

on to the rails on which the passenger train was travelling.

The driver of the passenger engine only became aware of his danger when he was within 40 yards of the single engine, which was concealed from his view by the engine sheds. The driver and fireman of the passenger train jumped off; the guard, who was travelling in the van next to the engine, had no time to apply his breaks. The driver of the single engine remained on his engine, but his fireman, and another man who was on the engine serving out time tables, jumped off.

The driver of the passenger engine was killed on the spot; his fireman, the guard, and an inspecting guard, in the leading van, were bruised and shaken. Two passengers complained of slight injuries.

The driver of the single engine was shaken, but the fireman and the second man on this engine were not hurt.

Both engines were thrown off the rails, and a great deal damaged.

The guard's van was thrown off the rails, and damaged; the second class carriage was also damaged, and the leading wheels were thrown off the rails.

The signals and points at Mirfield Junction are worked from an elevated hut, opposite the junction

points. The signal which controls the engine shed sidings and coal siding is worked in the same hut; but the lever handle that works this signal, as well as the lever handles that work numerous other sidings, are not locked with the levers that work the junction signals and points.

They were made by Messrs. Stevens, and should be thoroughly revised and put in proper order.

The accident on the 30th June does not appear to have been caused by the defect in the locking apparatus. The evidence appears decisive, that the signal which controls the engine shed sidings was not lowered for the driver of the single engine. He appears to have moved out from the coal siding with the intention of returning to the engine sheds (which he could not do without fouling the main line), in direct disobedience of the signal. This driver is now out on bail. He is to be tried for manslaughter. He has been dismissed from the Lancashire and Yorkshire Railway Company's service.

I have, &c.

F. H. RICH,

Lieut.-Col. R.E.

The Secretary,

Board of Trade,

Railway Department.

LANCASHIRE AND YORKSHIRE RAILWAY.

Board of Trade
(Railway Department),

SIR, Whitehall, 20th November, 1868.

I AM directed by the Board of Trade to transmit to you, for the consideration of the Directors of the Lancashire and Yorkshire Railway Company, the enclosed copy of the report made by Colonel Hutchinson, R.E., the officer appointed by the Board of Trade to inquire into the circumstances connected with the collision which occurred at Miles Platting Station on the 30th ultimo.

I am, &c.

The Secretary of the
Lancashire and Yorkshire
Railway Company.

R. G. W. HERBERT.

Board of Trade
(Railway Department),

SIR, Whitehall, 16th November 1868.

IN compliance with the terms of your minute of the 7th inst., I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the collision which occurred at Miles Platting Station on the Lancashire and Yorkshire Railway, on the 30th October, between a runaway engine and a passenger train.

This accident resulted in nine passengers being shaken and bruised, and in severe injury to the man in charge of the runaway engine.

On the afternoon of the 30th ultimo, engine No. 275, a six-wheel coupled goods engine, had returned from a journey, and had been (according to custom) left by its driver and fireman in the Miles Platting yard, in charge of Philip Jones, a fire cleaner and engine turner. After taking charge of it he had left it for about half an hour at the coal stage to be coaled, the valves being in middle gear, and the breaks screwed down. He rejoined it at about $\frac{1}{4}$ to 5, moved it back 14 or 15 yards through a pair of points to get it on to another line, put it into forward motion with the steam about half on, and was seen to drop down as dead or in a fit, after the engine had moved forward five or six yards, by a man working a few yards off. This man at first ran after the engine, but on hearing some one say that there was no one upon it, he turned back, thinking Jones must have fallen into an ash pit the engine had passed over. Not finding him there he again turned to pursue the engine, which, however, had now got out of his sight. It was then seen by a

pointsman on duty at the points, through which it should have backed to go to its shed, proceeding along the up or wrong goods line (parallel to the passenger line from Manchester) towards Miles Platting Station, at a speed of seven or eight miles an hour, with no one apparently on it. This pointsman had no facing points under his control, through which he could turn the engine into a siding, but he worked his distant signal towards Miles Platting Station to attract attention, and also signalled to the driver of another engine in the yard to follow the runaway one, which was done. The latter then continued its course along the goods line, which happened to be clear, until it approached Ashton Junction (close to Miles Platting Station), at which the lines for Rochdale and Ashton diverge. The pointsman on duty saw the engine approaching, and at first thought it wanted to come through a pair of points under his control, so as to get on to the up main passenger line, and so back to Manchester, in which case it would have given two whistles; but when it had got a few yards past his box he saw a man lying on the foot plate, face downwards, his feet towards the fire box, and his head among the coals. It was now in the power of the pointsman to turn the engine into the up line either from Rochdale or Ashton. On the line from Rochdale a train was approaching the station; on that from Ashton one was due; but, owing to a curve in the line, and the intervention of the station buildings, the pointsman could not see and was not aware that it had actually arrived. He decided to turn the engine into the Ashton branch, and immediately after having done so, heard but did not see the collision. The Ashton train had left Ashton for Manchester at 4.40 p.m., and had reached Miles Platting at three minutes to five, three minutes late. It consisted of a tank engine, running tank first, and the following vehicles, coupled in the order stated, viz., one third-class break carriage, one second, one first, and three third-class carriages, all fitted with Fay's patent breaks. The train had just got into motion, by the easing of the breaks, (the road being on an incline,) to proceed towards Manchester, when the driver saw the runaway engine coming round the curve about 20 or 30 yards from him. He and his fireman jumped on to the platform before the collision, after which there was a slight rebound, and then engine 275 began pushing the passenger train back until it was stopped by the driver of the latter jumping on No. 275, and turning off the steam. The

