

The
VIRTUAL MUSEUM
of the
LANCASHIRE & YORKSHIRE RAILWAY

Accident Reports.

3 April 1877

BoT Report into Accident at
Salford.

(2 Pages).

“ Blackburn, and when made they have power to stop
 “ up Harrison’s level crossing, both of which are shown
 “ upon the enclosed tracing, copied from the parlia-
 “ mentary plan. The Directors have had estimates
 “ made of the probable cost of the work, and find it
 “ is so serious (about 7,200*l.*), that the object to be
 “ gained does not justify so large an expenditure, and
 “ they hesitate to incur it unless they can obtain a
 “ contribution from the Corporation of Blackburn
 “ towards the object, and I am requested to lay the
 “ matter before them with this view. The grounds
 “ upon which the Directors seek to ask such assistance
 “ is that the Corporation having the control of matters
 “ within the borough for the safety of the public, and
 “ the work referred to being executed for the public
 “ safety, the Directors hope that the Corporation will
 “ consider the matter in a favourable light, and let
 “ them know to what extent they will be disposed to
 “ meet the Company in the expenditure.

“ I remain, &c.,
 “ (Signed) SAMUEL BURGESS.
 “ W. E. S. Gaine, Esq.,
 “ Town Clerk.”

“ Blackburn.

“ Re Harrison’s Crossing.

“ DEAR SIR, Blackburn, 25th April 1876.

“ I HAVE submitted your letter of the 12th
 “ inst. to the Highway Committee of this Corporation,
 “ and I am desired by the committee to inform you
 “ that the committee, while of opinion that it is most
 “ desirable that the work referred to therein should
 “ be executed, do not see their way to recommend
 “ the Corporation to contribute towards the cost of
 “ same.

“ I remain, &c.,
 “ (Signed) WM. E. S. GAINE,
 “ Town Clerk.

“ S. Burgess, Esq.,
 “ Lancashire and Yorkshire Railway,
 “ Manchester.”

Since the failure of these negotiations with the Corporation nothing further has been done in the matter.

With regard to the question as to whether the Directors of the Company intend to apply for further parliamentary powers with respect to this level crossing, I am desired to say that the Board would most willingly adopt this course in conjunction with the Corporation of Blackburn as, whilst fully recognising their own position in the matter, they do think that there is just claim upon the Corporation to contribute towards the cost of substituting a bridge with the necessary approaches at the place in question.

As you say that the Board of Trade proposes to lay Colonel Rich’s report and this reply before Parliament, my Directors trust they may be excused for expressing an opinion that it is a great hardship on railway companies to be called upon to expend large sums of money in abolishing level crossings on their railways already sanctioned by Parliament, and the inconvenience of which has arisen from other circumstances than those of the use of the line, and they venture to express a hope that Parliament will see fit to pass some general Act by which, in cases where found desirable that costly works shall be executed for the purpose of meeting the public convenience and security, by substituting bridges for level crossings, the expense should be fairly apportioned between the railway companies and the public authorities according to the circumstances of each case, and the decision of some disinterested tribunal.

I am, &c.,
 (Signed) J. H. STAFFORD,
 The Assistant Secretary,
 (Railway Department),
 Board of Trade.
 Secretary.

LANCASHIRE AND YORKSHIRE RAILWAY.

*Board of Trade,
 (Railway Department),
 April 14th, 1877.*

SIR,

IN compliance with the instructions contained in your Minute of the 5th instant, I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances which attended the collision that occurred on the 3rd instant, at Salford goods yard junction, about half a mile to the west of Salford station, on the Lancashire and Yorkshire Railway.

The 7.0 a.m. passenger train from Manchester to Liverpool ran into a mineral train which was being shunted into the goods yard at Salford. Five passengers have complained of being hurt, but their injuries are believed to be slight.

About half a mile on the Pendleton side of the Salford station, there is a junction of the goods yard lines with the passenger lines. This junction is protected by the ordinary home and distant signals, which are worked from a raised cabin close to the junction. The points and signals are interlocked. This junction-cabin is called the Salford engine-shed cabin. The view along the line in both directions is very limited, owing to the curves and the high walls which bound the railway. The distant-signal at the Manchester side of the engine-shed cabin is 530 yards,

and the home-signal is 37 yards from the cabin. This home-signal can be seen by a driver approaching from Manchester about 203 yards before he reaches it. The mineral train, which was being shunted at the engine shed-cabin junction, could be seen about 150 yards before it was reached.

The railway is practically level at this place.

On the day in question, a mineral train, which consisted of a tank-engine, 5 wagons of stone, and 10 empty cattle waggons, left Oldfield Road, which is at the west side of Salford station, at 6.55 a.m., and reached Salford engine-shed junction at 7.0 a.m. It stopped just beyond the junction, in order to set back into the goods yard through a pair of points which are situated about 16 yards to the west of the junction cabin. As the train was backing into the yard, the last waggon was run into by the engine of the passenger train which left Manchester at 7.0 a.m.

The passenger train consisted of an engine and tender, a third-class carriage with brake compartment and the guard in charge, three coaches coupled to it by continuous breaks, and two coaches without breaks at the tail of the train.

The pointsman at the engine-shed cabin moved the levers of his home and distant signals so as to place these signals at danger before he allowed the

mineral train to shunt. He was obliged to do so by the locking arrangements in his cabin.

