

LANCASHIRE AND YORKSHIRE RAILWAY.

Board of Trade (Railway Department),
8, Richmond Terrace, Whitehall, London, S.W.,
January 26th, 1900.

SIR, I HAVE the honour to report for the information of the Board of Trade, in compliance with the Order of the 9th January, 1900, the result of my enquiry into the circumstances under which a collision occurred at about 7.15 p.m. on the 2nd January near No. 3 signal box, Lowmoor Station, on the Lancashire and Yorkshire Railway.

In this case the 6.45 p.m. Great Northern goods train from Bradford to King's Cross, consisting of an engine, two empty waggons and a brake van, was run into during a dense fog by the engine of the 7 p.m. Lancashire and Yorkshire passenger train from Bradford to Halifax, which consisted of an engine, five carriages and two half-vans. The actual site of the collision was the junction outside Lowmoor Station between the Great Northern line from Bramley to Lowmoor and the Lancashire and Yorkshire main line from Bradford to Halifax.

Both trains were at the time going at a very low rate of speed and none of the passengers or train staff were injured by the collision.

The engine and leading van of the passenger train were derailed and were slightly damaged, but the remainder of the train was intact. In the goods train the rear brake van and the next waggon to it were also slightly injured, but none of the vehicles of this train were derailed.

The engine of the passenger train was a four-wheels-coupled bogie tank engine, fitted with the automatic vacuum brake, working blocks on the four coupled wheels. The train was similarly fitted with the automatic vacuum brake working blocks on 36 out of 46 wheels of the train. These brakes are reported to have been in excellent order.

The engine of the goods train was a four-wheels-coupled tender engine, fitted with the automatic vacuum brake, working blocks on all six wheels of the engine and on the six wheels of the tender. It is said to have been in good working order.

The details of the damage done to rolling stock are given in the Appendix; the damage to permanent-way consisted of the breakage of a few chairs.

Description.

Lowmoor No. 3 signal cabin, opposite which this collision took place, is situated about 270 yards to the north of Lowmoor Station, and is on the east side of the line. It is the junction between the Lancashire and Yorkshire double line from Bradford to Halifax and the Great Northern branch double line from Bramley to Lowmoor.

Trains running from Bradford on the Lancashire and Yorkshire line, as was the case with the passenger train on this occasion, approach Lowmoor from the north and are on the up line which is the nearer of the two to the cabin.

Trains running from Bramley on the Great Northern line, as was the case with the goods train on this occasion, approach Lowmoor from the north-east, and are on the Great Northern down line, which is in this instance also the nearer of the two to the cabin.

The junction between the up line from Bradford and the down line from Bramley was the point at which these two trains, which were travelling in the same direction, came into collision.

The next signal cabin on the Lancashire and Yorkshire line to the north of No. 3 is No. 4, distant 514 yards from it, and the next cabin to the southward is No. 2, distant 404 yards.

On the Great Northern line there is a goods junction signal box situated 411 yards to the north-east of Lowmoor No. 3 box.

The Lancashire and Yorkshire up line is provided with the usual distant and home signals, the latter being situated 125 yards to the north of No. 3 box, from which it is worked.

As regards the Great Northern branch down line, the goods junction box down home signal is situated 146 yards to the north-east of that box, and the distant signal for No. 3 box is on the same post and below it. The goods junction box has no separate starting signal for this line, but it has a slot on the No. 3 cabin home

signal, which is therefore practically the starting signal for the goods junction box; this signal, which is the one with which this accident is mainly concerned, is situated 183 yards to the north-east of No. 3 cabin and 228 yards to the south-west of the goods junction box; it is just to the north-east of an overbridge carrying a road across the Great Northern line. The distance from this signal to the fouling point at which the collision occurred is 126 yards.

The line on which the passenger train was travelling has a falling gradient varying from 1 in 188 to 1 in 323; the line on which the goods train was travelling has a falling gradient of 1 in 50.

On the evening on which the accident occurred there was a dense fog, and fogmen were out at all their stations on the main line, and at the No. 3 box distant signal on the branch line, this being the post on which the goods junction box home signal is fixed. There was, however, no fogman at the post which carries the branch line home signal for No. 3 box, though this is a regular fogman's post. The signalman in No. 3 box is responsible for taking steps for providing a fog-signalman at this post when it is necessary.