speed at the time of collision is stated to have been from 10 to 15 miles an hour ; but the lesser amount is probably more like the truth, judging from the damage done to the rolling stock, which was confined to the buffer beam of 275 being splintered and its buffer castings cracked, and in the tank engine to the buffer beam being broken, and to the end plate of the water tank having a hole knocked in it. Some of the bodies of the carriages were started on their frames, but nothing left the road, although the collision occurred on a sharp curve. Jones was found to have been burnt on his thigh by probably having fallen with it against the fire box, and was also injured by coals having fallen on him after the collision. He has been seven years with the Company ; four years as stoker, and three as a cleaner and turner. He bears an excellent character, and there is not the slightest suspicion that he had been drunk on this occasion. He is considered a weakly man, but has not been known to have previously had a fit.

The cause of this accident is therefore to be attri-

buted to a fit or sudden illness seizing the man in charge of goods engine No. 275, just after he had put it in motion to take it into its engine shed.

The collision with the passenger train would have probably been prevented, had a pair of facing points leading to a siding, which the engine passed in its course, been weighted to lie open for the siding instead of for the goods line. It might also have been prevented had a cross-over road from the up to the down line on the Ashton branch at Miles Platting Station been under the control of the Ashton Junction pointsman ; had it been so he might have turned the engine on to the down line to Ashton.

I would draw the attention of the directors of the Lancashire and Yorkshire Railway Company to the expediency of effecting the two above-mentioned alterations.

I remain, &c.

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

C. S. HUTCHINSON,
Lieut.-Col., R.E.

LANCASHIRE AND YORKSHIRE RAILWAY.

*Board of Trade
(Railway Department),*

SIR, *Whitehall, 20th January 1869.*

I AM directed by the Board of 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 Colonel Rich, R.E., on the collision which occurred near Oldfield Road station, on the Lancashire and Yorkshire Railway on the 31st October last.

I am, &c.

R. G. W. HERBERT.

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

*Board of Trade
(Railway Department),*

SIR, *Whitehall, 14th January 1869.*

IN compliance with the instructions contained in your minute of the 18th 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 31st October 1868, near Oldfield Road station, on the Lancashire and Yorkshire Railway. Eight passengers are reported to have received slight shakes, cuts, and bruises.

The guard of the passenger train was severely cut in the head, but no bones were broken.

On the 31st October 1868, the 12.45 p.m. passenger train from Manchester to Liverpool consisted of an engine and tender, a horse box, one third-class, one first, two second-class carriages, and a guard's van, coupled in the order given. This train left Manchester three minutes late on the day in question. It stopped at Salford and Oldfield Road stations.

The Hope Street goods sidings are situated about half a mile to the west of Oldfield Road station, on the line to Liverpool. The junction of these sidings with the main line is worked by a signalman from a raised signal hut close to the main line.

The point and signal levers are in the hut, and the approach from the sidings to the main line is guarded by points which lead to a long goods siding.

The distant signal, which protects the Hope Sidings junction on the Manchester side, is situated at the west end of the down platform at the Oldfield Road station.

The guard of the 12.45 p.m. down passenger train from Manchester to Liverpool did not get out of his van while his train stopped at Oldfield Road station. He was engaged in handing out parcels to the porter on duty, and it appears that this latter gave the engine driver the signal to start as soon as he had received all the parcels.

The engine driver started his train without observing the Hope Street junction distant signal (which was to danger) close in front of him, at the end of the platform.

He does not appear to have kept any look out until he arrived close to Hope Street junction, and found himself within about 50 yards of a London and North Western Company's goods train, which was standing on the line, waiting to shunt back into the Hope Street sidings.

A Lancashire and Yorkshire goods train was close in front of the London and North Western train, and was in the act of being shunted into the Hope Street sidings at this time.

The Lancashire and Yorkshire train consisted of an engine and tender, and about 40 goods waggons ; and the London and North-Western train consisted of an engine and tender and three lime waggons. As before said, the junction signals were at danger, but the driver of the passenger train did not notice the signals or the trains in front of him until he was close to the London and North Western goods train. He reversed his engine, the fireman put on the tender break, but the passenger train struck the London and North Western train at a speed variously estimated at 5 to 15 miles per hour. The passenger carriages became uncoupled from the engine, but none of the vehicles of this train left the rails.

Two or three of the passenger carriages were slightly shifted on their frames.

One goods waggon in the Lancashire and Yorkshire train was knocked off the line, and some slight damage was done to the London and North Western train.

The accident was caused by the neglect of the engine driver of the passenger train, who does not appear to have been thinking of what he was doing. He bears a good character, and has been 12 years a driver in the Lancashire and Yorkshire Company's service.

The fireman of the passenger train stated that he was coaling, and the guard stated that he was attending to his parcels at the time. Neither of these men observed the signals. Several accidents have occurred lately on the Lancashire and Yorkshire railway in consequence of their drivers disregarding signals. I recommend that drivers who so grossly neglect their duty should be severely dealt with. Although the signal arrangements do not appear to have caused the present accident, it would be desirable that the locking apparatus should be applied to all junctions like Hope Street.

I have, &c.

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

F. H. RICH,
Lieut.-Col., R.E.