

APPENDIX.

PARTICULARS OF DAMAGE.

All wheels on engine and tender were derailed ; cylinder casting broken ; buffer plate and buffers broken ; bogie frames and stays broken ; valve gear broken ; vacuum brake gear broken ; springs and slings broken ; hand rail under chimney bent.

Lancashire and Yorkshire brake van No. 18,488.—Roof end, headstocks, buffers, drawbars, "V" hangers, footboards, end lights, axle boxes, axle guards, and various bolts and rods broken.

Lancashire and Yorkshire cattle waggon No. 3,670.—Broken up.

Lancashire and Yorkshire cattle waggon No. 2,947.—Broken up.

Lancashire and Yorkshire cattle waggon No. 6,540.—Two buffer castings smashed ; one brake hanger broken ; and two brake blocks broken.

Lancashire and Yorkshire cattle waggon No. 15,227.—One buffer casting broken.

Lancashire and Yorkshire cattle waggon No. 13,772.—One draw hook broken.

Eight 30 ft. rails bent ; twenty chairs broken ; fifty-nine sleepers damaged.

Printed copies of the above Report were sent to the Company on the 23rd January, 1908.

LANCASHIRE AND YORKSHIRE RAILWAY.

Railway Department, Board of Trade,
8, Richmond Terrace, Whitehall, London, S.W.,

January 7th, 1908.

SIR,

I HAVE the honour to report, for the information of the Board of Trade, in compliance with the Order of the 27th December, 1907, the result of my inquiry into the causes of the collision which occurred on the 24th December between a passenger train and some standing carriages at Victoria Station, Manchester, on the Lancashire and Yorkshire Railway.

In this case the 8.26 a.m. passenger train from Middleton to Manchester was turned on to No. 14 bay platform road by mistake, and came into contact with some empty vehicles standing there, which were to form a train to Ashton.

The Middleton train consisted of a six-wheels-coupled tank engine with a leading and a trailing radial axle, running tank first, fitted with the automatic vacuum brake working blocks on the six coupled wheels, and of five bogie coaches with blocks worked by the automatic vacuum brake on all wheels. The brakes are stated to have been in very good order.

No passengers complained of injury, but the guard of the train that was to proceed to Ashton was injured, and the fireman and guard of the Middleton train were slightly cut and bruised.

The collision occurred at 10.8 a.m. during a thick fog.

No wheels were derailed, and there was no damage to the permanent way.

Details of damage to rolling stock are given in the Appendix.

Description.

The traffic into the bay platform roads at Victoria Station is controlled from two signal-boxes, viz., the Turntable box and the Bays signal-box.

From the former, which is situated about 50 yards outside the platforms, all the points are worked and also the signals for entering the various roads, but as there is a large overbridge between the signal-box and the platforms, the signaller is unable to see if any of the platform roads are occupied by a train or carriages.

The Bays signal-box is situated 60 yards inside the entrance to the station and about 110 yards from the Turntable box. It is placed on No. 6 platform in the middle of the bay platform roads, and the duty of the signaller is especially to see that the platform road on which a train is offered to him is clear before he accepts it. He controls the signals for entering each road by an electric slot on them. These signals are just adjoining the Turntable box.

Some special arrangements are used for signalling the arrival of trains in these bay roads. The usual bell signals are exchanged, but instead of the usual block instrument, an indicator is provided in the Bays box which shows by a needle pointing to the number, on which road the signaller at the Turntable box intends to let the train in.

Also for each road an electric switch is provided, by turning the handle of which the signalman can either release the home-signal, or the calling-on arm for that road.

The signalman in the Bays box has nothing to do with the departure of trains from these platforms, which is entirely controlled from the Turntable box.

Evidence.

H. Oldham, signalman, Victoria Bays box, stated: I am 24½ years of age and entered the service in February, 1898. I was appointed signalman in February, 1905, and have worked as signalman all the time at Bays box, Victoria. I commenced duty on December 24th at 4.30 a.m. to work until 2.30 p.m., having finished duty on the previous day at 2.30 p.m. The train from Royton and Oldham arrived in No. 14 road at about 9.52, and I turned my electric indicator to the normal position. A dense fog prevailed at the time and I could not see from my box any train standing at the platforms. At about 10.8 a.m. I received the "Is line clear" signal for a slow passenger train for Middleton, and the signalman at Turntable box turned the indicator for it to arrive in No. 14 road. I looked at my indicator for No. 14 road and I saw that it was at its normal position. I did not acknowledge the 3-1 signal but asked signalman Boydell of Turntable box on the telephone if he had taken the empty carriages which had formed the Oldham train out of No. 14 road and he replied "Yes, the road is clear." I could not myself see, owing to the dense fog which existed, whether the road was empty or not, but relying upon signalman Boydell's statement I acknowledged the "Is line clear" signal for the 3-1 and turned the indicator to "Home signal." I had a look-out man stationed at my box to work to my instructions, and if I had not fully relied upon signalman Boydell's statement that the empty carriages had been removed from No. 14 road, I should have sent this look-out man to ascertain whether the train had been taken out or not. The name of the look-out man who was at my box to work to my instructions is George Harland and he belongs to the Carriage and Waggon Department, Newton Heath. He commenced duty on December 24th at 9.30 a.m. I had sent him several times previously that morning to ascertain whether or not various roads were occupied.