The following extract from the Company's rules bears on this collision:—

"During fogs and snowstorms the exceptions to Regulation No. 4 will not apply and absolute block must be worked, and if the fogmen are not at their posts the 'Is line clear' signal must not be acknowledged until the 'Train out of section' signal for the preceding train has been received."

Evidence.

Richard Thomas, driver, states: I have been 36 years in the service of the Company, during 25 of which I have been a driver. I was not on duty on the 1st January. I came on duty on the 2nd at 1.10 p.m. to work till 12.30 a.m. on the 3rd. I was driving the 7 p.m. train from Bradford to Halifax. My engine was a four-wheels-coupled bogie tank engine fitted with automatic vacuum brake, working blocks on the four coupled wheels. It was in excellent order. I remember approaching Lowmoor Station; my distant signal was against me. It was very foggy at the time, and I could not see my signals until I was within 10 yards of the post. There was a fogman at the distant signal, which is under the home signal of No. 4 box, but I distinctly saw the signal myself. On approaching the home signal I was told by the fogman who was stationed there that it was off, and I also saw it myself to be off. At that time I was travelling at about four or five miles an hour. Just as I was approaching the junction I saw the brake lights of another train. At first I thought it was on the loop, but when I saw that it was approaching me I knew that there was something wrong, so I tried to stop my engine, but was unable to do so before the collision occurred. My engine was thrown across the road towards the down main line. I was slightly injured myself. I had shut off steam and was just on the point of applying the brake when the collision occurred.

Joseph Lockwood, fireman, states: I have been 10½ years in the service of the Company, during one year of which I have been a fireman. I came off duty at 12.20 a.m. on the 2nd January, and came on duty again at 1.10 p.m. to work till 12.20 a.m. on the 3rd, and was fireman of the 7 p.m. Bradford to Halifax. I have heard driver Thomas' evidence read over, which I corroborate as far as I know. I was not hurt myself.

Joe Taylor, ticket examiner, states: I have been seven years in the service of the Company. I have occasionally acted as a relief guard. I came off duty on the 2nd January at 12.30 a.m., and came on duty again on the 2nd at 12.20 p.m. to work until 12.30 a.m. on the 3rd. I was

employed examining tickets on the 2nd January, but owing to the regular guard of the 7 p.m. train not turning up, I had to act for him and take charge of that train. The train consisted of the engine and the following vehicles in the order given:—

Half-van,
Ordinary composite,
Bogie third,
Ordinary third,
Ordinary composite,
Ordinary third,
Half-van.

I was riding in the rear van. The first I knew of the accident was feeling a jerk. I was not hurt. I got out of the van and went up to see what had happened. I found that the engine was derailed, as also were the front wheels of the leading van. I received no complaints of injuries from the passengers. My train was fitted with the automatic vacuum brake. It was in excellent working order. At the time we arrived at Lowmoor it was a dense fog. After getting out of the train I walked to the signal post and saw that our home signal was off. When standing under the signal I had no difficulty in seeing it distinctly. Before the collision occurred I noticed that the train was checked, and the moment the collision occurred I noticed that the vacuum brake was on. At the time of the collision I estimate we were travelling at about seven or eight miles an hour. After the collision I took the necessary steps to protect my train.

James Lumb, driver, states: I have been 21 years in the service of the Great Northern Railway Company, during eight of which I have been a driver. I came on duty on January 2nd at 6 p.m. to work till 4 a.m. on the 3rd. I was working engine No. 582 with the 6.45 p.m. goods train Bradford to London. It was a four-wheels-coupled tender engine, fitted with automatic vacuum brake working blocks on all six wheels of the engine and on the six wheels of the tender. The brake was in good working order. I remember approaching Lowmoor Great Northern Goods Junction box and when I arrived at it the

home signal was at danger. At that time there was a very thick fog. There was a fogman at this signal post who told me that the signal was against me, but I also saw it myself that it was so. We stood there five or six minutes and I then saw the home signal lowered. I saw it distinctly. I then proceeded very slowly towards the home signal for the Lowmoor box prepared to stop at it. Previous to leaving the Great Northern Goods Junction box home signal the guard and fogman both said "The distant is on." It was on this account that I was prepared to stop at the home signal. I was keeping a good look out for the Lowmoor home signal but I was unable to see it. I know the road well and I knew where to look out for the signal. I then passed under the bridge but I did not see it and was unaware that I had passed it. The first thing I knew of anything being wrong was feeling my train hit by the passenger engine. At that time I was not travelling at more than two miles an hour. I explain my not having seen the Lowmoor signal and the bridge to the fact of the fog being more dense at that point. I looked out for the fogman at the Lowmoor home signal post but there was not one there. I was not injured by the collision. My engine was not damaged nor was it derailed.

