

LONDON AND NORTH-WESTERN RAILWAY.

*Board of Trade
(Railway Department),*

SIR, *Whitehall, 24th August 1865.*

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 London and North-Western Railway Company [Lancashire and Yorkshire Railway Company], the enclosed copy of the report made by Colonel Yolland, the officer appointed by my Lords to inquire into the circumstances connected with the collision which occurred, on the 22nd ultimo near the Salford Junction on the London and North-Western Railway.

I am, &c.
W. D. FANE.

*The Secretary of the
London and North-Western
Railway Company.*

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

SIR, *Whitehall, 16th August 1865.*

I HAVE the honour to state, for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 25th ultimo, the result of my inquiry into the circumstances which attended a double collision that occurred on the 22nd ultimo between a passenger train belonging to the London and North-Western Railway Company and an empty engine and a passenger train belonging to the Lancashire and Yorkshire Railway Company, on the London and North-Western Railway, nearly midway between Salford Junction and Victoria Station, Manchester, when 15 passengers in the Lancashire and Yorkshire train received injuries which are represented to be not severe, and no persons in the London and North-Western train were hurt.

The Salford Junction is not quite three-quarters of a mile distant from the Victoria Station, and up to the end of last month the traffic belonging to both companies, to the west and north-west, from Manchester, was worked over this portion of line, which, in consequence of the crowded state and insufficient amount of siding accommodation for the Victoria Station, is also greatly occupied by the formation and shunting of trains and the running to and fro of empty engines. It is entirely on a viaduct and is curved, so that the view is obstructed and limited by houses and buildings.

The Salford Junction, belonging to the London and North-Western Railway Company, is protected by junction and distant signals in each direction, and a London and North-Western signalman is placed over New Bailey Street about 200 yards on the Manchester side of the junction, to caution trains by means of flags, red and green by day, and lamps, red and white by night, as they arrive or depart, when other trains are immediately in front of them. His view, however, towards Manchester is limited to about 200 yards.

The approach to the Victoria Station from the west is protected by station, distant, and an intermediate signal intended to act as a repeating signal for the distant signal, which cannot be seen from the lever handles placed at the west end of the bridge over the River Irwell. Special regulations with reference to these signals were issued no later than the 3rd June last, as an alteration in the position of the signals was then about to be made, in consequence of the near completion of the Lancashire and Yorkshire Company's new line of railway between Salford and Victoria Station, which runs alongside of the London and North-Western line nearly throughout the whole distance.

It appears that on the 22nd ultimo, the Lancashire and Yorkshire north train, appointed to leave Fleet-

wood for Manchester at 2.55 p.m. and which consisted of engine and tender and 15 vehicles, including 2 break vans, with a guard in each van and with continuous breaks on 3 vehicles at the two extremities of the train, passed the Salford Junction, and came to a standstill, with the last vehicle 470 yards east of the junction about 5.20 p.m., in consequence of the station, repeating, and distant signals being all on at "danger." It was followed without delay by a Lancashire and Yorkshire empty engine proceeding from Salford to Victoria Station for the purpose of taking out a train from that station, the signalman, Eccles, at the New Bailey Street box, having cautioned the drivers of both engines by green flags and by telling them that there were trains ahead. Both are said to have been proceeding quite slowly, or at four miles an hour according to signalman Eccles, and both passed out of his sight. Shortly after, for the actual interval of time is uncertain, the London and North-Western 4.20 p.m. train from Liverpool to Leeds passed the Salford Junction, the signals being lowered for it to pass, without any hand caution signal being shown by the junction signalman to the driver of the train, which seems to be the practice when trains follow each other closely past this junction. The signalman, Eccles, states that it passed his box two or three minutes after the empty engine, and that he showed the driver of the London and North-Western train a red flag when the driver was about 35 yards west of his box; that the driver was doing something on the near side of his engine, and he does not know whether he saw him or not; that there was a Lancashire and Yorkshire down train coming from Manchester at the time, and it passed between him and the London and North-Western train. He says that the London and North-Western train was travelling faster than the other trains, or about eight miles an hour, and, in consequence, he showed the driver the red flag, otherwise he would have cautioned him with the green flag, similarly to the Lancashire and Yorkshire train and empty engine. The London and North-Western train did not pass quite out of his sight before it had run into the empty engine, and pushed it forward till that engine had come into collision with the Lancashire and Yorkshire train. The driver of the London and North-Western train, which consisted of engine and tender and 11 vehicles, with one guard for the whole train, with a single and not a continuous break to it, states that he saw the signalman, Eccles, at his post, and that he had a green flag in his hand, but that he gave him no signal whatever; that he did not exceed seven miles an hour at any time from the taking over the train at Ordsall Lane to the time at which the collision took place; and that he was not running more than three or four miles an hour when he struck the empty engine. He complained that neither the guard of the train nor the fireman of the empty engine had gone back to protect the tail of their trains, and he adds that as soon as he saw the empty engine in front, he did his best to stop by reversing the engine, putting on the tender break, and whistling for the guard's break.

