

The
VIRTUAL MUSEUM
of the
LANCASHIRE & YORKSHIRE RAILWAY

Accident Reports.

22 November 1853

BoT Report into Accident at
Knottingley.

(2 Pages).

LANCASHIRE AND YORKSHIRE RAILWAY.

SIR,

*Railway Department, Board of Trade,
Whitehall, December 15, 1853.*Lancashire and
Yorkshire
Railway.

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of a report made to their Lordships by their inspecting officer upon the circumstances which attended the collision which occurred at the Knottingley station on the 22nd ultimo.

My Lords direct me to request you to lay this report before the directors of the } Lancashire and Yorkshire { Railway Company, and to call their
 } Great Northern } attention to the recommendation contained therein.

I have, &c.

JAMES BOOTH.

*The Secretary of the
Lancashire and Yorkshire,
and
Great Northern, Railway Company.*

*Railway Department, Board of Trade,
Whitehall, December 10, 1853.*

SIR,

IN compliance with the instructions contained in your letter of the 28th ultimo, I have now 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 attending the collision which occurred at the Knottingley station of the Lancashire and Yorkshire Railway on the 22nd ultimo.

The station arrangements at Knottingley are in the hands of two companies, the Lancashire and Yorkshire Railway Company appointing and paying the servants, and the Great Northern Railway Company executing the engineering works. The new works by the Great Northern Railway Company have been in progress for about nine months; and previously to their commencement, the works were under the superintendence of the Lancashire and Yorkshire Railway Company. I am happy to learn that it is contemplated to place the whole, in future, under the management of a joint committee of the two companies.

The enclosed plans, with which the engineer of the Great Northern Railway has been good enough to furnish me—No. 1, representing the present state of works at the Knottingley station, and No. 2, showing their condition before the Great Northern Railway Company commenced operations—will serve to explain the cause of the collision, and the remarks which I shall feel it my duty to make in reference thereto.

It appears that the driver of the 7.40 A.M. Great Northern parliamentary train left Leeds punctually on the 22nd ultimo, and coming very slowly to the junction at A, (see diagram) was directed by the junction pointsman to proceed to the station; but in crossing at B, was run into at that point by a Lancashire and Yorkshire goods train travelling in the opposite direction. Since the date of the collision, a signal post has been placed near the point C, to be worked by wires from the junction by the pointsman, and he has now therefore the means of preventing the Goods trains from leaving the station, unless it be safe for them to do so. Previously to the collision, the pointsman had no other means of signalling to the station, than those afforded by his flags or hand lamp, which would be equally useless in a dense fog such as prevailed at the time of the accident; and even now, an additional signal post is required for the control of the Great Northern trains coming out from the station. Without a signal post at the point C, the working arrangements, as will be seen on reference to the diagrams, were not as complete as they might have been, before the additions of the Great Northern Railway Company; and, since those additions, signal posts have become absolutely necessary to avoid the danger of collision at the crossing places. The goods train left Goole at 7.20, A.M., and arrived at Knottingley half an hour late, having had to wait for a passenger train, and having been detained by the fog. This goods train does not stop at Knottingley station unless there are waggons to be left behind or taken on. The driver is, however, ordered to stop at the station, unless he should get the signal to pro-

ceed, which signal is given as frequently as possible; as, by stopping, the difficulty of surmounting a long heavy gradient, which occurs on the Leeds side of the station, is increased. On the present occasion, the driver, guard, and fireman, all assert that the station master gave them the signal to proceed, as they passed the platform; whilst the station master states positively that he gave them the signal to stop.

Lancashire and
Yorkshire
Railway.

I would beg in conclusion, to suggest for the consideration of the two companies that it might tend to the safety of the traffic at this junction, if all trains were in future ordered to stop, invariably, at the Knottingley station, a precaution which is perhaps the more necessary on account of the gradient of 1 in 150, which descends towards Knottingley from Leeds, extending to a distance of four miles from the former station.

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

I have, &c.

H. W. TYLER,

Lieut. R.E.

Inspector of Railways.

NORTH UNION RAILWAY.

*Railway Department Board of Trade,
Whitehall, November 10, 1853.*

SIR,

I HAVE been directed by the Lords of the Committee of Privy Council for Trade to transmit to you the inclosed copy of a report they have received from their inspecting officer upon the accident which occurred at the Euxton station on the North Union Railway, on the 24th August last, in consequence of an excursion train belonging to the Lancashire and Yorkshire Railway Company having come into contact with a goods train belonging to the London and North Western Railway Company.

It would appear from this report, that the accident in question occurred in consequence of the engine driver of the passenger trains having mistaken the signal at the junction, and supposed that the signal which was made to the London and North Western Railway train to advance was intended to apply to his train. This mistake would appear to have occurred in consequence of the engine driver not having been familiar with the line, as he had only travelled over it once before, on which occasion he was also in charge of a passenger train. It would also appear that the fireman who accompanied him on both occasions was not familiar with the line.

My Lords direct me to request you to point out to the directors of the Lancashire and Yorkshire Railway the great responsibility which must rest upon them if accidents occur, which, it would appear, are attributable to the fact, that trains are run upon the line in charge of engine drivers who are not well acquainted with the road.

My Lords are also desirous that the attention of the directors of the Lancashire and Yorkshire Railway should be called to the recommendation of their inspecting officer, that in the case of all extraordinary trains on the line, the servants of the company should be furnished with time tables, showing the times at which the trains should pass or stop at all stations on the railway; and also that all those servants of the company who, by the regulations, are required to note the intervals of time, should be supplied with timepieces.

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

I have, &c.,

JAMES BOOTH.

*Railway Department, Board of Trade,
Whitehall, November 10, 1853.*

SIR,

I HAVE been directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed extract from a report they have received from their inspecting officer upon an accident which occurred at the Euxton station of the North Union Railway, on the 24th August, in consequence of a passenger train belonging to the Lancashire and Yorkshire Railway Company having come into collision with a goods train belonging to the London and North Western Railway Company.