

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.*