The empty engine could have been seen by the driver of the London and North-Western train for a distance of 110 yards, and if he had only been running six or seven miles an hour, as he stated, and had been keeping a very good look out, there would have been space enough to have allowed the train to be stopped before the collision with the engine took place, if the London and North-Western train had been supplied with a fair proportion of break power. The contrast between the proceedings of the two companies in this respect is very great; one supplies 6 vehicles out of 15 with breaks, while the other allows 1 out of 11 only to have them. The guard of the Lancashire and York-

shire train states that the London and North-Western train came round the curve at a speed of from 15 to 20 miles an hour. I think it likely that this is somewhat in excess of the real rate, as the driver's estimate is actually below it. The guard of the Lancashire and Yorkshire train says he went back to protect the tail of his train after it stopped, and cautioned the driver of the empty engine, which, according to one statement, drew up within 3 yards of the Lancashire and Yorkshire train, and according to another at 15 yards from it. The collision took place about 5.29 or 5.30 p.m. The buffer plank of the London and North-Western engine was broken, and the buffers knocked off. No vehicle was thrown off the rails, and not much other damage to any other of the vehicles was done. But the inquiry into the circumstances which attended this collision has elicited facts that are not creditable to those engaged in the management of the London and North-Western line and traffic at the Victoria Station, Manchester, although it must be admitted that they have had great difficulties to contend with in an enormous amount of traffic, an insufficient amount of siding accommodation, and a very indifferent station, which obliges the up and down through traffic to be worked on a single line and from a single platform for both Railway Companies.

Thus, the Company's printed regulations issued for the guidance of the Company's servants, direct every person entrusted with signals to stop all trains or engines that follow others when an interval of 5 minutes of time has not elapsed. There are no special regulations, I was informed, for this line between Salford Junction and Victoria Station, and yet I ascertained that engines and trains were permitted to follow each other past the junction, in defiance of the printed regulations, without any interval of time between following trains being preserved.

Now, it is not unlikely that if a fatal result should attend any collision on the line between Salford Junction and Victoria Station, some servant of the Company would be liable to be tried on a charge of manslaughter for the non-observance of this rule.

Again, another rule, which directs the guard of a passenger train or the fireman of an empty engine to go back 1,000 yards, in the event of the train or engine being stopped or disabled from proceeding from any cause, is certainly not observed in this locality.

A third rule directs an engine-man to bring his engine or train to a stand at the auxiliary signal post, then to open his whistle and proceed with caution

towards the station. Now, I may safely state that this is never attended to between Salford Junction and Victoria Station.

It is unnecessary to discuss whether these rules are proper ones to be upheld for this locality or not, but if the officers of the London and North-Western Railway Company think they are suitable, proper means should be adopted for their being maintained; and if, on the other hand, they deem them to be unsuitable, special regulations should be issued setting aside the general ones.

Again, I have already stated that the distant signal worked from the Victoria Station had been erected since the 3rd June, the exact date is uncertain; but it will scarcely be credited that up to the time of my making the inquiry it had never been used as a signal should be used, as it had stood at danger at all times, and the drivers of trains entirely disregarded it. The signalman at Victoria Station reported on the 25th ult. that it could not be worked, and on the 27th I ascertained that it was still in the same state, and that the intermediate signal, which was intended to serve as a repeating signal for the distant signal, was, from its peculiarity of construction, quite useless for that purpose.

As the new line between Salford and Victoria Station belonging to the Lancashire and Yorkshire Railway Company is now opened for traffic, the London and North-Western line will be greatly relieved by the absence of the Lancashire and Yorkshire trains and empty engines. But the London and North-Western one-sided station at Victoria is very objectionable and dangerous, so that collisions frequently take place which are not reported to the Board of Trade.

In my opinion it is greatly to be regretted, as far as the safety of the public is concerned, that arrangements were not recently made for a joint station for the two Railway Companies at the Victoria Station. As it now is, there are two separate stations, and both of them are bad and inconvenient.

The chances of preventing collisions near the locality where this one occurred would be increased if the signalman Eccles, were shifted to the middle of the curve nearly opposite to the old mill that obstructs the view, but he should be furnished with semaphore signals.

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

I have, &c.
W. YOLLAND,
Col.

LONDON AND NORTH-WESTERN RAILWAY.

*Board of Trade
(Railway Department),*

SIR, *Whitehall, 11th September 1865.*

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 London and North-western Railway Company, the enclosed copy of the report made by Colonel Yolland, the officer appointed by my Lords to inquire into the circumstances connected with the collision that occurred, on the night of the 7th ultimo, at the Dudley Station of the London and North-western Railway.

I am, &c.

*The Secretary of the
London and North-western
Railway Company.*

W. D. FANE.

SIR, *Birmingham, 8th September 1865.*

I HAVE the honour to state for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 29th ultimo, the result of my inquiry into the circumstances which attended a collision that occurred on the 7th August, at the Dudley Station of the London and North-

western Railway, between the engine of a goods train and a passenger train about to leave the station for Dudley Port, when about 17 persons were slightly injured.

It appears that on the night of the 7th ultimo, a goods train arrived at Dudley from Wichenor, about 9.25, and after the driver had shunted the in and out goods trains from the sidings, he took the engine on to the turn-table at the southern end of the station for the purpose of turning it prior to taking out a goods train for Wichenor, due to leave Dudley at 10.5. After he had turned the engine he brought her to a standstill below the points leading from the turn-table, and then got off and left the engine, having, as he says, told the fireman before he left not to move the engine; but this is distinctly denied by the fireman. One of the company's regulations prohibits a fireman from moving an engine if the driver be not present, but on this occasion it is certain that the fireman moved the engine from the points before referred to out on to the main line, and then reversed the engine, and moved the engine in an opposite direction, by the passenger departure line of rails to the other end of the station yard so as to