

points in the down fast line above-mentioned, or 137 yards from the signal-box, and about 22 yards beyond the fouling point of the crossing from down fast to down slow and the up slow lines. The home signal for the down slow line is placed between the up and down slow lines, which widen out on approaching the station.

The next signal-box in advance on the up lines is Windsor Bridge No. 3, and the up slow home signal for that box is 512 yards from Pendleton New box, and therefore 422 yards ahead of the crossing from the down fast to down slow line near the latter box.

The line is on a considerable curve between the two signal-boxes, and the gradient is at first a falling one and then a rising one from Pendleton New to Windsor Bridge No. 3.

Evidence.

John Henry Yates, goods guard, states: I have been in the service 19 years, and a goods guard for about nine years. On January 11th I booked on duty at 4 a.m., and my ordinary time of finishing would be about 2 p.m. I was working with a special of empties from Miles Platting to the Ship Canal, *via* Bury loop, and my train consisted of 62 empty waggons and vans and brake-van. On arrival at the home signal for the up slow line at Windsor Bridge No. 3 box, the driver brought the train to a stand, the signal being on. It is the practice to keep us at this signal until a through road can be given to the Ship Canal branch, unless we have work to do at Hope Street. When we came to a stand I looked out of my van, and I noticed that my van was foul of the crossing leading from the down fast line to the down slow at Pendleton New Station, the trailing buffers of my van being just over the crossing in front of the slip points. If my van had been almost clear, but not quite, I should have thought it my duty to call the attention of the signalman to its position, but as we were so obviously foul, and it was quite light enough for the signalman to see this, I did not think it necessary for me to say anything to him. I could see the box quite plainly, and could have done so if the lights in it had not been burning, and I am quite sure that the signalman could have seen that we were foul if he had looked. As soon as I saw the position my van was in I got back in the van and had my breakfast, and I had just finished it, and was putting my tea bottle away when the collision occurred. I was only slightly shaken, and do not feel any the worse. We came to a stand at 7 a.m., and I think we should be standing 35 minutes before the mishap happened. I got out of the van as quickly as I could after the collision, and I was going to the box to warn the signalman when I met the driver of the passenger train returning from the cabin. He told me that he had been to the signalman, and I then went down to my own driver to tell him not to move. My hand brake was off at the time the accident happened, as it was not required to be on whilst I was standing there. I am quite sure that my train was not set back or moved in any way after we came to a stand. All the waggons and vans on my train were four-wheeled vehicles. My van was derailed, and the waggon next to it had its trailing wheels lifted by the footstep of the van. I have never warned the signalman that my van was foul of the crossing. I have sometimes more and sometimes fewer waggons on my train than when standing in the loop.

William Tattersall, signalman, Pendleton New Station box, states: I have been in the service about 13½ years and a signalman for 11½ years, over six years of which I have spent in Pendleton New Station box. On January 11th I came on

duty at 6 a.m. to work until 2 p.m. A special of empty goods waggons from Miles Platting to the Ship Canal line, and which had travelled *via* Bury loop, was offered to me on the up slow from Irlam box at 6.48 a.m. I accepted it at the same time, received "Train entering section" at 6.54, and it arrived at 6.57, and came to a stand waiting acceptance from Windsor Bridge No. 3. The latter box acknowledged the "Is line clear" signal for it at 6.58 and it passed me at 7.3, when I gave "Train out of section" signal to Irlam. I was not aware that the train was going to stop at Windsor Bridge No. 3 home signal until I saw it actually stop, but I expected it would stop because I noticed it slow down as it was passing my cabin. I saw it stop and I judged from the position of the brake van relative to back lights of the down home slow line signal that it was clear. It has always been my practice to judge in this way ever since the crossing was put in two or three years ago. I could not at that time see the lines. At 7.34 I received the "Is line clear" signal for the 7.30 a.m. passenger train, Manchester to Wigan, on the down fast line. I acknowledged it at the same time and received "Train entering section" signal at 7.36, and it came into collision at 7.38 a.m. I had to cross it from the down fast to the down slow, and before taking off my signals for it I looked again to see if the empty waggon train was clear of the crossing, and I judged in the same way as before that it was. I did not look on the rails on this occasion. It was a dull morning, but not misty. I must have misjudged the distance, and that is the only explanation I can give of the mistake which has been made. It is a common practice for trains to stand foul of this crossing, and two or three times a day we have to get Windsor Bridge No. 3 box to draw them clear. Had I known that the brake van was foul on this occasion I should have had it drawn clear. I cannot say whether it was light enough for me to see the post of the down home signal, as I always judge by the lights.