P. Boydell, signalman, Turntable box, Victoria, stated: I am 34 years of age. I entered the service in June, 1887, was appointed signalman in October, 1894, and have been at the Turntable box since it was opened some years ago. On December 24th I commenced duty at 6 a.m. to work until 2 p.m., having finished work the previous day at 2 p.m. I was working the N. group of bay lines, and the other signalman the S. group and there was a boy for booking trains. The trains were running out of course owing to the very dense fog which prevailed. I received the circuit for the Royton train at 9.39, I was offered it from Millgate at 9.39, acknowledged it 9.49, received entering section 9.49. Train arrived 9.51. The 8.26 a.m. train ex Middleton was circuted as leaving Miles Platting at 9.54 a.m., and I received the "Is line clear" signal at 9.56 a.m. from Millgate. I did not accept the train until 10.5 a.m. and it was at once put "On line" and it passed my box at 10.8 a.m. At 10.5 a.m. I signalled the train to the Bays box to arrive in No. 14 road but the signal was not acknowledged at once and signalman Oldham called me up on the telephone and said "Have you anything in No. 14 road?" I answered "Not that I am aware of" and then glanced at the train-book. I was reading the figures showing that a train had departed from

No. 14 road at 9.44, and also those showing that the engine which had worked it in had been crossed to No. 12 road, when signalman Oldham accepted the Middleton train on No. 14 road and thinking that he had ascertained from some other source that the road was not occupied I lowered my home signal for the Middleton train to enter No. 14 road. I admit that I had entirely forgotten that the train from Royton had arrived in No. 14 road at 9.50 a.m. but I did not expect that the signalman at the Bays box would act upon the reply which I gave to his question. Almost immediately after the Middleton train had entered No. 14 road the Bays box signalman rang me up on the telephone and said "There was another train in No. 14 road and the Middleton train has hit him." I then remembered that the train from Royton was standing in No. 14. I was in charge of the part of the frame in Turntable box which works Nos. 9 to 15 roads inclusive, and I decide into which roads engines and trains shall arrive, and out of which roads traffic shall depart, and the signalman at the Bays box has nothing to do with the latter. When I signal an engine or train to the Bays box I also show by the indicator which is provided, into which road the engine or train is required to enter. If the road is clear the signalman at the Bays box acknowledges my signal and then releases his electrical slot on the home signal. If the road is partially occupied he releases the electrical slot on the calling-on arm, and if I were to signal to him a passenger train to enter a road that was already fully occupied he would not acknowledge the signal but would advise me on the telephone that the road was blocked.

George Percy Harland, labourer, Carriage and Waggon Department, Newton Heath shops, stated: I am 23 years of age, and entered the service in March, 1906. On December 24th I commenced duty at 6 a.m. at Newton Heath shops, and I was called out for fog signalling duties at 7.30 a.m., and arrived at Victoria Bays box about 9 a.m. I finished duty at Bays box at 12 o'clock, and returned to Newton Heath shops to finish my ordinary day's work. This is my first year to act as look-out man, and on December 24th it was my third time of taking up the duty of look-out man. I am booked to work during foggy weather to the instructions of the signalman in the Bays box, and I have been trained at the post by a man whose name and position I do not know, and was afterwards examined by the assistant station master, Mr. Firth, and also by the district inspector. In addition to working to the instructions of the Bays box signalman, it is my duty to observe on the arrival of each train whether or not the rear part is clear of the fouling point at the entrance to the other platform roads. I look after Nos. 9 to 15 roads on the new extension side of Victoria Station. I am very well acquainted with the roads, and I had a hand lamp with me. About an hour previous to the slight collision in No. 14 road on December 24th I had been sent by the Bays box signalman to ascertain whether or not a train standing in No. 14 road was clear of the entrance to the other platform roads. The Bays box signalman had also sent me on several occasions in the same morning to ascertain if

trains in other roads were clear, but I had not been instructed to go to see whether or not No. 14 road was occupied just previous to the collision taking place. I was standing close to the Bays box when the collision occurred, and the signalman could have sent me to see if No. 14 road was clear if he wanted to.