Alfred Sowden, fireman, states: I have been nine years in the service of the Company, during four of which I have been a fireman. On the 2nd of January I worked the same hours as my driver, and was with him on the 6.45 p.m. goods train from Bradford to London. I remember arriving at the Great Northern Goods Junction box. We were stopped at the home signal. I could not see the home signal but the fogman told me it was against us. I did not see it lowered but the fogman told us that it was lowered, at the same time he said the distant was against us. We went slowly down towards the Lowmoor home signal. I was looking out all the way down for it but I could not see it. I did not see the bridge either, though I know we passed under it. I then saw the lights of Lowmoor cabin and knew that we were past our home signal. I remarked this to my driver, and told him I believed I heard a train coming. I said "Let us get away as sharp as we can so as to get clear of it." The driver first opened out the regulator but almost immediately he shut it again because the passenger train had struck us. At that time we were travelling about a mile an hour. At that time I do not think we could see more than four yards ahead.

James R. Allison, goods guard, states: I have been in the service of the Company between 14 and 15 years, and a guard for nine years. I was in charge on the 2nd January of the 6.45 p.m. goods train from Bradford to London. My train consisted of an engine, two empty waggons, and a goods brake. I was travelling in the goods brake with the brakesman. My van was fitted with the ordinary hand-brake and the waggons were fitted with the ordinary wagon-brake. I remember reaching Lowmoor Great Northern Goods Junction box home signal at 7.3 p.m. I got out and walked up and stood alongside the fogman under the signal post. I looked up and saw that the home signal was against us. I saw this distinctly. It was very foggy at the time, but there was no difficulty in seeing this signal when we were standing under it. About 7.13 p.m. I saw the home signal lowered. I noticed that the distant was on, and I heard the fogman say to the driver that the distant was on. The train then proceeded gently forward at a speed

of about six miles an hour. I was standing on the outside of the brake on the left hand side looking out for our signals. I was unable to see the Lowmoor home signal though I was carefully looking out for it. I know that we passed under the bridge but I never saw it when passing through it. I expected to find a fogman at the signal but I saw no signs of one and did not hear him. The first I knew of anything being wrong was seeing the lights of a passenger train on the up main line. I then knew that we must have run past our signals. Immediately I saw the lights of the passenger train I jumped off my brake and while jumping the collision occurred. I was not hurt. I went forward and examined my train and found the waggon next the brake van was derailed but was only slightly damaged. At the time of the collision I estimate that we were running at about six miles an hour. The engine of the passenger train struck the centre of my brake with the left hand buffer. My brake did not leave the rails but it was the waggon next to it which was off the road with all its wheels. I assisted the passengers out of the passenger train but nobody complained of being hurt. I am quite confident that I was keeping a careful look out for the Lowmoor home signal. I know the road well and knew where the signal was, but I maintain that owing to the fog I was absolutely unable to see it. At the time when I first saw the passenger train it was quite close to me and I estimate it was going about the same speed that we were.

William Edward Deeks states: I am a goods brakesman of the Great Northern Railway Company. I have been one-and-a-half years in the service of the Company, during three months of which I have been a goods brakesman. I came on duty on the 2nd January at 6.25 p.m. to work till 11.30 p.m., and was on duty on the 6.45 p.m. goods train from Bradford. I remember arriving at Lowmoor Great Northern Goods Junction box. I was inside the brake. I looked out and saw the home signal. It was against us. We stood there about seven minutes. I was still in the brake, and saw the home signal lowered for us. I could see this signal distinctly. I also saw the distant signal, it was against us. We proceeded slowly forward. I was on the outside of the van, on the right hand side. I was keeping a look out for the signals. I did not see the Lowmoor home signal. We passed under the bridge, but the fog at that point was so dense that I did not even see the bridge. The first I knew of anything being wrong, was seeing the lights of the passenger train. It was then about 5 yards away from us. That train was also travelling slowly. I at once jumped from the brake-van with the guard, and just at this moment the collision occurred. I am confident that the fog prevented my seeing the Lowmoor home signals. I saw no signs of any fogmen after leaving the Great Northern Goods Junction box. I was slightly hurt.

