

The
VIRTUAL MUSEUM
of the
LANCASHIRE & YORKSHIRE RAILWAY

Accident Reports.

19 September 1874

BoT Report into Accident between
Salford & Victoria.

(1 Page).

driver of that train. Immediately afterwards the collision occurred.

The foreman-porter at the Accrington station, Edward Barber, states that the corpse-van arrived at the station with a train about 7.30 p.m., and that, assisted by other porters, he pushed it back into the siding in question. He saw a porter named Alexander turn the stop-block across the siding to keep the corpse-van in. He saw the Manchester train arrive at the platform about 8.50 p.m., but he did not see the engine intended to take that train forward go into the siding; nor did he see that engine leaving the siding to join its train, because he was engaged in calling out on the platform, "Change here for Blackburn and Preston, right for Burnley and Colne." Just as the Manchester portion of the train was starting, he caught sight of the Preston train coming in, and in the act of striking the corpse-van. He could only suppose that the corpse-van had escaped from the siding because the engine must have pushed the stop-block open in going into the siding.

This accident would appear to have been occasioned by the escape of the corpse-van from the siding in consequence of the engine of the Manchester train, in going into the siding in the usual way, having opened the stop-block turned across the siding to prevent vehicles escaping from it; and it is obviously useless for the porters to turn the stop-block across the siding if the stop-block is afterwards to be removed by engines passing into it, and to be left open as they leave it again. To avoid the risk of such an accident in future, it is desirable that safety-points, interlocked with the signals, should be added to the siding, and the Company is, I understand, prepared to carry out this improvement at once. I have referred in another report of this date to the urgent necessity that exists for a general re-arrangement and enlargement of this important station.

I have, &c.,

H. W. TYLER.

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

Printed copies of the above report were sent to the Company on the 27th November.

LANCASHIRE AND YORKSHIRE RAILWAY.

SIR, *Manchester, October 13th, 1874.*

IN compliance with the instructions contained in your minute of the 25th ultimo, I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances connected with the collision between a goods train and a passenger train, that occurred on the 19th ultimo between Salford and Victoria stations, on the Lancashire and Yorkshire Railway.

Six passengers and two of the company's guards, who were travelling in the train as passengers, and the guard of the passenger train, were injured.

On the day in question a goods train, which consisted of an engine and tender, 32 waggons, and a break-van, was stopped when its van was about 120 yards inside the Salford distant-signal, as the line through Salford station was occupied by a passenger train, which was due to start from that station for Colne at 10.45 a.m. The goods train had been stopped on the line about four minutes when it was run into by the passenger train which is due to leave Victoria station, Manchester, at 10.45 a.m. for Bolton. This passenger train left four minutes late, owing to the train not being ready. It consisted of an engine and tender, five passenger carriages, and a break-van with a guard.

According to the evidence of the fireman of this train, the engine-driver and himself observed the Salford distant-signal to be at danger when they got about half-way between Victoria station and the signal. This signal is a good signal, and can be seen by an engine-driver the moment he leaves Victoria station. The fireman further stated that the driver whistled at this time for the signal to be lowered, and drove on at a speed of 10 or 12 miles an hour towards Salford station. The driver then stooped down to put on the injector, and was in that position when his engine

passed the distant-signal. The fireman, immediately afterwards, while looking out for the home-signal, noticed a goods train on the line in front, and called the driver's attention to the fact. This man reversed his engine at once, whistled for the guard's break, and the fireman applied the tender break, but the speed of the passenger train was hardly checked before the engine ran into the break-van at the tail of the goods train. The engine of the passenger train had its buffer broken, but neither it nor any of the carriages of this train left the rails. The guard of the goods train was standing on the railway near his van at the time of the collision. His break-van was damaged, and two of the waggons about the centre of the goods train were pushed together and became buffer-locked by the collision. One pair of wheels of one of those waggons was lifted off the rails. The accident appears to have been caused by the gross neglect of the engine-driver of the passenger train, who continued to run on towards Salford after he had observed the Salford distant-signal to be at danger. He appears to have seen this signal in sufficient time to have stopped his train had he been attending to his duties. This man has been 10 years in the company's service, and for the last year and a half he has been a spare engine-driver. He bore a good character up to the date of this accident. He was summoned before the magistrate by the company's officers, and was committed to gaol for one month. He did not appear before me to give his evidence.

I have, &c.,

F. H. BROWN,
Colonel R.F.

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

Printed copies of the above report were sent to the Company on the 5th November.