James Brown, driver, Bacup, states: I have been 26 years in the Company's service, 16 years a driver. I came on duty on January 11th at 4.50 a.m. to work in the ordinary course until about 4 p.m. I was working the 7.30 a.m. passenger train, Manchester to Wigan. We stopped at Salford, and after leaving there all signals were off for me except the distant signal for Pendleton New. I travelled on the down fast line to Pendleton New, where the signal was off for us to cross to the down slow line, and when crossing I was about an engine-length from the brake van of the empty waggon train standing on the up slow when I saw that it was not clear. The end of the buffer plank on the left-hand side caught the van and turned it round, knocking the other end of it foul of the coaches. To me

the van only appeared to be about a foot or two from being clear, and was not overhanging the rail itself. The paint of the engine tank was scraped and the top steps of both leading and trailing steps were broken. I did not see the engine actually strike the van. I was preparing to stop at Pendleton Station and should be travelling from 10 to 12 miles an hour at the time of the accident. I pulled up the train in about 50 or 60 yards. It was breaking daylight at the time, and I could see the whole length of my train directly after the collision. My engine was a radial four-wheeled coupled tank, No. 1,275.

Herbert Ashworth, fireman to the above, states: I have been nine years in the Company's service, five years as acting fireman. I did not see anything of the brake van until after the collision occurred, and all that I know is that the signal was off for us to cross from the down fast to the down slow at Pendleton New. I work the same hours as driver Brown.

Enoch Winrow, passenger guard, states: I have been in the service 40 years, and a guard for over 27 years. On January 11th I came on duty at 7 a.m. to work until 7 p.m. I have two-and-a-half hours at Wigan, 1.45-4.19, and one hour at Southport, 11.15-12.30. I was in charge of the 7.30 a.m. train from Manchester to Wigan, which was formed as follows:—

Engine.
Third van, six wheels.
Bogie third.
Bogie composite.
Third, six wheels.
Bogie third van.

We travelled on the fast line to Pendleton New, and I knew that we should have to be crossed there to the slow line. The driver whistled for the distant signal for Pendleton New, and I put my head out of the window, and noticed that the home signal was off for us to cross. I was

crossing the van for my hand lamp when I was thrown down, and this was the first I knew of anything being wrong. After I had collected myself I at once got out of the van and saw what had occurred. I immediately went back to protect my train. After I had gone back about 90 yards, and could see that the signals in rear were at danger, I put two fog signals on the rails, and then returned to the train to see if I could assist the passengers. I found several passengers injured and rendered what assistance I could. When I was going back immediately after the collision I could see the arms on the bridge of signals at Windsor Bridge No. 3 quite plainly just after I got through the bridge. It was not what could be called daylight, but the day had broken.

Arthur Moulton, acting driver, Bury, states: I have been 11 years in the Company's service, one year a driver. On January 11th I signed on duty at 4.15 a.m. to relieve the men working an empty waggon special from Miles Platting to the Ship Canal. My normal hours are 10. My engine, No. 1,191, is a six-wheels-coupled goods engine, and the train consisted of 62 empty waggons and brake van. I was stopped at Pendleton New, and when the signal was lowered I drew down to Windsor Bridge No. 3 slow line home signal, where I was again brought to a stand. I stopped with the steps of the motion plate opposite the electric bell post, and I was so near the signal that I could not have seen it without bending down to look through the spectacle. It was coming daylight, and I could see Windsor Bridge No. 3 box quite plainly from where I stood. After we had been standing at the signal for about five minutes my fireman rang the electric communication to warn the signalman at Windsor Bridge No. 3 that we were at the home signal, and I also whistled. I did not set back my train, or move it in any direction until after the collision. I did not feel the collision, and knew nothing about it until the guard told me of it.

Conclusion.

This collision was due to an error of judgment on the part of signalman Tattersall at Pendleton New Station signal-box under the following circumstances:—

He had accepted from Irlam signal-box (the box in rear on the up slow line) at 6.48 a.m. the train of empty waggons which came to a stand at Pendleton New Station at 6.57 a.m. At 6.58 a.m. it was accepted by Windsor Bridge No. 3 box, the signal-box in advance; it passed Pendleton New box at 7.3 a.m., and was brought to a stand at Windsor Bridge No. 3 up home signals with the brake van foul of the crossing from the down fast to the down slow line. But Tattersall, judging by the relative position of the side lights on the brake van with the back lights of the down slow line home signal, which is situated between the up and down slow lines about 20 yards ahead of the fouling point, considered that the brake van was clear of the crossing. He states that he had always judged when it was dark in this way, and that on this occasion he misjudged the distance between the two lights.

