

The  
**VIRTUAL MUSEUM**  
of the  
**LANCASHIRE & YORKSHIRE RAILWAY**

Accident Reports.

12 October 1872

BoT Report into Accident at

Penistone.

(1 Page).

# MANCHESTER, SHEFFIELD, AND LINCOLNSHIRE RAILWAY.

*Board of Trade,  
(Railway Department),  
Whitehall, London, S.W.,  
15th November 1872.*

SIR,

I HAVE the honour to report, for the information of the Board of Trade, in compliance with the instructions contained in your minute of the 15th ult., the result of my enquiry into the circumstances attending the collision which occurred on the 12th ult. at Penistone station, on the Manchester, Sheffield, and Lincolnshire Railway, between an engine and a carriage attached to another engine.

One passenger has complained of having been bruised in the head and shaken.

Near Penistone station the junction takes place between the main line from Retford to Manchester, and the branch to Huddersfield, worked by the Lancashire and Yorkshire Company.

A through carriage from London to Huddersfield is brought by certain London trains to Penistone, and there attached to the branch train for Huddersfield. The usual method of dealing with this carriage is for the engine of the London train to deposit it on the up main line against the engine of a slow train from Doncaster, which is generally waiting on that line to follow the London train; then, as soon as the London train has started, the Lancashire and Yorkshire engine crosses from a siding, where it has been standing with its train, to the down line, and there receives the through carriage, which is pushed to it through a cross-over road by the engine of the Doncaster train; the Lancashire and Yorkshire engine then returns with the carriage to its train, ready to start for Huddersfield.

There are two foreman-porters at Penistone, one in the passenger and the other in the goods department, named respectively Sims and Hindley. Sims is the senior of the two; he has been 15 months in his present position at Penistone, and had been porter there for four years previously.

On the evening in question, a Great Northern Company's carriage for Huddersfield, which had arrived at Penistone by the 2.45 p.m. train from London, was, in conformity with the operation above described, deposited on the main up-line close to the engine of the train from Doncaster. Sims, seeing that the porters were all busy, and thinking to save time, called to the Lancashire and Yorkshire driver to cross to the down line, and then ordered him to set back along the down line, and through the cross-over road, of which he

(Sims) was holding the points to the up-line, pick up the through carriage, and then return with it to his train.

Sims' object in thus deviating from the usual course of proceeding was to save time, complaints having been made of the delay caused to the branch train in attaching the through carriage. Hindley, meantime, not knowing anything of Sims' intention of backing the Lancashire and Yorkshire engine to the through carriage, had the engine of the Doncaster train uncoupled, and he himself hooked it on to the carriage, directing the driver to push it through the cross-over road (of which he held the points) against the Lancashire and Yorkshire engine, which he saw at the time crossing from the siding to the down line. This driver accordingly pushed the carriage back through the cross-over road, and had no notion the Lancashire and Yorkshire engine was approaching, till he heard a shout just before it struck the carriage close to the down line; his speed was about five miles an hour, and he had just time to reverse his engine before the collision.

One of the engine buffer castings was broken, and the carriage had a head stock and a buffer broken. Two wheels of the carriage were knocked off the rails.

The Lancashire and Yorkshire driver was coming back along the down line, in compliance with Sims' orders, when he saw the other engine pushing the carriage through the crossing, he had just stopped with the front wheels of his engine on the crossing when the collision occurred.

The Lancashire and Yorkshire engine received no damage.

The collision, which took place about 7.30 p.m., was brought about by the omission of the foreman porter Sims to inform the station-master (who was on the platform), or the foreman porter Hindley, of his intention to adopt an unusual method of dealing with the through carriage.

It would seem a safer course of proceeding to have only one engine concerned in the operation.

The present method is to a certain extent necessitated by a want of siding accommodation at Penistone; this will soon be remedied, as a new station is now in course of construction.

I have, &c.,

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

C. S. HUTCHINSON,  
*Lieut.-Col. R.F.*

# MANCHESTER, SHEFFIELD, AND LINCOLNSHIRE RAILWAY.

*Board of Trade,  
(Railway Department),  
Whitehall, 21st November 1872.*

SIR,

I HAVE the honour to report, for the information of the Board of Trade, in compliance with the instructions contained in your minute of the 22nd ult., the result of my inquiry into the circumstances connected with the collision which occurred on the 18th ult., between a goods train and some waggons near Woodhouse junction, on the Manchester, Sheffield, and Lincolnshire Railway.

The driver and fireman of the engine of the goods train were killed upon the spot.

At Woodhouse junction, which is the second station East of Sheffield on the main line, a branch to Eckington connects the Manchester, Sheffield, and Lincolnshire Railway with the Midland Railway.

The branch is a double line, and the points and signals are properly interlocked, and worked from a raised cabin, situated 15 yards east of the junction points, and 8 yards south of the main down line, the

Eckington branch lines running between this line and the cabin; 80 yards east of the junction points a siding runs from the main down line, and joins the up line to Eckington; 100 yards west of the junction points the Birley Colliery branch joins the main down line with falling points, which points are worked from the ground; the down platform commences here, and runs westward. Reckoning from a point 200 yards west of the junction points, the line is level for some distance westward, but falls on a gradient of 1 in 150 eastward (through the station and junction) for 660 yards; it is then level for 160 yards, and again rises eastwards at the rate of 1 in 115.

The traffic on this part of the main line of the Manchester, Sheffield, and Lincolnshire Company's system is worked by block-telegraph.

In consequence of the large interchange of traffic that takes place at Woodhouse between the Manchester, Sheffield, and Lincolnshire and Midland Companies, the down branch line is for some distance near the junction used as a siding, and that part of