lancashire and Yorkshire train. I stopped it at the home signal and then drew it past with a green flag. I did not speak to the driver, though I looked out of the window as he passed by slowly. He was running tender first, and though there was a train standing on the other line, I think he could have seen the Lancashire and Yorkshire train had he been looking out. The engine of the train on the down line was taking water at the time. I did not hear or see the collision take place. I had not noticed whether the signal from cabin A (the junction cabin) was off for the Lancashire and Yorkshire train before the collision. It was an unusual thing for the Great Northern train to run in behind this Lancashire and Yorkshire train, though it often runs in behind a branch train. It is not customary to turn main line trains into the loop, and I was not certain whether the loop was clear, and I had no idea the Great Northern train would overrun.

2. *Frederic Shaw*, foreman porter at Lowmoor since last October.—I was on the up platform when the collision occurred, shutting some second class doors. The Lancashire and Yorkshire train was ready to start, when the Great Northern train came up at a speed of about five miles an hour when it was about 30 yards off. Seeing it was not stopping I ran back and shouted, waving my hands. I could not see that the fireman got to the break till the tender was a yard from the van. I did not hear the break whistle given. There was no steam on the engine. The Lancashire and Yorkshire train was knocked forward a carriage length or so. Our station master was in the van, but not the guard, I think.

3. *Simeon Womersley*, guard in the Lancashire and Yorkshire Company's service seven years.—I was in charge of the 9.40 a.m. passenger train from Bradford to Manchester. There were five vehicles in the train including my van, which was coupled to the four in front of it. We started punctually, but lost three minutes at Bowling junction and one minute at the home signal at Lowmoor, cabin C. We were able to draw up to the up end of the platform at once, where we had been standing from two to three minutes before we were run into at 9.55. I was about a yard from the van door when the collision occurred. The Great Northern train was only about a carriage length off when I saw it; a shout attracted my notice. Its speed was about ten miles an hour. I could not say whether the breaks in the other train were on or not. My breaks were off. My train was knocked forward 10 to 15 yards. There was some slight damage to the carriages, and more to the van.

4. *William Barraclough*, driver between seven and eight years with the Lancashire and Yorkshire Company.—I was stopped at cabin C home signal, Lowmoor, and was called forward by green flag. A special train was standing at the platform, but it drew out as I drew in, and I followed it up to the junction points near the west end of the platform. The collision took me unawares. The starting signal was off for me, and had been so perhaps half a minute, but I had not received the guard's signal to start. I expected when called in by flag at Lowmoor to find something standing in front of me at platform. The morning was dry and clear. It would make no difference to me if the starting signal was off, if I was coming in after being stopped and called on by flag. We were sent forward about 15 yards. My break was partly off.

5. *Charles Carter*, guard seven years in the Great Northern Company's service.—I started from Laister Dyke at 9.47 a.m., 15 minutes late, with a train for Halifax, consisting of engine, carriage with break compartment, composite carriages, and carriage with break compartment. We were detained by a Lancashire and Yorkshire special excursion train from Leeds to Manchester. We were stopped also one to two minutes at Bowling junction, and then slacked at Lowmoor cabin D, and slacked to two miles, but not stopped dead at cabin C, when we were called on by green flag. I thought this meant that the block was on beyond the junction, but I never remember entering Lowmoor behind another train, though I have been running over this part of the line at intervals for seven years. I never remember being turned into the loop line at Lowmoor with a passenger train. The driver on getting the green flag drew ahead faster, and I went to arrange some luggage, leaving my break slightly on, and I was not looking out when the collision occurred; it took me unawares, the speed being about a walking speed. I was knocked down, but not hurt. I made the time of collision 9.57. I heard no whistle or shouting before the collision. I had only the hand break of the carriage, in which I was alone.

6. *John Mason*, driver 16 years with the Great Northern Company.—I have been in the habit of running through Lowmoor station with passenger trains for about two years. I started with the 9.32 train from Laister Dyke to Halifax. We were 15 minutes late. My engine was No. 128, a tank engine with a trailing bogie, running bogie first. The coal was not heaped very high in the bunker. Fireman Watton was alone with me on the engine. We were

first stopped at Bowling junction two or three minutes, and were approaching cabin C home signal Lowmoor, which was against us, at two or three miles an hour, when in answer to my whistle the signalman gave me a green flag to come on. I then gave one whistle on passing cabin C, and the signal at cabin A (junction) dropped. On seeing this drop I said to Watton "Right, mate," and he eased the break, and we came on intending to stop at the Halifax end of the platform. There was a train standing on the down line with its engine at the water-crane, blowing off steam, and this prevented my seeing the van of the train standing at the up platform. I was standing on the left-hand side of the engine, and saw nothing of the van till I was within a few yards of it. There was only time to apply the break, and we struck the van at two miles an hour. I did not have time to reverse. We neither of us jumped off. I never remember being called in at Lowmoor behind a train already standing at the platform. (He is said to have made a different statement at the officer's inquiry.) My engine was not damaged.

7. *Levi Watton*, fireman four years with the Great Northern Company, with Mason two years.—After leaving Laister Dyke we were first stopped at Bowling junction, called on by green flag from cabin D, and after being nearly stopped at cabin C home-signal were again called on by green flag, and were running in at a speed of about four miles an hour, when on my driver whistling the junction signal dropped, and he said "Right," and I eased off my break to let the train run up to the platform end. I then put on the injector, and in consequence of a train standing on the down line, with its engine blowing off steam, we saw nothing of the van till about 30 yards off, and then I had just time to put my break on and open the sand box, and we struck at a speed of between three or four miles an hour. We neither of us jumped off. I never remember being called in by green flag on the journey to Halifax when a train has already been standing at the platform, though such a thing has happened on the line from Halifax. I have frequently seen the junction signal dropped before we reached the platform.

This collision was caused by want of proper care on the part of the driver of the Great Northern Company's train in entering Lowmoor station, where he must have known he was liable to have to stop behind another train already standing at the platform. Seeing the junction signal drop—in answer, as he supposed, to his whistle—as he was passing cabin C, was no doubt calculated to put him off his guard, but still with a reasonable amount of care in approaching the platform, such as should be exercised in looking out for passengers crossing from one platform to the other, the collision would easily have been avoided.

The rules of the Lancashire and Yorkshire Company were not strictly obeyed in the case of the Great Northern Company's train. It was not brought to a stand at the up home signal, nor did the signalman communicate with the driver as he passed the cabin. Strict obedience to these rules is most necessary.

When the up platform loop line is clear and a train is already standing on the up platform main line it would only seem judicious to turn a following train into the loop line. Both risk and time would be saved by such an arrangement.

I have, &c.,  
*The Secretary,* C. S. HUTCHINSON,  
 (Railway Department,) Major-Gen. R.E.  
 Board of Trade.

Printed copies of the above report were sent to the Lancashire and Yorkshire and the Great Northern Railway Companies on the 3rd July.