

that the cattle waggon, empty and light, was forced over the buffers of the Caledonian waggon in front of it, which in its weak state was possibly running unevenly.

The poor man who was unfortunately killed was, by riding in the break-van, infringing one of the rules of the Company, which forbids any passenger being taken in the break-vans of goods trains unless provided with a special ticket; but inasmuch as he was a workman employed by the Company, and had a brass ticket which passed him to and from his work, there was perhaps some small excuse for the breaksman and guard permitting him to travel with the train.

These men should, however, take warning from this fatal accident, and be careful in future to obey the rules to the letter.

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

I have, &c.,
F. A. MARINDIN,
Major.

Printed copies of the above report were sent to the Company.

LANCASHIRE AND YORKSHIRE RAILWAY.

Board of Trade, (Railway Department,)
1, Whitehall, London, S.W.,
30th April 1884.

SIR,

I HAVE the honour to report, for the information of the Board of Trade, that in compliance with the Order of the 16th instant, I have inquired into the causes of the collision which occurred on the 12th instant at Victoria station, Manchester, on the Lancashire and Yorkshire Railway.

In this case, while an unattached tank-engine belonging to the Lancashire and Yorkshire Railway Company was standing close to No. 1 cabin it was, through a mistake of the signalman, run into by the 8.30 p.m. London and North-Western Company's passenger train from Leeds, due at Manchester at 10.35 p.m., but which, owing to the Easter holiday traffic, was running 35 minutes late.

Three passengers have complained of injury.

In the passenger train—which consisted of a tender-engine (running engine first) and 11 vehicles, the fourth and tenth having break compartments with a guard in the latter, and the driver having control of a steam-break applying to the four coupled wheels of the engine and to the tender wheels, of a chain break applying to the fourth, fifth, sixth, and seventh vehicles, and the guard having control of a chain break applying to the eighth, ninth, and tenth—the buffers of the engine were damaged.

In the unattached engine, which was standing with its chimney towards the direction in which the passenger train was coming, the buffers were also damaged. No wheels were thrown off the rails.

Description.

This collision occurred close to the eastern end of Victoria station and at the foot of a descending gradient of 1 in 59. The unattached engine was standing on the through line (used by the London and North-Western Company's trains from Leeds in proceeding to the west end of the station) 130 yards inside the home-signal (which had been by mistake lowered for the passenger train), and close to the signal-cabin.

Evidence.

1. *Jerry Cooper*, 12 years in the Lancashire and Yorkshire Company's service, fireman 10 years.—I was acting as driver of No. 199 tank-engine on the 12th April. I had come from the Newtown sidings with a train of empty coaches, which had been dropped into No. 5 bay, and to allow of this the signalman had turned me on to the through line, and I stopped a little on the station side of No. 1 cabin waiting for a signal to come back over the points and go into one of the sidings. I was standing coal-box in front. There was a red light on the top of the smoke-box at the Miles Platting end of the engine, which was a six-wheeled coupled tank-engine. I had been standing about 15 minutes, and was only aware of a train coming when it was a few yards off, when I heard the

driver pop his whistle. I had no time to get into motion before the collision occurred. My mate had just time to ease off his break, and I was moving over the reversing-lever when I was knocked off the engine by the blow. I was a little shaken. My engine was driven forward 15 to 20 yards, but the train stopped. I had not whistled nor taken any other means to keep the signalman in remembrance where I was. The buffer was broken on my engine; no wheels were knocked off the rails. The collision happened about 11.10 or 11.15. I saw no signal drop from the west cabin for the London and North-Western train. I was looking at the signalman, but did not know what levers he was pulling.

2. *George Alfred Peers*, eight years in the Lancashire and Yorkshire Company's service, three years fireman.—After we had stood about four minutes opposite the cabin on the through line the inspector told us to move further on towards the station, to leave room for an Ashton engine to come and stand in front of us. We then moved forward, and stood with the front of the engine about opposite the end of the cabin. The Ashton engine then went away into the yard, but we remained waiting for a signal from the signalman, but not taking any means to let the signalman know we were there. In about four minutes more the collision happened, I having heard the North-Western driver whistle just before, and having just time to release my break. I was slightly hurt in the back. My engine was driven forward 9 or 10 yards. There was a red light on the top of the smoke-box. The light was knocked out by the collision.