F. Ashton, platelayer, Victoria, stated: I am 31 years of age and have been in the service about five years. On December 24th, owing to the dense fog which prevailed, I was acting as tail lamp man at Turntable box for the north bays group. I started duty shortly after 7 a.m., having finished duty the day before at 5 p.m. I worked to the orders of the Turntable signalman (Boydell) and it is my duty to look out for the tail lamps for incoming and outgoing trains, and occasionally I have been sent by the Turntable signalman to go to see if certain trains standing at one platform were clear of the entrance to other platform roads. I was not instructed by Boydell to ascertain whether or not there was a train standing in No. 14 road on the date in question. I have acted as fogman for two years and each season I have been trained at my post by main line Inspector Woodward, and afterwards examined by the assistant station master, Mr. Firth; also by the district traffic inspector. I am quite competent to act as tail lamp man. I have been working about Victoria since 1906, and I am well acquainted with the platform roads and the new extension side.

Harry Morley, driver, states: I have been in the service about 27 years and a booked driver for 11 years. I came on duty at 3.45 a.m. on December 24th and signed off at 2.15 p.m., having gone off duty the day previous at 3.5 p.m. I was working the 8.26 a.m. train from Middleton to Manchester with engine No. 387, which is a six-wheels coupled radial tank engine with the vacuum brake working on the six-coupled wheels and throughout the train. We were running late owing to the fog, and on approaching Manchester I was stopped pretty often. We arrived at Millgate just before 10 a.m. and stood there for about five minutes. When the signal came off I released the brakes and allowed the

train to go by its own gravity towards Turntable box, where a fogman told me the signal was off. When passing the bridge of signals there, I noticed the signal for No. 14 road was off. I was going about four or five miles an hour, and when entering the station I saw a train standing about an engine length off. I had no chance of avoiding the collision. My brakes were in good order and had it not been foggy the collision would not have happened.

E. Corden, guard, Middleton Junction, stated: I am 43 years of age, have been in the service 20 years, and have been performing guard's duties for 17 years. On December 24th I commenced at 4.50 a.m. to work 10 hours, having finished the previous day at 2 p.m. I was in charge of the 8.26 a.m. Middleton to Manchester train which also took up the workings of the 9 a.m. ex Middleton owing to the dense fog which existed. On approaching Victoria my train was brought to a stand at Millgate box and stood there about five minutes. We passed Turntable box to enter the station at about 10.5 a.m. and we were turned into No. 14 road, No. 9 platform, and my train ran into another train standing at the platform. I was thrown from one end of the van to the other and both my knees were bruised and I sustained a slight cut on the little finger of my left hand, but I have not had to leave duty in consequence. On recovering my feet I at once alighted from my van and finding that almost the whole of my train was off the platform I assisted the passengers to alight. None of the passengers complained. I then examined my train and found that the engine buffers had smashed into the van of the standing train. I also saw that the tail lamp on the leading van of the train at the platform had been reversed to the inside of the van and the side lights had been extinguished. The fog was so dense that I could only see about a carriage length, and when I was at my train, after the collision at Victoria, I could not see the Bays box. My train was composed of five bogie vehicles, with vacuum brake working blocks on all wheels. We had 18 inches of vacuum and I had tested the brakes before leaving Middleton.

Conclusion.

The cause of this slight collision is fully explained by the evidence of signalman H. Oldham who was on duty in the Bays box and of signalman P. Boydell on duty in the Turntable box at the time.

The morning of the 24th December was very foggy and the trains were running out of their proper course.

A train from Royton arrived at 9.50 a.m. and was turned into No. 14 road after the usual signals being passed between the two signal-boxes.

At 10.5 a.m. Boydell accepted the Middleton train, and at the same time signalled it forward to the Bays box to arrive in No. 14 road, but Oldham did not acknowledge it at once, but states he called Boydell up on the telephone and asked him if he had taken the empty carriages which had formed the Royton train out of No. 14 road, and that Boydell replied "Yes, the road is clear."

Boydell, however, states that Oldham asked him "Have you anything in No. 14 road?" and that he replied "Not that I am aware of." He then states he began to examine his train-book and was reading the figures relating to another train that had left No. 14 road at 9.44 a.m., and to its engine, when Oldham accepted the Middleton train, so thinking that Oldham had ascertained that No. 14 road was empty, and forgetting about the Royton train standing in it, he lowered his home signal for No. 14 road, and Oldham also having released his electric slot on it, the Middleton train ran in and collided with the standing carriages. The driver, H. Morley, had no chance of avoiding a collision as he

