

## LANCASHIRE AND YORKSHIRE RAILWAY.

*Board of Trade,  
(Railway Department),  
Whitehall, 29th April 1872.*

Sir, In compliance with the instructions contained in your minute of the 4th inst., 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 28th ult. at Kirkdale junction, on the Lancashire and Yorkshire Railway.

Kirkdale junction is about one mile to the east of Sand Hills station.

On the day in question, the passenger train which is due to leave Ormskirk at 10.25 p.m. for Liverpool, approached Kirkdale junction about 11 p.m. It consisted of an engine, which was running with the tender in front, a composite, a second, a first, a guard's van with a guard, and two second-class carriages, at the tail of the train.

The coaches were all fitted with Fay's continuous breaks.

This train was stopped about 150 yards to the east of Kirkdale junction cabin, as the signalman on duty thought that it was a goods train that required to cross to the dock line, which is at the west side of his cabin, and at the north side of the passenger lines.

The dock line was occupied at the time with another goods train, that had just moved across the passenger lines on to it.

The Kirkdale junction signalman was misled into thinking that the passenger train was a goods train, as it carried only one head light, which is the case with goods trains on the Lancashire and Yorkshire Railway, whereas passenger trains carry two head lights, and he also thought that he had received the gong signal for a goods train from the signalman at the east side of his cabin. The passenger train had only just stopped, when an inspector told the Kirkdale junction signalman that it was a passenger train, and the junction signalman lowered the junction signal for the train to proceed. He forgot that the points of the cross-over road, from the passenger line to the dock line, had not been altered,

since he had allowed the goods train to go into the dock line.

The passenger train passed Kirkdale junction cabin at a speed of about 10 miles an hour, and as soon as it reached the points of the cross-over road, which are about 30 yards to the west of Kirkdale junction cabin, the engine-driver felt his engine take the crossing. He shut off steam, reversed, whistled for the guard's breaks, but he could not stop his train before it struck, at a speed of about 8 miles an hour, the goods waggons that were standing on the dock line. Two goods waggons were knocked off the rails and damaged, and the loading wheels of the tender of the passenger train were also thrown off the rails. The guard of the passenger train was the only person that was injured. He was hurt in the head and back, but not seriously.

The engine-driver of the passenger train excused himself for not having two head lights on the tender of his engine, by saying that he had shifted one lamp from the front of the engine to the tender, before he started on the return journey, and that he thought that his fireman had moved the other lamp, but it appears that the fireman neglected to do so.

Passenger trains should not run with the engine tenders in front.

The accident was caused by the signalman at Kirkdale junction, forgetting to put the points right, before he lowered the signal for the passenger train.

This man is an experienced signalman and bears a good character. All signalmen are certain to make such mistakes at sometime or another, unless they are provided with signals and points that are properly interlocked, which renders such mistakes impossible.

This is not the first accident of the kind that has occurred at Kirkdale junction, and I am glad to report that the Lancashire and Yorkshire Railway Company are now re-arranging the junction and are fitting it with a locking apparatus.

I have, &c.,  
F. H. RICH,  
Licut.-Col. R.E.

*The Secretary,  
(Railway Department),  
Board of Trade.*

Copies of the above report were sent to the Company.

## LANCASHIRE AND YORKSHIRE RAILWAY.

*Board of Trade,  
(Railway Department),  
Whitehall, 25th April 1872.*

Sir, In compliance with the instructions contained in your minute of the 3rd inst., 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 which occurred on the 1st inst. at Berry Brow station, on the Lancashire and Yorkshire Railway.

Sixteen passengers are reported to have been hurt, but it is believed that their injuries are not serious.

Berry Brow station is situated on an incline of 1 in 100, falling towards Huddersfield, and on a curve of 30 chains radius. It is protected by a distant-signal at the Penistone end. The distant-signal is placed about 650 yards from the station, but as it cannot be seen from the station there is a repeater 250 yards from the station. The distant-signal at the Huddersfield side of the station is about 500 yards away; it also has a repeater, which is about 200 yards from the station. There are no station signals. The levers that work the distant-signals are on the platform at the east side of the line opposite the station building. The approaches to Berry Brow station from the north and south sides are through deep rock

cuttings which confine the view to about 200 yards on each side of the station.

On the day in question a train, which consisted of an engine and tender, a guard's van with the guard, a second-class, a first-class, a second-class, and three third-class carriages, which were coupled together in the order in which they are given, arrived at Berry Brow station. The van and three carriages next to it were fitted with Fay's continuous break. The train left Penistone at 10.50 p.m. It was 40 minutes late, in consequence of delays on the up journey, owing to the heavy traffic of Easter Monday, and it was delayed a little at Penistone station. The train stopped at all stations, and arrived at Berry Brow at 11.20 p.m., 42 minutes late. The signals at Berry Brow were at "all right" for the train to run into the station. The train had pulled up about half a minute at Berry Brow station when it was run into by a single engine which was going to Mirfield. The two last carriages of the train were broken to pieces, and two others were more or less injured. The man who has charge of the signals at Berry Brow station was in the station office when the passenger train arrived. He had to get to the platform at the opposite side of the station in order to put up the signals to protect the passenger train. When he reached the opposite platform he