Robert Bullimore, signal man, states: I have been seven years in the service of the Company, during two-and-three-quarter years of which I have been a signalman. I came off duty on January 1st at 8.35 p.m., and came on duty on the 2nd at 8.30 a.m. to work till 8.30 p.m. I remember receiving the "Is line clear" signal from Dudley Hill for the 6.45 p.m. goods train from Bradford. I received it at 6.57 p.m. I then received "Train entering section" signal for it at 7 p.m. and the train arrived at my home signal at 7.6 p.m. At that time my home signal was at danger. I had offered this train to Lowmoor at

7 p.m. but it was not accepted. I offered it again on its arrival at 7.6 p.m. but he still refused to accept it. At 7.13 p.m., however, he accepted it. I then gave him the "Train entering section" signal, and pulled off my home signal and the slot for the advance signal. This was all at 7.13 p.m. I gave "Train out of section" signal to Dudley Hill at 7.15 p.m. About 7.15 p.m. I heard a noise, and I thought that there had been a collision between the Great Northern goods train and some engine which was shunting in the yard. At 7.32 I was informed by the signalman at Lowmoor box of the accident. At 7.6 p.m., when the goods train arrived, there was a very dense fog at my box. I could not see the back light of the home signal in the Dudley Hill direction, though it was only about 10 yards from my box. When the train passed my box I could just discern it passing. At four o'clock that afternoon I had sent my fogmen out. I had sent one to my own down distant signal, and another to the Lowmoor No. 3 distant signal, which is under my down home signal. The fogmen remained out until 10 p.m. when the fog cleared away.

James Garside, signalman, states: I have been in the service of the Company 24 years, during 20 years of which I have been signalman. I have been employed in No. 3 box, Lowmoor, for about 7 years. I came off duty on January 1st at 10 p.m. I came on duty again on the 2nd at 2 p.m. to work till 10 p.m. I remember receiving at 7.2 p.m. the "Is line clear" signal for the 6.45 p.m. Great Northern goods train, Bradford to London. I did not accept it because I had already accepted a passenger train at that time from Bradford. This train passed my box at 7.8 p.m. I then accepted another passenger train from Bradford, and it passed my box at 7.11. I cannot say whether up till that time the Great Northern Goods Junction box had offered me the "Is line clear" signal again for the goods train. At 7.12 I accepted the goods train. At this time I felt quite sure that this goods train was standing at the advance signal for the Great Northern Goods Junction box, which is on the same signal post as my home signal. I therefore accepted the goods train solely for the purpose of getting the slot taken off my home signal, so that I might be in a position to deal with the goods train whenever I had a chance of doing so. I am acquainted with my Company's rules. I am acquainted with the rule that in foggy weather trains waiting "Line clear" must, as far as practicable, be kept within sight of the signalman, but I had overlooked this rule. At 7.15 I received "Train out of section" signal from No. 2 box for the passenger train which had passed my box at 7.11. I am quite aware of the Company's rule that, during foggy weather when fogmen are not out, I should not accept a train until I have received "Train out of section" for the previous one. I admit that I transgressed this rule in accepting the goods train at 7.12 p.m. I had fogmen out at all my signals with the exception of the post on which is fixed my up home signal for the branch line. I had myself sent for the fog-signalmen at about ten minutes to five in the afternoon. I had telephoned to this effect to No. 2 box, asking him to tell the stationmaster. All the other fogmen had come out before five o'clock with the exception of the man for this post. I do not know why he was not there, but I did know that he had not arrived. I did not ask for him again. At

7.13 p.m. I accepted the passenger train from Bradford. I did this because I felt quite confident that the goods train was at that time standing at my home signal, though I admit that I could not see it. At 7.14 p.m. the passenger train arrived, and as the goods train arrived at the same time, they came into collision at the junction.