3. *Thomas Caldwell*, 15½ years in the London and North-Western Company's service, nine years driver.—I was driver of the 8.30 p.m. stopping passenger train from Leeds on the 12th April, due in Manchester at 10.35 p.m. It consisted of a four-wheeled coupled tender-engine, running engine first, and a train of 11 vehicles, the next but three to the engine being a break-carriage, and also the tenth from the engine. I had control of a chain-break on the break-carriage and three vehicles behind it; the guard had control of the breaks on the last break carriage and two vehicles in front of it. I do not use the chain-break for ordinary stops, but only on emergencies. I took charge of the train from Huddersfield with a fresh engine, and left 10 minutes late. I tried the chain-break for the first stop at Longwood, when it acted very well. I tried it also at Stalybridge, as I thought we were overrunning the platform, and it acted properly there. We lost a few minutes at Mossley in picking up a coach, and lost more time after leaving Stalybridge from signals being against us. The last stop for passenger purposes was at Ashton, but after this I was stopped at nearly every block-post, and was detained at No. 2 cabin on Miles Platting bank for six minutes. I was prepared to stop at No. 1 signals, and had nearly come to a stand when the right-hand signal was taken off to admit me to the station. I accordingly eased off the break, and let the train run, and I was just crossing the junction about 30 yards from the other engine when I thought I saw something dark under the bridge. I accordingly first applied the steam-break applying to the four coupled wheels of the engine and the tender wheels. I whistled also for the guard's break, and reversed the engine. I also pulled the break-cord the last thing, and had just done so when the collision occurred. On first seeing the engine the speed was about seven or eight miles an hour, and about four when I struck it. I got no warning from the signalman nor from anyone else. The blow was not severe, but there was a rebound. Neither I nor the fireman was injured. After seeing the Lancashire and Yorkshire engine I saw a red light on the top of its smoke-box. Two wheels were off the rails in my train; the buffer-plank of the engine and the angle-irons were broken. The collision occurred about 11.9.

4. *James Garner*, 11½ years in the London and North-Western Company's service, 9 years fireman.—I agree with the driver's evidence, except that I, and not he, pulled the break-cord. I do not think the speed was more than five miles an hour when we first saw the engine, and not more than two miles an hour on collision.

5. *Harry Parsons*, 9½ years in the service, and 4½ years guard.—I was guard of the 8.30 p.m. train from Leeds on 12th April. From Leeds the train consisted of a composite and two third-class carriages next the engine, and a close-coupled train of seven vehicles, with a break compartment at each end. At Mossley an empty third-class carriage was attached at the rear of the train, which then consisted of 11 vehicles. I was in the last vehicle but one, and had control of the breaks of the carriage I was in, and the two in front of it; and the driver could apply the breaks of the four at the front of the close-coupled train. I can use the break on the break-carriage independently or not, as I choose, but I use the three for an ordinary stop. I was the only guard. We started from Leeds two minutes late, and from Huddersfield eight minutes late; were stopped at Slaithwaite seven minutes by signal, three minutes at Saddleworth, and a minute at Mossley attaching a coach. We felt Stalybridge 18 minutes late, and were slacked at nearly every signal, and were stopped four to five minutes at No. 2 box on Miles Platting bank; on approaching No. 1 signals we were nearly stopped, but the signal was taken off before we had actually come to a stand, and we had not got into a speed of not more than four or five miles an hour when I heard the break whistle, upon which I worked my break, but before I could get it on the collision had occurred, the speed being much the same. I did not feel much of the blow. The time was about 11.9 p.m. I saw no signal from the signalman nor from anyone on the ground.

6. *John Hughes*, 14 years in the service of the Lancashire and Yorkshire Company, and 13 years signalman, all the time in No. 1 cabin, Victoria, where I came on duty at 10 p.m. on the 12th April.—Train booker Holland was in the cabin when the collision happened. The train of empty carriages arrived from Newtown sidings at 10.57. The stable siding being occupied at the time by two large engines, I turned the engine on to the through line to stand opposite the cabin until I could put it into No. 3 line, after the Middleton train had gone out at 11 p.m. At 11.4 p.m. a train from Ashton arrived, and I was obliged to put its engine on the through line, for which purpose the other engine had to move a little further into the station. I kept the Ashton engine until the Middleton train had started out at 11.5, and I then brought it out and attached it to its train for Ashton in No. 2. The London and North-Western train had been given on from No. 2 cabin at 11.4 p.m., and I had accepted it at that time, and it was drawing down to the signals when the Middleton train went out of No. 3. I then quite forgot the pilot engine, which I had intended to send into No. 3, and lowered my signal for the London and North-Western train. I was standing with No. 40 lever in my hand, looking at the train coming down, when I heard the driver give the break whistle just as he had come to No. 28 points. I then remembered the engine, threw up the home-signal, and tried to pull No. 26 lever, which locks No. 25 points leading to No. 3, but the engine was on the bar, and I was consequently unable to move it. I shouted at the top of my voice, but there was too much noise for me to be heard. The London and North-Western driver was doing all he could to pull up. His speed was not five miles an hour when he passed the end of the cabin, and I think he would have stopped in another engine length. The collision occurred about 11.9. I could not see whether there was a red light on the pilot engine. The train booker could not have known the pilot engine was on the main line.

