

train, on her return journey to Shevington. When he got to the station he found the 7.30 train from Manchester waiting there for the 7.30 train for Liverpool, in order to exchange passengers with it before proceeding to Southport. He said to his daughter that he would cross the line to the south platform, from which his relative was about to start; and, stepping on the line to do so, he was knocked down and run over, and killed on the spot, by the Liverpool train, which was at that moment arriving at the station. His daughter saw the danger, and endeavoured to stop him by catching hold of his coat, but he appears himself to have been quite unaware that the train was approaching from the west until he was knocked down by it. It is supposed that the engine did not injure him materially, if it hurt him at all; but that he moved after the engine passed over him, and that one of the wheels of the third carriage in the train passed over his head.

From the place where he was standing before he attempted to cross the line, he might have seen the approaching train for about 170 yards; but he was probably so much engaged with his object of crossing towards the train at the opposite platform that he did not look in that direction, or think at all about it.

This accident was not seen by any of the servants of the company at the station. The officer in charge had just walked up the edge of the platform from which Yates stepped on the line, to clear it for the approach of the train, and in turning round he caught a glimpse of something falling in front of the engine, but he only discovered on further inspection what had happened. There were four persons on duty at the station, one to keep people from crossing, one to collect tickets, and one to attend to each train. The driver says that he whistled as soon as he saw that the Southport train was at the station, and that he never took his hand off his whistle until the accident occurred; as well as that he gave five or six short whistles when he saw the man step off the platform;

but the daughter of the deceased did not hear the whistle, or did not remember having heard it afterwards. The engine was stopped in about 30 yards after the deceased was struck. There are stated to have been 30 or 40 people on each platform at the time of the occurrence.

The primary cause of this accident was of course a want of caution on the part of the deceased; but the situation and arrangement of the station, and the practice that has necessarily obtained at it, of crossing the line for different purposes, with trains standing at the station, or with trains due to arrive at the station, have also been materially concerned in producing it; and it has therefore a considerable bearing upon the case laid before their Lordships by the gentlemen who have represented in the memorial above referred to the danger and insufficiency of the station.

As long as the existing station remains in use, it appears to be desirable that the approach to it from the public road should be closed, and that no booking should be permitted to go on for the down trains after the time advertised in the time-tables for their departure. This rule would probably be somewhat difficult to enforce amongst a population such as that at Wigan; but it would prevent people from rushing down the steps at the last moment, and hurrying across the line, when one or both trains are either arriving or expected; and it would probably have prevented the present accident.

It is to be hoped, however, that this accident will induce the directors to hurry on their arrangements for a better station. It cannot be considered otherwise than highly discreditable to them that this temporary station should have been allowed to remain so long in its present state.

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

I have, &c.  
H. W. TYLER,  
Captain, R.E.

#### LANCASHIRE AND YORKSHIRE RAILWAY.

*Railway Department, Board of Trade,  
Whitehall, April 10, 1858.*

SIR, I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report which they received from Captain Tyler, R.E., of his inquiry into the circumstances attending the collision which occurred on the 23d ultimo at the Towneley station on the Burnley branch of the Lancashire and Yorkshire Railway.

My Lords regret that the directors of the Lancashire and Yorkshire Railway have so long neglected to provide for the safety of the public by delaying to construct the second line of rails upon the Burnley branch.

I am, &c.  
*The Secretary to the* DOUGLAS GALTON,  
*Lancashire and Yorkshire* Captain, R.E.  
*Railway Company.*

*Railway Department, Board of Trade,  
Whitehall, April 3, 1858.*

SIR, IN compliance with the instructions contained in your letter of the 26th 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 accident, that occurred on the 23d ultimo, near the Towneley station of the Lancashire and Yorkshire Railway.

This station is situated upon a branch which unites the East Lancashire Railway at Rose Grove near Burnley with the Lancashire and Yorkshire Railway at Todmorden, and which is called the Burnley branch.