Robert Jackson, stationmaster, states: I am stationmaster at Lowmoor Station where I have been for seven years. At about 4.50 p.m. on the 2nd January I called up the signalman in No. 3 box on the telephone and asked him whether he wanted the fogmen. Previous to this I had had no communication from him on the subject. The signalman replied "If you send one to the telephone box then I can manage all right." No. 4 box had, however, asked for fogmen and I was sending them out to him, and therefore thought that I would also send them to No. 3, and as a further precaution I did so, as far as the up and down main signals were concerned, but I did not consider it necessary to send one out for the branch Great Northern line as the traffic on that line is comparatively small, and the signalman in No. 3 box had not asked for him. I had a man available for it and if the signalman in No. 3 box had asked for him he would have been sent. The fog was a variable one, and I judged from the signalman at No. 3 box not asking for one that the fog was not so thick at that point. At the time of the collision I was standing at the west end of the platform and I could see the signals at the east end of it. I visited the scene of the collision after the accident occurred, and the fog was so dense there that I do not think I could see more than 15 yards.

James Garside, signalman, recalled, states: I have heard the stationmaster's evidence read over to me. I acknowledge that it is correct, but, about ten minutes subsequent to the conversation therein detailed when I heard that fogmen were to be sent to No. 4 box, I said to No. 2 box that mine might as well be sent also.

Robert Jackson, stationmaster, recalled, states: I have heard signalman Garside's further evidence. After my conversation with him on the telephone no further message reached me from him.

James William O'Brien states: I am a trainbooker, and have been employed by the Company as such for three-and-a-half years. I remember the afternoon of the 2nd January, the date on which the accident occurred. The stationmaster instructed me to call up the cabins and ask them whether they wanted the fogmen. No. 1 cabin said he did not want them, but Nos. 2, 3, and 4 said they wanted them. I told the stationmaster that Nos. 2, 3 and 4 all wanted fogmen.

Robert Jackson, stationmaster, recalled, states: I have heard trainbooker O'Brien's evidence read to me. I only asked him to call up Nos. 1, 4 and 5 boxes: Nos. 2 and 3 boxes I called up myself from the hut on the platform. I remember being told by the boy that 4 and 5 boxes required their fogmen; but I do not remember him telling me anything about 2 and 3 boxes, and I acted entirely on the conversation I had had with 2 and 3 boxes.

Conclusion.

This collision was clearly due to the fact of the Lancashire and Yorkshire passenger train and the Great Northern goods train being allowed to approach the junction at Lowmoor No. 3 box simultaneously.

As regards the passenger train, the No. 3 box distant signal had been passed by it at danger, and the driver was accordingly moving his train very cautiously, but the home signal was off when he arrived at it, so he was justified in continuing on to the junction, and he is in no way responsible for the collision.

The circumstances under which the Great Northern goods train approached the junction are, however, quite different, as it is allowed that it ran past its home signal at danger.

This train had arrived at the goods junction home signal at 7.6 p.m., and, as up to this time Lowmoor No. 3 box had not accepted it, and as there was a dense fog at the time, signalman Bullimore, who was on duty in the goods junction box, kept the train at his home signal instead of allowing it to go forward to the starting signal as he would have done in clear weather. In so doing he was acting quite correctly in accordance with the rules for foggy weather. At 7.12 p.m., however, No. 3 box accepted the goods train, on which Bullimore lowered his own home signal and pulled off the slot on the No. 3 box home signal. The goods train at once moved forward, the driver of it being, however, warned by the fogman that the No. 3 box distant signal was against him. He moved forward therefore in anticipation of being stopped at the home signal.

The driver, fireman, guard and brakesman of the train assert that whilst moving forward towards the junction they were all looking out for the No. 3 box home signal, but not only were they unable to see it, but they were even unable to see the bridge under which they passed, and which they knew to be situated close to this signal. There was, as previously stated, no fogman at this signal, though it is a regular fogman's post, and the driver, not being stopped by any fogman, was unaware that he had passed his home signal until the instant before the collision occurred. This train also was fortunately travelling at a very low rate of speed.

The fog was undoubtedly a very thick one, so the statements of the driver, fireman, guard and brakesman that they were unable to see even the bridge must be accepted, and the absence of the fog-signalman must be regarded as the cause of this signal having been run past when it was at danger.

It remains therefore to examine the circumstances under which signalman Garside, who was on duty in the Lowmoor No. 3 box, accepted both trains, and also why he had not taken the necessary steps to provide a fogman at his home signal post. Signalman Garside admits that at 7.12 p.m. he accepted the goods train; he states that he knew that this goods train had arrived some minutes previously at the goods junction box, and he therefore felt confident that it was at that time standing at the goods box starting signal, *i.e.*, at his own home signal. He therefore accepted it merely for the purpose of getting the slot taken off his home signal by the goods junction box, so that he might then be in a position to deal with the goods train immediately that he was in other respects ready to do so.

