

The
VIRTUAL MUSEUM
of the
LANCASHIRE & YORKSHIRE RAILWAY

Accident Reports.

21 August 1872

BoT Report into Accident at
Seaforth.

(1 Pages).

been free of trains for 12 or 14 minutes, during which time he might have sent the coal train on its journey in safety.

The Lancashire and Yorkshire Railway Company have been engaged for some time past in putting up new signals, new locking machinery, and telegraph instruments on the line between Manchester and Bolton.

When they are completed, and when the block telegraph system is efficiently worked, many accidents will be prevented.

It was given in evidence at the inquiry that the

points of a catch siding at Agcroft were continually kept chained in the wrong direction, and that the inspection of the signals had not been efficiently performed.

This neglect should be rectified at once, and the whole of the sidings should be controlled with catch points locked with the main-line signals as soon as possible.

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

I have, &c.,
F. H. RICH,
Lieut.-Col. R.E.

LANCASHIRE AND YORKSHIRE RAILWAY.

Sir, *Manchester, 3rd October 1872.*

IN compliance with the instructions contained in your minute of the 24th ultimo, 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 21st August at Scaforth station, on the Lancashire and Yorkshire Railway.

An engine, which was proceeding from Liverpool to Southport, ran into a passenger train that was standing at Scaforth station.

Several passengers in the train, and the engine-driver and fireman of the engine that ran into the passenger train, were shaken.

The passenger train, which is due to leave Liverpool for Crosby at 12 o'clock, did not start till 12.3 p.m., as the road was not clear, and the signals were not lowered till that time. The empty engine that was returning to Southport left Liverpool station about five minutes after the passenger train. The latter stopped at all stations; and the empty engine followed within sight of the passenger train. There are five stations between Liverpool and Scaforth, which are only about four miles apart. The empty engine passed the several station distant-signals while they were at danger, and the engine-driver received caution signals from the several signalmen at the home-signals.

The passenger train consisted of an engine and tender, four third, three first, a second-class carriage, and a break van with a guard at the tail of the train.

The four coaches next to the guard's van were coupled to it with continuous breaks.

The moment after the passenger train came to a stand at Scaforth station it was run into by the empty engine.

The end of the guard's van was broken, the break was knocked out of gear, and the buffers of the passenger carriage next to it were broken, but no vehicle left the rails.

The guard was knocked down in his van, and a lady who was travelling in the second-class carriage next to the van was taken out from under the seat of the carriage in an insensible state.

The distant-signal and the station-signal at Scaforth were at danger when the empty engine passed them, and the passenger train could be seen for a considerable distance by the driver of the empty engine if he had been looking out.

This man was not a regular driver, but he had served for some time as an extra driver, and he had been about 20 years in the Company's service. The collision was caused by his gross carelessness. The Lancashire and Yorkshire Railway Company have very properly dismissed him, and proceeded against him. I did not see the man, as he is now on bail to stand his trial for the offence.

I have, &c.,
F. H. RICH,
Lt.-Col. R.E.

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

LANCASHIRE AND YORKSHIRE RAILWAY.

*Board of Trade,
(Railway Department),
Whitehall, 25th October, 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 13th ultimo, the result of my inquiry into the circumstances connected with the collision which occurred on the 11th ultimo, at the Exchange station, Liverpool, on the Lancashire and Yorkshire Railway, from a passenger train entering the station at too high a speed and running into a horse-box and some trucks standing on one of the platform lines.

One passenger had his leg hurt and forehead bruised, and two others were shaken.

The train in question left Preston for Liverpool at 8.26 a.m., six minutes late, consisting of a four-wheeled coupled engine and tender, horse-box, a set of three carriages, coupled with continuous breaks, a third class carriage, a milk truck and fish truck, seven vehicles in all.

The driver was a man of twelve years service as such, and had been accustomed to run in and out of Liverpool for the last 17 years. The guard of the train had been 15 months employed as guard, and as acting guard for the previous 7 years.

The train stopped at Rufford, Burscough junction, and Ormskirk without overrunning the platform at either place. At Ormskirk the horse-box was taken

off, and seven carriages attached in front, so that the train now consisted of 13 vehicles, with the same amount of available break power as before; viz., that applied to three vehicles. Six stations were stopped at between Ormskirk and Liverpool, and at none of these did the train overrun the platform. On approaching Liverpool from Sandhills (a mile from the Exchange station), there is a rising gradient of 1 in 100, terminating in a reverse curve about 300 yards from the buffer-stops at the end of the Exchange station, and it is customary for drivers, if the signals are off for them to enter the station, to keep steam on their engines till they are through this curve. The guards generally apply their breaks at about the end of the platform, some 200 yards from the buffer-stops.

On the present occasion the guard states that thinking the speed was higher than usual, when nearing the station, he applied his break about 50 yards sooner than he was in the habit of doing, and that the driver kept his steam on somewhat beyond the usual point; that the engine came into collision, at a speed of five or six miles an hour, with a horse-box, which, together with seven other vehicles, was standing on one of the arrival lines, the last of the eight vehicles, another horse-box, being close to the buffer-stops.

No damage whatever was sustained by the passenger train, but the horse-box next the buffer-stops was injured, and the buffer stops themselves, which were it was stated somewhat decayed, were partially destroyed.