A double line runs from Rose Grove to Burnley, but a single one only from Burnley to Todmorden, the distance between the former places being 2, and between the latter,  $8\frac{1}{2}$  miles. Townley is not more than three quarters of a mile from Burnley, and is approached from that station on a rising gradient of 1 in 69, and a curve of 44 chains radius. It is provided with a wire signal, 228 yards from the platform, which is visible to a driver approaching from Burnley for 300 yards.

The traffic on this branch consists of six passenger trains and two or three goods trains running each way, daily, as well as two goods trains running each way for the whole distance, and one for a part of it, during the night. The day goods trains are principally through trains, though they are expected to stop when required at any of the stations; but it is sometimes as much as the servants of the company can do to complete their work with the night goods trains before morning, as these trains have more shunting to perform.

The day goods engine has certain times of starting from Todmorden and Rose Grove prescribed for it in the time-tables, as well as the night engine, but in practice it is obliged to work its way between the passenger trains as it best can. There is no telegraph between Burnley and Todmorden, and the only precaution that is adopted to secure safety on the single line, is the employment of a special porter to ride with the goods trains, whose duty it is to cause them to shunt out of the way of the passenger trains when necessary, and, knowing the times at which the latter ought to be running, to take care that the goods trains do not meet them, and thus come into collision with them.

On the 23d ultimo, the 8.50 a.m. passenger train, consisting of an engine and tender, and three other vehicles, left Rose Grove for Todmorden punctually. It was detained for three minutes, and, including the time consumed in stopping and starting again, it lost four minutes at the Habergham Colliery, a mile and a quarter from Burnley, in consequence of the main line having been blocked up by a coke train; and it left Burnley at 8.59, four minutes late by the guard's watch, and reached Towneley at 9.2. After its arrival at this station, and after the passengers had been exchanged, the train was pushed back 150 yards, (with the last vehicle 80 yards within the distant signal,) and the engine was detached and run forward, whilst another carriage, which was to be interposed between the engine and carriages, for the purpose of being taken forward with the train, was allowed to run down by the force of gravity, out of the siding in which it was standing upon the main line.

This carriage had been provided by the Company for Mr. Towneley, of Towneley Hall, and his family, according to previous arrangement, in order that they might be enabled to proceed to London without further change of vehicles.

Before it could be attached to the train, however, the beat of an engine was heard in the distance, and then a goods train was seen to be approaching, with the steam on its engine. The passenger guard, who was the first to hear this train, ran back about 80 yards, as far as the distant signal, and shouting to the goods driver as he came up, caused him to shut off his steam, and do his best to stop his train. The station-master ran back to the passenger carriages, and by his shouts induced 25 persons, who were in a second class carriage, to jump out in time to save themselves; but the first class passengers retained their seats, as well as those in Mr. Towneley's carriage, which was some distance in front of the remainder, and Mr. Towneley and his daughter, and four other passengers, were unfortunately injured. The driver of the passenger engine turned on his steam, and ran forward out of the way.

The goods train consisted of an engine and tender, 14 loaded waggons, and a van. It is stated to have been travelling at the rate of 12 miles an hour, when the driver was first warned of the passenger carriages being in front of him, and four or five miles an hour when he struck them; and looking to the nature of the gradient, this may perhaps have been about the true state of the case. I have not had an opportunity of examining the driver or the fireman, because they have been discharged by the Company from their service; but I am informed that they both admitted their fault, and accounted for their not keeping a good look-out by saying, the one that he was engaged in *fring*, and the other, that he was watching to see if all the waggons came safely round the curve; as well as that they have been fined 10*l.* and 5*l.*, respectively, by the magistrate before whom they were taken for punishment.

There appears to be no doubt that the distant signal was at "danger," and as they could have seen it for 300 yards, and could also have seen the carriages for about the same distance, they would have had ample time for stopping their train if they had taken the trouble to look before them to see whether the line was clear. As it was, they appear to have had no notion either of the state of the signal or of the state of the line, until the guard attracted their attention by his shouts; and they seem to have been justly punished for neglect of a most culpable nature.

The driver is stated to have been a steady man previously. Though not a regular driver, he had worked for several years as a fireman on the branch, and he had been driving for some weeks at this time, instead of the proper driver, who was absent on account of sickness. He had also driven on previous occasions.