Goods-guard Yates, who was in the brake van, looked out and saw that his van was foul of the crossing from the down fast to the down slow line, the trailing buffers of his van being only just ahead of the crossing in the up slow line, and that as it was so obviously foul he did not tell the signalman, as he thought he must see it for himself if he looked. Yates states that if his van had only just been foul he would have considered it his duty to inform the signalman of the fact.

The empty waggon train then remained foul of the crossing for half an hour, and at 7.34 a.m. Tattersall was offered and accepted the 7.30 a.m. passenger train on the down fast road, and as it was a stopping train it had to be turned on to the slow road. Tattersall states he again looked at the brake van of the empty waggon train before he lowered

his signals for the passenger train, and again judged it was clear of the crossing by looking at the relative position of the side lights on the van and the back lights of the down slow home signal. It was then fast getting light, and he might have been able to see the actual rails of the crossing, but he states he did not look at them, but only at the lights.

At 7.38 a.m. the passenger train arrived, and struck the side of the van of the empty waggon train, turning it round and causing it to foul the rest of the train worse than it fouled the engine.

Owing to the curve in the line, driver Brown could not see that the van was foul of the crossing until quite close to it, but as the train was stopping at the station it was not going more than 10 or 12 miles an hour at the time, and quickly pulled up after the collision occurred, and he is not to blame in any way.

Although there are no regulations by which it was the duty of goods-guard Yates to have informed the signalman that his van was foul of the crossing, I consider that as he was within 90 yards of the signal-box he might have called the attention of the signalman to the fact, especially when he found it was left in that position for so long a time.

Although signalman Tattersall must bear the blame for the collision, I consider it is a difficult matter for him to judge in the dark as to whether a train standing on the up slow line is clear of the crossing from the down fast to the down slow line or not, as he has only an end-on view of the lines, and the fouling point is 115 yards away from the signal-box. I think therefore, the Company should consider the advisability of fixing a clearance bar at the fouling point of the crossing and the up slow line, which would prevent the signals being lowered for a train to cross from the down fast to the down slow line when any vehicle of another train on the up slow line was foul of the crossing.

The Assistant Secretary,
Railway Department, Board of Trade.

I have, &c.,

E. DRUITT,
Major, R.E.

APPENDIX.

DAMAGE TO ROLLING STOCK.

Lancashire and Yorkshire Third Van, No. 2,338.—Waist and bottom quarter panels, one headstock, footboards, three axle boxes, etc., broken.

Lancashire and Yorkshire Bogie Third Van, No. 2,525.—Two headstocks, door handles, commode handles, footboards, four axle boxes, etc., broken, and body panels damaged.

Lancashire and Yorkshire Bogie Compo. Van, No. 695.—Waist and bottom panels, doors, corner pillars, one headstock, six standing pillars, end corner panels, three axle boxes, etc., broken.

Lancashire and Yorkshire Third Van, No. 1,539.—Waist and bottom quarter panels and framing, doors, corner pillars, end corner panels, top and bottom footboards, leg irons, and two axle boxes broken; partitions, seat rails, etc., displaced and broken.

Lancashire and Yorkshire Bogie Third Van, No. 2,653.—Waist and bottom quarter panels, framing, doors, two axle boxes, etc., broken.

Lancashire and Yorkshire Brake Van, No. 18,200.—Four end boards, four side boards, four end footboards, two axle boxes, one axle guard, four brake blocks, two tie rods, knee irons, and step irons broken; three axle guards, one drawbar hook, push rods, etc., bent; one headstock badly grazed, and journals badly cut.

Lancashire and Yorkshire Waggon, No. 10,314.—One side plank, one end plank, three axle boxes, one buffer head, one bearing spring shoe, and one brake guard broken; one axle guard, and one drawbar hook bent; and one headstock and one end muntin damaged.

Engine No. 1,275.—Leading and trailing steps broken.

DAMAGE TO PERMANENT WAY.

Two crossing chairs broken.
Six ordinary chairs broken.

Three sleepers damaged.

Printed copies of the above Report were sent to the Company on the 20th February.
