

**MANCHESTER, SHEFFIELD, AND LINCOLNSHIRE AND LANCASHIRE AND  
YORKSHIRE JOINT STATION AT STALEYBRIDGE.**

*Board of Trade  
(Railway Department),  
Whitehall, 17 July 1866.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade, to transmit to you, to be laid before the Directors of the Manchester, Sheffield, and Lincolnshire (Lancashire and Yorkshire,) Railway Company, the enclosed copy of the Report made by Colonel Yolland, the officer appointed by my Lords to inquire into the circumstances connected with the collision which occurred on the 13th ultimo, at the Victoria junction of the Manchester, Sheffield, and Lincolnshire, and Lancashire and Yorkshire Railways, at Staleybridge.

*The Secretary of the  
Manchester, Sheffield,  
and Lincolnshire  
Railway Company.  
The Secretary of the  
Lancashire and Yorkshire  
Railway Company.*

I am, &c.,  
T. H. FARRER.

*Board of Trade,  
(Railway Department),  
Whitehall, 11th July 1866.*

SIR,

I HAVE the honour to state for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 20th ultimo, the result of my inquiry into the circumstances which attended the collision that occurred on the 13th ultimo at the Victoria junction, Staleybridge, between two passenger trains belonging to the Lancashire and Yorkshire and the Manchester, Sheffield, and Lincolnshire Railway Companies, when four passengers in the Lancashire and Yorkshire train, and one passenger in the Manchester, Sheffield, and Lincolnshire train, are reported to have been injured, one of the number severely.

The Staleybridge branches belonging to these two Railway Companies unite at the Victoria junction, situated about 150 yards west of the west end of the south platform of the Staleybridge station; and it appears, that as the 4 h. 35 m. p.m. up train of the Lancashire and Yorkshire Railway, consisting of an engine, break van, and three carriages, on its way to Manchester from Staleybridge, when travelling at from 8 to 10 miles an hour, was run into by the 4 h. 0 m. p.m. Manchester, Sheffield, and Lincolnshire train, proceeding in an opposite direction from Guide Bridge to Staleybridge, as it passed across the up line of the Manchester, Sheffield, and Lincolnshire branch line. The junction signals were all right for the Lancashire and Yorkshire train to proceed, and the driver of the Manchester, Sheffield, and Lincolnshire train admits that both the distant and junction signals were on at "danger" against him, and he states that he sounded the engine whistle in order to get them taken off; he thinks he passed the distant signal, which is 430 yards from the spot at which the collision took place, at the rate of about 15 miles an hour, while the guard of the train estimates the rate at from 25 to 30 miles an hour. The driver further states, that between the distant signal and the junction, he whistled for the guard's break to be applied, and adds, in which he is supported by other testimony, that he had almost brought his train to a

stand, when it fouled the other line and was struck by the Lancashire and Yorkshire Railway train.

One of the carriages in the last train was badly damaged, and two others slightly so, and the buffer plank and framing of the engine of the Manchester, Sheffield, and Lincolnshire train were broken. Nothing was thrown off the rails, and the passenger who was most seriously hurt, had his leg broken while riding in the second compartment of a third-class carriage in the Lancashire and Yorkshire train, by the body of the carriage being knocked in by the engine of the other train. The collision might have been avoided at the last moment, if the signalman had had the presence of mind to turn the Lancashire and Yorkshire train on to the Manchester, Sheffield, and Lincolnshire branch.

The Manchester, Sheffield, and Lincolnshire rules and regulations are quite explicit as to the driver's duty on such an occasion. Rule 26 page 14 says in the afterpart of the rule, "when a train approaches a station or junction and the distant signal shows "danger," it must come to a stand at the distant signal post, and then *immediately* draw slowly up to the station or junction, so as to be protected by the distant signal." The rule is unexceptionable, but unfortunately it is seldom or ever obeyed; and it is admitted that the practice on the line is for engine drivers not to stop at a distant signal, unless they see some obstruction on the line. They run past the distant signal, whistling for the signals to be taken off, and then, sometimes, when it is too late, endeavour to stop.

In this instance, there was no obstruction visible on the line between the distant signal and the junction, when the driver ran past it, and it was only as he came up to the crossing that the Lancashire and Yorkshire train passed outwards from Staleybridge station. The driver is described as being a very good driver, of 20 years' experience; but there is no doubt that he was alone responsible for causing this collision, by keeping on the steam too long, and running past the distant signal, instead of stopping at it and then drawing slowly up to the junction.

Railway Companies can never expect to be free from this class of collision, until they uphold the discipline on their lines. If they make rules and regulations, they should take the necessary measures for upholding these rules, so that it appears to me that the Company's management must be held responsible for the toleration of the practice to which I have referred.

I should add, with reference to the letter from the Mayor of Staleybridge, who reported this collision, (and not either of the Railway Companies as they are bound to do in compliance with the law,) that it cannot in any way be connected with the condition of the Staleybridge station, to which he has again called their Lordships' attention. I was informed that the engineers of these two lines had not yet had time to consider the question of what was best to be done at Staleybridge station, in consequence of the pressure of matters before the Parliamentary Committees.

I have, &c.,  
*The Secretary of the  
Board of Trade  
(Railway Department).* W. YOLLAND,  
Colonel.

**NORTH LONDON RAILWAY.**

*Board of Trade  
(Railway Department),  
Whitehall, 5th June 1866.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be

laid before the Directors of the North London Railway Company, the enclosed copy of the report made by Colonel Yolland, the officer appointed by their Lordships to inquire into the circumstances connected with the collision which occurred on the 19th ultimo,

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