Thus far, then, this accident is attributable to the misconduct of the driver and fireman of the goods train; but there are other circumstances in connection

with it which also assisted in producing it, and which I must next proceed to consider.

In the first place, it appears, by the statements of the passenger guard and the Towneley station-master, that the passenger train arrived at Towneley at 9.2, and was run into by the goods train at 9.5, which proves that the latter was running at an interval of only three minutes behind the former. The goods train is stated to have started from Rose Grove, by the Rose Grove station-master, at eight, and by the pilot-guard, at nine minutes and a half after the passenger train; but the goods train had its full load before it left, and was not intended, therefore, to stop any where between that place and Todmorden; whereas the passenger train was due to stop four times between those places, namely, at Burnley, Towneley, Holme, and Portsmouth. The passenger train, as I have already explained, lost four minutes on the road, from a coke train being in the way; and, supposing it to have lost two minutes in pulling up, stopping, and starting again at Burnley, these amounts, added to the three minutes that were consumed at Towneley before the collision, would just make nine minutes that the passenger train would have started before the goods train from Rose Grove, if they had travelled at the same speed. As it is not likely that with such a heavy load the goods train should have travelled at the same *running* speed as the passenger train, there may have been even a less interval between the starting of the two trains from Rose Grove than is stated.

The station-master at Burnley gives 8.56 or 8.57 as the time at which the passenger train left him, and the pointsman entered 9.5 in the station book as the time when the goods train ran through the Burnley station; but these times are evidently not to be relied on. The former had not been entered in the book at all, and the latter was entered partly by guess work by the pointsman, who was 180 yards from the station when the goods train passed him, and who says that he deducted three minutes from the time indicated by the clock on his return to the station, because he believed himself to have consumed that period of time in reaching it, after turning the goods train through the points. The times given by the guard of the passenger train are, on the contrary, perfectly straightforward, and are most likely to be correct, besides that they agree completely with those given by the station-master at Towneley. This guard makes his train out to have been four minutes late, and accounts for losing these four minutes. It is clear also that the full and comparatively heavy goods train was not likely to gain upon the light passenger train between Burnley and Towneley, up so heavy a gradient as 1 in 69; and it seems therefore pretty evident that there was an interval of less even than three minutes between the times at which the one started from and the other passed the Burnley station, and that the pointsman at Burnley is to blame for not at least warning the goods driver that the passenger train was so short a time in front of him.

This man was in charge of the station when the goods train passed, as the station-master had just gone to his breakfast. He says that he did not warn the goods driver on this occasion, because that driver knew as well as himself that the passenger train was not far before him, and that, having been 178 yards away from the station, holding the points, when the goods train passed, he believed that there was an interval of not less than nine minutes between the two trains.

It appears that there is sometimes much less than nine minutes, and occasionally less than five minutes, between the trains; and that it is then the practice, not to stop the second train, according to regulation, till five minutes have elapsed after the passage of the first train, but to signify to the driver of the second train, in a too usual mode, by the number of fingers held up, how many minutes the first train is ahead of him.

There are excuses on this branch for such a mode of working, on the part of the officers and servants employed, which have been brought forward in the course of my inquiry, and which, considering the nature of the line, and the amount of traffic carried over it, are not without validity. For instance, if a heavy goods train, such as that which ran into the passenger train on the present occasion, is stopped at Burnley, to wait until another train has gained five minutes before it, it may just make the difference to the driver as to whether he will be able to take up his load in two trips or one to the summit of the branch, four miles distant; and if such an interval be persisted in, in starting the goods train from Rose Grove after a passenger train, as is considered to apply to other trains, that goods train might be stopped for the passenger trains on other parts of the line, and might take a longer time to get to Todmorden and back again than the exigencies of the traffic can afford.

It cannot be expected but that considerations of this sort will weigh with, and will regulate the conduct of the officers and servants of the company, who are obliged to carry on the traffic; and it may be even said that in such cases they are obliged to infringe rules and run risks which would otherwise be unwarrantable. Though liable to censure, and even to punishment, for not obeying printed rules, they cannot but fall into habits of disobedience under these circumstances, and these habits are liable to progress from bad to worse, until some serious result brings about improvements which they have otherwise no influence to procure.

