

*Board of Trade  
(Railway Department),  
Whitehall, 31st July 1868.*

SIR,

IN compliance with the instructions contained in your minute of the 3rd 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 that occurred on the 19th June 1868, at North Dean Station, on the Lancashire and Yorkshire Railway.

The branch line to Halifax joins the line from Normanton to Manchester at North Dean.

A goods train from Halifax arrived at North Dean Station about 8.20 p.m. on the 19th June 1868. After doing some shunting in the yard, the guard of the goods train gave the driver a signal by hand to draw some waggons out of the sidings on to the main down line to Manchester. Thomas Whiteley, who was the night watchman and shunter on duty, was assisting in shunting and making up the goods train.

The shunting was done under Whiteley's control.

When the goods train was drawn out on to the main down line, five waggons were detached. Whiteley held the points of a cross-over road, between the up and down main line, and the goods guard and Whiteley both signalled to the driver to push back, which he did, and the five waggons that were detached were pushed across on to the up lines to Manchester.

A special train from York to Bolton was due at North Dean Station at the time, and the junction signalman, not being aware of the night watchman's intention to shunt the goods waggons on to the up line, had previously taken off the main line signals for the special train.

The first goods wagon had just reached the up line of rails, when the special train, which consisted of an engine and tender, a second-class with break compartment and guard, 12 passenger carriages and another second-class carriage with break compartment and a second guard, coupled in the order stated, came round the curve, at the east side of North Dean Station at a speed of about 17 miles per hour.

Elland Tunnel is situated on the line from York to Bolton at about a quarter of a mile to the north-east of North Dean Station. On emerging from the tunnel, the driver of the special train found the North Dean distant signal all right for him to proceed. When his train had got about half way between the tunnel and North Dean Station he heard an engine driver on the down line whistling. He shut off steam, but on looking forward he saw the station

signal all right, and he only observed the goods waggons that were shunted across on to the line on which he was travelling when he was about 40 yards from the goods waggons. He reversed his engine at once and whistled for the breaks, but although Newall's patent breaks were fixed to six of the carriages in the train, besides the break carriages in which the guards were travelling, it was impossible to stop the train.

The engine of the special train ran into the waggons. Four of them were smashed, and the leading wheels of the engine of the special train were lifted three or four inches on to one of the waggons.

The engine and tender of the special train were very much damaged. The second-class break carriage next to it and the passenger carriage next to the second-class break carriage were also damaged.

One passenger is reported to have been slightly hurt.

None of the carriages left the rails, and the engine of the special train came to a stand about 85 yards from the point of collision.

The driver of the special train could not observe the goods waggons at any great distance before he struck them, as there was a coal train on the down line which impeded the view, in consequence of the curve in the road between the mouth of Elland Tunnel and North Dean Station. The accident was caused by the neglect of watchman Whiteley. He has been dismissed from the company's service, and I did not see him.

It appears that he was perfectly aware that the special train was due at the time at North Dean Station, and that he shunted the goods waggons on to the up line when the signals for that line were taken off for the special train.

I recommend that all the signals and points connected with the junction of the Halifax branch with the Normanton and Manchester main line be worked from an elevated signal box, and that the points of all sidings and crossings connected with the main line, and all signals controlling the sidings, be worked from the same hut, and that they be arranged on the locking principle.

The company are now laying a second line of rails on the branch to Halifax, and they propose to carry out this arrangement in connexion with the new line, but I recommend that it be done at once.

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),  
Whitehall, 31st July 1868.*

SIR,

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., the officer appointed to inquire into the circumstances connected with the collision which occurred on the 30th June at the Mirfield Station on the Lancashire and Yorkshire Railway.

I am, &c.

*The Secretary of the  
Lancashire and Yorkshire  
Railway Company.* R. G. W. HERBERT.

*Board of Trade  
(Railway Department),  
Whitehall, 29th July 1868.*

SIR,

IN compliance with the instructions contained in your minute of the 3rd 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 that occurred on the 30th June 1868, at Mirfield Junction, on the Lancashire and Yorkshire Railway.

A passenger train which consisted of an engine, travelling with the tender in front, a guard's van, two second-class, two composite, and a third-class carriage, coupled in the order given, left Bradford at 1.52 p.m. on the day named.

Three of the carriages in the train were fitted with Newall's patent breaks. The train left Bradford two minutes late. It approached Mirfield about its proper time, 2.25 p.m.

The driver whistled for the signals as he approached Mirfield Junction, which is close outside the station. The signals were taken off, and as he was running round the curve, within 100 yards of the junction, at a speed of about 10 miles per hour, an engine coming from the coal sheds, and going into the engine sheds, ran

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