At 7.13 p.m., *i.e.*, one minute later, he accepted the passenger train on the main line and, owing to the goods train running past his home signal, the two trains came into collision at the fouling point of the junction.

Signalman Garside broke two of the Company's rules in acting as above stated. He had no fogman out on the Great Northern line, so in accordance with the rule quoted above he had no right to accept the goods train, as he did at 7.12 p.m., until he had received the "Train out of section" signal for the previous train from No. 2 box, and this he admits he did not receive till 7.15 p.m. And, secondly, after accepting the goods train at 7.12 p.m., he had no right to accept the passenger train at 7.13 p.m., without ascertaining for certain that the goods train had been brought to a stand at his home signal.

These two infractions of the Company's rules were clearly the main cause of the collision, for which, therefore, Signalman Garside is primarily responsible.

As regards the question as to who is responsible for there having been no fogman at the No. 3 box home signal post, the evidence is somewhat contradictory as to what passed between the signalman and the stationmaster. Both concur in stating that in the first instance Signalman Garside told the stationmaster that he did not want his fogmen.

The stationmaster, however, on his own responsibility sent them to the two main line stations of No. 3 box, but, as the traffic on the Great Northern branch line is small, and as Signalman Garside had not asked for them, he did not send one to the one fogman's station on that line belonging to No. 3 box. Garside states that a few minutes subsequent to his conversation with the stationmaster, he heard that fogmen were being sent out to No. 4 box, so he then said that his "might as well be sent also." The stationmaster, however, denies receiving this message, and consequently no fogman was sent to this one post. Apart, however, from the fact of this message having miscarried, it should be noted the other two fogmen belonging to No. 3 box came out before 5 p.m., while the accident did not occur till past 7 p.m. During this interval Garside admits that he took no further steps to inform the stationmaster of this fogman not having arrived; this omission on his part, during the dense fog which prevailed, clearly renders him practically responsible for there being no fogman at this post when the goods train arrived at it.

Signalman Garside is, therefore, responsible both for the two trains being allowed to approach the junction simultaneously, and for there being no fogman at the regular fogman's post on the branch line near his box. On his shoulders, therefore, must rest the sole responsibility for this accident.

The Assistant Secretary,
Railway Department, Board of Trade.

I have, &c.,
P. G. VON DONOP.
Lieut.-Col., R.E.

APPENDIX.

DAMAGE TO ROLLING STOCK.

Great Northern Train.

Brake Van, No. 34,854.—Footboard and irons broken; step and handrails damaged.

Covered Goods Waggon, No. 24,066.—One end stud broken, and one drawbar damaged.

Lancashire and Yorkshire Train.

Engine, No. 671.—Foot framing on left side bent; right-hand trailing-spring broken; paint-work scratched.

Third-class Van, No. 1,596.—Bottom side damaged; headstock broken; buffer-head bent; steam-pipe fittings damaged.

Printed copies of the above Report were sent to the Companies concerned on the 13th February.

LANCASHIRE AND YORKSHIRE RAILWAY.

Railway Department, Board of Trade,
8, Richmond Terrace, Whitehall, London, S.W.,
7th April, 1900.

SIR,

I HAVE the honour to report for the information of the Board of Trade, in compliance with the Order of the 19th March, 1900, the result of my inquiry into the circumstances under which a collision occurred about 5.49 a.m. on the 14th March near Miles Platting Railway Station on the Lancashire and Yorkshire Railway.

In this case, as the 4.45 a.m. London and North-Western passenger train from Huddersfield to Manchester, consisting of an engine, tender, four passenger carriages and a guard's van, was standing at the up home signal of the Ashton branch sidings signal-box, it was run into in rear by a goods brake-van which was being propelled by an engine of the Lancashire and Yorkshire Railway from Philips Park sidings to Miles Platting.

The front portion of the guard's van of the passenger train was wrecked, and the first compartment in the rear carriage was telescoped. The remainder of that train was only slightly damaged. No passengers were seriously injured, but 26 have sent in complaints of slight injuries sustained.

The goods brake-van which was being propelled by the Lancashire and Yorkshire engine was slightly damaged, but the engine was unhurt. The driver and fireman of this engine were both seriously hurt, but the guard escaped with a good shaking.