

*Lancashire and Yorkshire Railway,  
Secretary's Office.*

SIR, *Manchester, 21st December 1865.*

Your communication of 12th December instant, handing copy of Captain Tyler's report on the collision which occurred near the Salford station on 10th November ultimo has been submitted to the Directors of this Company, and I beg to inform you that they

have ordered Captain Tyler's recommendations to be carried into effect.

Yours obediently,

*The Secretary of the  
Railway Department  
Board of Trade,  
Whitehall.*

WM. S. LAWN,  
*Secretary.*

## LANCASHIRE AND YORKSHIRE RAILWAY.

*Board of Trade  
(Railway Department),  
Whitehall, 8th Dec. 1865.*

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 Lancashire and Yorkshire Railway Company, the enclosed copy of the report made by Captain Tyler, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the collision that occurred on the 10th ultimo, at Miles Platting on the Lancashire and Yorkshire Railway.

*The Secretary of the  
Lancashire and Yorkshire  
Railway Company.*

I am, &c.,  
J. E. TENNENT.

SIR,

*Whitehall, 4th Dec. 1865.*

IN compliance with the instructions contained in your minute of the 16th ultimo, 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 the collision that occurred on the 10th ultimo between two passenger trains at Miles Platting on the Lancashire and Yorkshire Railway.

Miles Platting is at the summit of the incline, a mile and a quarter long, on which the Lancashire and Yorkshire traffic east of Manchester is carried to and from the Victoria station. It is itself an important station, and is the site of the junction between the Ashton branch and the main line. It is passed by 225 trains daily, besides special trains and engines. The main line is at present, from the want of sufficient accommodation, very frequently obstructed by the shunting of the goods trains.

The south main line platform at Miles Platting is 176 yards long, and there is a distant signal 700 yards to the east of it.

On the 10th November the 3.35 a.m. goods train from Normanton, due at Miles Platting at 7.50, reached that station at 10.15 a.m. in a thick fog. Some of the waggons were run forward by hand into the London siding while the remainder, 16 in number, went forward on the straight line towards their destination, Oldham Road. But in the course of this operation, the straight line waggons followed too closely upon the siding waggons. The siding waggons had not gone sufficiently far into the siding to leave a clear passage for those on the straight line. The foremost of the latter struck the hindmost of the former, which was thrown off the rails; and the traffic of the up or south main line thus became temporarily obstructed.

At 10.20 a.m. a passenger train from Middleton, due at 10.18, arrived at the platform, and stopped short of the disabled waggon, which was immediately to the west of it. At 10.24 a passenger train from Oldham, due also at 10.18, drew up at the platform, behind the Middleton train. At 10.25 the 8.50 train from Bradford, due at Manchester at 10.27, following upon the same line of rails, came into collision with the Oldham train opposite the platform and about 50 yards from the end of it.

The Oldham train consisted of an engine and

tender, five passenger carriages, and a break-van. The guard, who was standing by the side of his van when the collision occurred, states that he could not see more than nine yards for the fog, and that there was a platelayer 80 or 100 yards behind his train, whom he had seen in passing. The station inspector told him to draw down, and his train was about to move forward when it was struck. One first-class carriage of this train was damaged. The return of the company states that two or three persons were shaken, but I only heard on the spot of one lady having complained of injury.

The Bradford train started punctually from that station at 8.50, and the engine-driver found the Miles Platting distant-signal at danger, and saw a platelayer (acting as a fogman) near it with a green flag in his hand. The platelayer said nothing as the train passed him, but one fog-signal which he had placed on the rails exploded.

The train was then travelling at a speed of about eight miles an hour, and the engine-driver proceeded still more slowly towards the station until at 10 or 15 yards (as he thinks) from the platform he saw a second platelayer, also acting as a fogman. This man had no fog signals on the rails, but said something to the fireman, who was on the side of the engine next to him, in passing. The fireman turned to the engine-driver, who was on the other side of the engine, and said, "Go on, the train has gone away." The engine-driver turned on his steam again to draw up to the platform, and then saw the break-van of the Oldham train "about 10 yards" in front of him—too late to be able to pull up.

The platelayer in question states that he was 200 yards behind the Oldham train when the Bradford train passed him. He had used fog-signals to caution the Middleton train and the Oldham train, and he had placed one on the rail in front of the Bradford train, but it had dropped off again, and that train reached him before he could get another out of his pocket. He was not aware that the truck was off the line on the west of the station, but he knew that the Oldham train had not had time to go forward and must be at the platform. He therefore said, according to his account, to the fireman, as the Bradford train passed him, "Hold on, there is a passenger train standing at the station."

It would thus appear that the collision occurred in consequence of a misunderstanding on the part of the fireman of the Bradford train of what the platelayer said to him, by his interpreting the "hold on" of the platelayer to mean "go on," and so translating it to the engine-driver. And the fireman gave me the impression, when I examined him, of being a man not unlikely to have made such a mistake. But the platelayer ought, according to his own showing, to have employed his red flag instead of contenting himself with speaking to the fireman as the engine passed him. It would have been better if the station master had, as soon as the waggon got off the line, warned the platelayer of the circumstance, as the platelayer would then, no doubt, have been more energetic in his endeavour to stop the Bradford train.

