

being stated to be exactly 10 minutes. No signal was shown.

The rules of the Company further provide, that all officers, platelayers, and other persons employed by the Company shall, by raising one, two, or more fingers, notify to drivers, guards, &c. of passing trains, the number of minutes a preceding train has gone by.

A platelayer working on the line about half a mile from Hebden Bridge, and about $1\frac{3}{4}$ miles from Eastwood, states that he held up one finger as the express train passed, to inform the driver that a train was one minute in front.

The fireman acknowledges seeing the platelayer hold up four fingers; that he understood thereby, that a train was four minutes in advance; that it was his duty to inform the driver of the circumstance; but he states that he did not do so, as he thought that the latter must have seen the caution given by the platelayer.

A porter loading goods at Eastwood Mill goods siding (which is on the Hebden Bridge side of Eastwood station) states, that he gave the caution to the express train as it passed, by holding up one finger, and that the fireman saw him. The latter denies his.

The signal man at Eastwood station did not put on the distant signal to danger or caution after the *quick* goods train had passed.

There is no station semaphore. He admits that the express train followed the *quick* goods train at two minutes interval; viz. that the goods train passed about 5.5 p.m., the express train about 5.7 p.m.; but he adds, "that his regulations provide that he should 'only stop a train when it is following (at an interval of less than five minutes) a slow or stopping train.'" The goods train in question being called "a *quick* goods train," did not require the following train to be stopped.

This is no excuse for his not putting on the caution signal; but he appears to be a very old man, to have been taken by surprise, and to have rushed out and shown his green lamp, holding out two fingers at the same time, to denote that the goods train was only two minutes in front.

The engine driver admits seeing the green light, but denies seeing the two fingers. The guard of the train who was in the next carriage admits seeing them.

The engine driver says that he shook his fist at the signal man to evince his displeasure at his having allowed the goods train to proceed in front of him, and allows that when he got into the tunnel about 800 yards from the station he knew by the steam in the tunnel that a train had only just gone through it.

The driver's evidence differs from that of the other evidences. He states that he shut off steam before reaching Eastwood station, on seeing the green lamp

held by the Eastwood signalman, and that his speed on passing the station was only 20 miles an hour.

The other evidences show that he did not shut off steam till entering the tunnel, and that he was travelling at the rate of 35 to 40 miles per hour on passing Eastwood station. The latter appears to be the more probable speed, as the rate of running of the express train, according to the Company's time-table, is about 28 miles per hour, and the train left Sowerby Bridge station three or four minutes behind time.

The driver of the express states that he could have pulled up his train in 25 yards;—strong evidence in favor of the continuous breaks attached to his train: but I fear that this opinion led him into a reckless disregard of the signals that he received.

The line from Eastwood towards Todmorton is, on an ascending gradient of 1 in 300, to the mouth of the tunnel, 1,100 yards distant, close outside of which the collision took place. There is a curve in the tunnel, allowing it barely to be seen through by daylight, but not when it is dark or full of steam.

The collision appears to have been caused by the close proximity in which the trains were allowed to travel, and the neglect of the Company's servants:—

1st. In not shunting the *quick* goods train at Hebden Bridge.

The evidence of the station master, head porter, and signal man at this station shows, that they felt that the goods train, which stopped there for water, was liable to be overtaken by the express passenger train.

2d. In not putting on the distant danger or caution signal at Eastwood after the goods train had passed.

3d. In the reckless disregard by the engine driver, fireman, and guard of the express train, of those signals and cautions that were given, at least one of which each admits having seen.

The whole of the officers and servants concerned have been fined.

The regulations (which provide that express trains travelling at great speed shall not be stopped when following other trains whose rate of travelling is laid down at half that of the express train, unless the latter are called "slow or stopping trains," require alteration.

The want of station semaphores on a line having such traffic as the Lancashire and Yorkshire Railway should be supplied forthwith.

It would further appear desirable to have some mode of communication, by telegraph or otherwise, between Eastwood station and the mouth of the tunnel 1,100 yards on the Todmorton side, if it is necessary that trains should follow each other at such short intervals.

I have, &c.

F. H. RICH,
Capt. R.E.

The Secretary,
Railway Department,
Board of Trade.

LANCASHIRE AND YORKSHIRE RAILWAY.

Railway Department, Board of Trade,
SIR, Whitehall, 13th December 1861.

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 Lancashire and Yorkshire Railway Company, the enclosed copy of the report made by Captain Rich, R.E., the officer appointed by my Lords to inquire into the circumstances which attended the collision that occurred on the 5th ultimo, between a Great Northern mineral train and a Lancashire and Yorkshire goods train, at

the Darton station of the Lancashire and Yorkshire Railway.

I am, &c.

J. BOOTH.

The Secretary of the
Lancashire and Yorkshire
Railway Company.

[Similar letter to the Secretary of the Great Northern Railway Company.]