In the present case, it is clear that the Lancashire and Yorkshire Company have got a single line overloaded with traffic, and that they have not even provided the best means of working it. Tunnels, curves, and heavy gradients are found on it, such as require the most careful precautions; and they have not even established a telegraph as an aid to safety. As long ago as January 1854 they stated, in reply to a complaint from Mr. Towneley, one of the present sufferers, that they had "had in contemplation for some time the laying down of a second line of rails upon this branch, and that they have simply awaited the approach of a fitting season of the year to enable the company to carry into effect, properly and substantially, a project of such a character."

They added, in the same communication, that they had "recently issued orders for the second line to be laid, and in the meantime for the traffic of the branch to be worked under such regulations as in their opinion will best conduce to the public safety."

But now, after a further interval of more than four years, during which the goods traffic of the branch is stated to have doubled itself, a single line is still employed, and the traffic is worked in a manner which cannot be considered as by any means safe.

The present accident has occurred thus:—

A heavy non-stopping goods train, with a full load, was permitted to run, over gradients on which it could not afford to stop without the prospect of serious inconvenience, at an insufficient interval of time behind a stopping passenger train. The passenger train met with extra-ordinary stoppages, of four minutes at a colliery siding, and of two minutes at a passenger station; and it was pushed back 150 yards from that passenger station. The goods driver and fireman, trusting to the passenger train being a long way ahead, in due course, instead of in this unusual position, at this unexpected time, neglected their important duty of keeping a good look-out for about one minute, while they travelled the 300 yards over any part of which they might have seen their danger; and they only found it out in consequence of a warning given them when it was too late to avoid a collision.

No possible excuse can be made for the neglect of the driver and fireman of the goods train; but considering the nature of the line, and the amount of the traffic carried over it, some excuse may be offered for those who allowed the goods train to follow too soon after the passenger train; and while this collision is directly attributable, therefore, to the carelessness of the company's servants, it is at the same time an indirect result of their want of a double line. I would urge upon the directors, in the strongest manner, the necessity that exists for their laying down a second line of rails, and for their establishing a telegraph for the safer working of the line, with the least possible delay, before a more serious accident shall prove to them the want of these precautions.

Inasmuch as the tails of any trains which may be shunted back from the Towneley station, so as to open the approach to the siding from which Mr. Towneley's carriage was taken on the present occasion, must always approach more or less nearly, according to their length, to the present distant signal, I would also recommend them to cause that signal to be moved further from the passenger platform, to such a position as would enable it to be seen both from that station, and, round the curve, from the neighbourhood of the Burnley station.

I have, &c.

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

H. W. TYLER,  
Captain, R.E.

#### LANCASHIRE AND YORKSHIRE RAILWAY.

*Railway Department, Board of Trade  
Whitehall, May 7, 1858.*

SIR, I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report of Captain Tyler, R.E., of his enquiry into the circumstances connected with the collision which occurred on the 15th ultimo at the Victoria Station, Manchester.

My Lords trust that the Directors of the Lancashire and Yorkshire Railway Company will take steps to increase the accommodation at this station without delay.

My Lords direct me to call the attention of the Directors to the inspecting officer's remarks on the desirableness of adopting an increased amount of break power in all their trains.

I am, &c.

*The Secretary to the  
Lancashire and Yorkshire  
Railway Company.* DOUGLAS GALTON,  
Captain, R.E.

*Railway Department, Board of Trade,  
Whitehall, May 7, 1858.*

SIR, I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report of Captain Tyler, R.E., of his enquiry into the circumstances connected with an accident which occurred on the 15th ultimo at the Victoria Station, Manchester, to a train belonging to the Lancashire and Yorkshire Railway Company.

My Lords trust that the Directors of the London and North Western Railway Company will take steps to increase the accommodation at this station without delay.

I am, &c.

*The Secretary to the  
London and North Western  
Railway Company.* DOUGLAS GALTON,  
Captain, R.E.