I am glad to learn that an alteration is to be made in future in the company's time bills in regard to the

Oldham and Middleton trains. These trains are joined together at a previous station and arrive at Miles Platting as one train on all days of the week but two. It is only right that as they arrive separately on those two days, an interval should be allowed between them, instead of their both being appointed to be at Miles Platting, as at present, at 10.18.

But the principal lesson to be drawn from this collision, is the want of extra sidings at Miles Platting in which shunting may be performed with the goods trains clear of the main line. I had occasion to draw attention to this subject in my report of the 13th October last, upon the collision that occurred between a passenger train and a coal train; the latter having

been stopped upon the incline while a goods train was shunting at the Miles Platting station. In this case, again, the passenger train was checked because a goods truck was thrown off the rails in shunting on the main line. The importance of the station, its position, and the magnitude of the traffic require that the above remedy of extension and re-arrangement should be applied with as little delay as possible at Miles Platting.

I have, &c.

H. W. TYLER.

Capt. R.E.

*The Secretary of the  
Board of Trade  
Whitehall.*

## LANCASHIRE AND YORKSHIRE RAILWAY.

*Board of Trade  
(Railway Department),  
Whitehall, 5th Dec. 1865.*

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 Lancashire and Yorkshire Railway Company, the enclosed copy of the report made by Captain Tyler, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the collision that occurred near the Elland station on the 15th ultimo.

My Lords trust that the Directors will give Captain Tyler's recommendations their careful consideration.

*The Secretary of the  
Lancashire and Yorkshire  
Railway Company.*

I am, &c.  
J. E. TENNENT.

SIR,

*Derby, 30th November 1865.*

IN compliance with the instructions contained in your minute of the 17th instant, 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 the collision which occurred on the 15th instant between a passenger train and a goods train, near the Elland station, on the Lancashire and Yorkshire Railway.

A single line from Halifax, a mile and a half long, joins the main line of the Lancashire and Yorkshire Railway at the North Dean junction, 31 miles from Manchester; and the Elland station is 1,300 yards south of North Dean, on the way to Huddersfield. The line between North Dean and Elland is nearly level, but passes through a tunnel 434 yards long, of which the north end is 500 yards from North Dean, and the south end is 374 yards from Elland. There is a distant signal 161 yards north of the tunnel, worked from the Elland station, and there are semaphore signals on the passenger platform at that station. There are also the usual main signals and distant signals at the North Dean junction, at which there are passenger platforms and a very considerable traffic.

The 10.30 A.M. express passenger train left Halifax one minute late on the day in question for Huddersfield, consisting of a tender, an engine, three passenger carriages, and a break-van. It was not due to stop either at North Dean or at Elland, and the branch pilot-man, who usually travels with it as far as North Dean, followed on a goods train; so that it was not necessary for the engine-driver to slacken speed at North Dean to allow him to drop off. The North Dean signals were lowered in due course for this train to pass the junction, and it ran through at a speed of 12 miles an hour. The junction signalman held up a green flag in one hand, which the engine-driver observed, and showed (he says) his extended thumb and four fingers with the other

hand, to indicate that the previous train was five minutes ahead, which the driver does not appear to have noticed. The distant signal from Elland (north of the tunnel) was at *all right*, and, the driver having turned on his steam again, the train passed through the tunnel at a speed of 15 miles an hour. On coming out again at the south end of the tunnel he found a goods train in front of him, at too short a distance to enable him to pull up. His tender struck the van of the goods train with great violence.

The tender was much damaged. The tank was crushed, the framing was doubled up, and the wheels were knocked from under it. The body of one (first-class) carriage was shifted on its framing. The van of the goods train was destroyed, three of the waggons were knocked to pieces, and others were damaged. The guard of the goods train had, fortunately for him, ridden on a waggon, third from the engine, through the tunnel. The engine-driver, fireman, and guard of the passenger train, and seven passengers, were more or less injured; but they were all, I was happy to learn, progressing towards recovery.

The goods train which was thus in the way of the passenger train, had reached North Dean at 9.35 from Normanton, and had commenced shunting immediately, to prepare for the return journey. After disposing of its waggons in the up sidings, and making up a fresh train from the down sidings, composed of an engine and tender, 37 waggons, and a break-van, it was ready to start again for Normanton soon after half-past 10; but the circumstances under which it then left North Dean form the subject of much conflicting evidence.

The junction signalman states that the engine-driver, having drawn past his signals in shunting, went away without giving him notice with his engine-whistle; that he hollered to him, "The Halifax to Huddersfield express is due—you must put back clear of the junction;" that he waved his hands up and down (while his back was turned to him) as a signal to him to stop, without being able to get his attention; and that he did not lower his signal for him to pass. He adds that there was an interval of five minutes exactly between the starting of this train and the passage of the passenger train past his junction, which is not likely to have been the case. The distance from the junction to the collision was only 1,084 yards. The goods train may have taken, and is said to have taken, four or five, while the passenger train would have taken perhaps two minutes, to run that distance; and there would thus have been an interval of not more than three minutes between them at the junction.

The ticket-collector, who is also foreman-porter and acts as inspector under the station master, corroborates the above statements of the signalman, that the engine-driver of the goods train went away without permission, without whistling, and without