*Railway Department, Board of Trade,
Whitehall, 4th December 1861.*

SIR,

I HAVE the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry into the circumstances which attended a collision that occurred on the 5th ultimo, by a mineral train of the Great Northern Railway Company running into a goods train of the Lancashire and Yorkshire Railway Company at Darton station, on the Barnsley branch of the Lancashire and Yorkshire Railway; by which Henry Sutcliffe, engine driver to the Lancashire and Yorkshire Railway Company, met his death, and George Sutcliffe, fireman, was seriously injured.

Darton station is situated about $3\frac{1}{2}$ miles from Barnsley, and $9\frac{1}{4}$ from Wakefield. The line from Barnsley to Wakefield is used by the Great Northern Railway Company as well as by the Lancashire and Yorkshire Railway Company, but is worked by the officers and servants of the latter.

The approach to Darton station from Wakefield is through a deep cutting and on a sharp curve, and there is no station semaphore.

The distant signal on the Wakefield side is about 550 yards from the station. It can be seen from the station platform, and for a considerable distance when approaching it from Wakefield, but a train coming from Wakefield cannot, in consequence of the curve and cutting, be seen from Darton station platform till it comes within about 350 yards of it. So that if the distant signal was put to "danger" at the moment the train passed it, the driver would not receive any warning till he had got about 200 yards nearer to the station.

A goods train, consisting of engine and tender, ten waggons, and two break vans, belonging to the Lancashire and Yorkshire Railway Company, proceeding from Barnsley to Wakefield, was stopped at Darton at 8.55 a.m., on the 5th ultimo, to take up three waggons.

The porter whose duty it was to attend to the signals at Darton station was sick and absent that morning.

The station master signalled to the Lancashire and Yorkshire goods train to stop. He states that before it had quite done so, he put on the danger distant signal on the Barnsley side, rode in the hind van of the train to the Wakefield end of the platform where the rear break-van of the train came to a stand opposite the signal lever, when he stepped off the van, and put on the "danger" signal for the up line.

Three waggons were then unhooked with the engine, two were put into the siding, and one down the main line with the train. The engine and break-van were then drawn over the points, and turned across the up line into the siding. Before the engine had cleared the up line, she was struck by the engine of a Great Northern mineral train, composed of an engine and tender, twenty empty waggons and one break van, travelling from Wakefield towards Barnsley. The driver and guard of the Great Northern train jumped off, the fireman remained on the engine till after the collision. None of these men were hurt. Henry and George Sutcliffe, the driver and fireman of the Lancashire and Yorkshire engine, had their faces turned in an opposite direction, and being engaged did not notice the approach of the Great Northern train. These men were thrown from the engine. The first was killed on the spot, and George was severely injured in the foot. Both engines were much injured, the Great Northern engine more particularly. Eight of the Great Northern waggons were also broken; three of the number very much so.

The time of arrival of the Great Northern train at Darton is given by some of the witnesses as 8.56; but the guard of the Lancashire and Yorkshire goods train states it to have been about four minutes after his train, which was probably the case, as it is borne out by the evidence of the pointsman at Woolley Colliery.

The Great Northern train was travelling at a speed, variously stated, at sixteen to twenty miles per hour. The engine driver considers that he was about 150 yards from the Lancashire and Yorkshire engine when he first perceived her. He states that he whistled three times, reversed his engine, and though the breaks were put on he saw the collision to be inevitable, and jumped off. The other witnesses give the distance when the engines came in sight of each other as less. They are probably correct.

The guard in the front van of the Lancashire and Yorkshire train states, that the distant danger signal was at "danger" when he was holding the points to allow the engine of his train to cross on to the up line; but there is no evidence, except that of the station master, to show that it was on any sooner. On the other hand the engine driver, fireman, and guard of the Great Northern train stated positively that the danger signal was not on when they passed it; and the pointsman at the Woolley Colliery siding, which is about 600 yards nearer Wakefield than the distant signal-post, states that he noticed the Great Northern train passing the distant signal-post, which is plainly visible from his station, and that the danger signal was not put on for about a minute afterwards.

The evidence of the Darton station master is not supported by that of the guard in whose van he states that he rode from one end of the platform to the other. The guard asserts that this van stopped in a different position to that given by the station master.

Moreover, the guard in question did not see the station master turn on the signal, which he could hardly have failed observing if his van had stopped opposite the lever handle, and the station master had gone direct from the van to the signal lever, as he stated that he did.

The want of a station semaphore in such a position is a serious omission, and should be provided without loss of time.

The engine driver of the Great Northern mineral train showed a want of caution in approaching a station (situated as Darton is) at so great a speed, more particularly as his train did not travel regularly on the line, and was only provided with one break-van to 20 waggons. He further pleaded ignorance of the Lancashire and Yorkshire Railway Company's regulations, which direct a driver to whistle on approaching a sharp curve or a station. He only whistled on becoming aware of his danger. The Lancashire and Yorkshire Company's regulations also direct that the servants of the Great Northern Railway Company shall be acquainted and comply with their rules when travelling over their line:— Neither of these conditions seem to have been fulfilled.

The immediate cause of the collision appears to have been the neglect to put on the distant danger signal on the Wakefield side of the Darton station in proper time.

I have, &c.

To the Secretary,
Railway Department,
Board of Trade.

F. H. RICH,
Capt. R.E.