

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.