Conclusion.

This collision was caused by the signalman in No. 1 cabin—an experienced man of 13 years' service as signalman, and who had been on duty only about an hour when the collision happened—having quite forgotten that at about 10.57 p.m. he had

allowed an unattached engine to occupy the through line close to his cabin, and had not (as he had intended) sent this engine out of the way as soon as there was room for it elsewhere, which there was about 11.5 p.m. owing to the departure of a train from one of the bay lines. He then at 11.8 p.m. lowered the signal for the passenger train to proceed along the through line, and only realised that he had made a mistake when he heard the break whistle from the London and North-Western train, when it was about (he thinks) 80 yards from the point of collision, and when it was too late for him to turn it through facing-points on to another line.

The driver of the passenger train, who was provided with a steam-break applying to the engine and tender wheels, and with a chain-break, actuated by a cord, applying to the fourth, fifth, sixth, and seventh vehicles, caught sight of the other engine probably about 60 yards off, when his speed did not, he states, exceed seven or eight miles. He first applied the steam-break, then whistled and reversed, and either he or his fireman pulled the chain-break cord (to be used only for emergencies), the consequence being that speed was reduced to about four miles an hour on collision. With a quickly-acting continuous break applicable by one and the same operation to the wheels of the engine, tender, and train, and allowed to be used on all occasions, the collision would probably have been avoided altogether.

It was very foolish of the driver and fireman of the unattached engine to stand for about 12 minutes close to the signalman without taking any means to remind him that their engine was occupying the main through line.

The mode of working which caused the necessity for the unattached engine to occupy the main line after being detached from the carriages which it had brought down from the carriage sheds, and which had been dropped by gravity into one of the bays, will cease to-morrow, when the important and extensive alterations which have been for some time in progress at Victoria Station will be brought into use, and will afford sufficient room (which has been hitherto greatly wanting) for satisfactorily dealing with the dense passenger traffic at this important station.

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

I have, &c.,
C. S. HUTCHINSON,
Major-General, R.E.

Printed copies of the above report were sent to the Company on the 23rd May.

LONDON AND NORTH-WESTERN RAILWAY.

Board of Trade, (Railway Department,)
1, Whitehall, London, S.W.,
20th June 1884.

SIR,

I HAVE the honour to report, for the information of the Board of Trade, in compliance with the instructions contained in the Order of the 9th instant, the result of my inquiry into the causes of a collision which occurred on the 4th instant, at Tyldesley, on the London and North-Western Railway.

In this case, the 1.20 a.m. passenger train from Carlisle to Manchester,—consisting of engine and tender, three carriage trucks laden with fish, break-van, four composite and one third-class carriages, and rear break-van,—came into collision, when running at about 12 miles an hour, with the tail of the 10.20 p.m. up goods train from Carlisle,—consisting of engine and tender, 46 goods waggons, and rear break-van, which had been brought to a stand in the station at Tyldesley, and was just starting to draw forward into the up loop line out of the way of the passenger train.

The engine and tender left the rails, and in the goods train the break-van, which was much damaged, and the waggon in front of it, were also thrown off the rails.

Six passengers are stated to have been slightly injured, and the fireman of the passenger train, who jumped off his engine, was severely injured.

The smoke-box, buffer-plank, and castings on the passenger engine were broken, and the break-van and six waggons in the goods train were damaged.

In the permanent way 84 chairs, 40 sleepers, 1 fish-plate, 10 bolts, and 35 spikes were broken.

Description.

At the west end of Tyldesley station the line from Liverpool viâ Leigh and Bedford, running from the west, joins the line from Wigan to Manchester, running from