At 7.3 a.m. he received the "be ready" signal for the passenger train from Oldfield Road, which is situated between Salford station and his cabin, and he replied to the "be ready" signal by giving "line clear."

According to the regulations he should not have done so until the mineral train, which was shunting at his cabin, had got clear into the sidings, but it appears to have been the practice with all the signalmen at this particular cabin to give "line clear" as was done on the present occasion, although the practice was not known to the officers of the company.

The engine-driver of the passenger train found the engine-shed junction distant-signal at danger as he passed it, at a speed of about 10 miles an hour. He whistled for the signal to be taken off, the guard put on the breaks, and the speed of the train appears to have been reduced to about six miles an hour when he came in sight of the home-signal, which he stated was standing as he thought "all right," although he admits that it was not thoroughly down to its proper position. On finding the home-signal as he thought "all right," he put on steam, ran forward to the junction, and failed to observe the mineral train, which was on the road in front of him, until he was within 50 yards of it, although he could have seen it, if he had been keeping a proper look-out, when he was 150 yards from it. He stated, that on seeing the

mineral train he reversed his engine and put steam against it, but he had not time to whistle for the guard's breaks before he ran into the tail wagon of the mineral train, at a speed of six or seven miles an hour. The mineral train was backing towards him at a speed of about three or four miles an hour.

The two leading wheels of the engine of the passenger train were thrown off the rails. The engine and van next to it were slightly damaged. Two empty cattle wagons at the tail of the mineral train were broken to pieces, and one other was damaged.

The accident was caused by the neglect of the driver of the passenger train, who did not exercise proper caution in approaching the Salford engine-shed junction, where the distant-signal was at danger, and where the home-signal was partly lowered, from not being in good working order, but it was not in a position to justify the driver in running on as he did.

The signalman on duty is to blame for not having observed the defective working of the home-signal, and he should not have given "line clear" while the goods train occupied the down passenger line at his station. He and the other men who take duty in the Salford engine-shed cabin have been told distinctly that the custom previous to the accident of giving "line clear" was wrong and contrary to the regulations.

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

I have, &c.,
F. H. RICH,
Colonel R.E.

Printed copies of the above report were sent to the Company on the 1st May.

LANCASHIRE AND YORKSHIRE RAILWAY.

*Board of Trade,
(Railway Department),
6th June 1877.*

SIR,

I HAVE the honour to report, for the information of the Board of Trade, in compliance with the instructions contained in the Order of the 23rd ult., the result of my inquiry into the circumstances connected with the collision which occurred on the 19th ult., at Huddersfield station, between a passenger train belonging to the Lancashire and Yorkshire Company and a portion of a goods train belonging to the London and North-Western Company.

In this case, as the Lancashire and Yorkshire Company's 11.30 a.m. up passenger train from Bradford to Huddersfield was passing through the points leading from the up line to the Huddersfield platform, its engine came into collision with the van of the London and North-Western Company's 10.45 a.m. up goods train from Kirkburton to Manchester, this van, together with some waggons in front of it, having been set in motion backwards along the up line where they had been standing, by a blow from some other waggons which were being shunted against the waggons attached to the van.

Eleven passengers have complained of slight injury.

The engine of the passenger train had its buffer plank and off cylinder cover broken.

In the goods train, the break van and one waggon were slightly damaged.

In consequence of the want of accommodation at Huddersfield station, the marshalling of goods trains has to take place on the main line under circumstances dangerous to the passenger traffic, of which the present case is an illustration.

The station is, for the most part, on a gradient falling at 1 in 350 towards Mirfield, but for a distance of about 40 yards south of the fouling point of the up-line and platform line, this gradient changes from 1 in 350 to 1 in 105, still falling towards Mirfield. In consequence, goods trains, when stopped on the up

line to do work in the sidings which lie to the west of the down line, have to stand with their vans and some of their waggons on this falling gradient of 1 in 105, in order that there may be room to pass through the crossing leading from the up line to the sidings, the points of this crossing being only about 190 yards from the fouling point above referred to. Hence, there is the constant risk that in the process of shunting the van may be (as occurred in the present instance) pushed down this falling gradient and foul of the crossing through which a passenger train may be in the act of either entering or leaving the station.

The evidence bearing on this collision is as follows:—

1. *Law Tweedale*, driver 23 years in the Lancashire and Yorkshire Company's service.—"I was driving the 11.30 a.m. passenger train from Bradford to Huddersfield, due at Huddersfield at 12.26. I had last stopped at Bradley station by signal, and was approaching Huddersfield station at a speed of about 10 miles an hour; the signals were on, but on reaching a point half way between the distant and home signals, the latter was taken off in answer to my whistle: as I passed the home signal the crossing into the platform was clear, but on reaching the cross-over road just beyond the home-signal, the pointsman threw up his arms; seeing this, I reversed my engine and got steam against it, and told my mate to apply his break; and I also whistled for the guard's breaks. I think our speed had been reduced to about five or six miles an hour when the right-hand buffer of my engine caught the left buffer of a goods break van, which was moving back slowly towards my engine. I could not say whether the breaks were on the van, but I think they were, or it would have been moving faster. We neither of us jumped off, nor were we hurt. We stopped dead just after we struck. My engine did not leave the rails, but the van was thrown off the rails. I was not travelling much more than