

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

Accident Reports.

5 October 1872

BoT Report into Accident at  
Waterhouse Siding.

(1 Page).

## LANCASHIRE AND YORKSHIRE RAILWAY.

Sir, *Shrewsbury, 15th November 1872.*

IN compliance with the instructions contained in your minute of the 9th ult., 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 5th ult. at Waterhouse siding, on the Lancashire and Yorkshire Railway.

A passenger train ran into a mineral train, while the latter was leaving the siding attached to a brick-yard.

Two persons have complained of being shaken.

Waterhouse siding is situated about a mile and a quarter to the south-east of Elland station.

The siding is at the south side of the railway. It is protected by distant-signals at each side.

The west end of the siding is joined to the line from Brighouse to Elland, and the east end of the siding is joined to the line from Elland to Brighouse, and crosses the line to Elland.

The distant-signal towards Elland is 920 yards from the siding, and the distant-signal towards Brighouse is 601 yards from the siding. The gradient of the railway between the distant-signals is 1 in 730, rising towards Elland.

On the day in question, a pilot engine and a break-van with a guard was allowed to proceed from Elland station, about 12.26 p.m., to Waterhouse siding, to take nine loaded waggons out of the siding.

An up express was due to pass the siding about 12.28 p.m., and a down express about 12.40 p.m. The pilot engine would foul both up and down lines of rails, in doing the work required at the siding, but it was nevertheless sent there by the goods porter at Elland.

When the pilot engine arrived at Waterhouse siding, it was detached from the break-van, driven into the siding, and attached to the waggons in the siding. The pointsman at Waterhouse siding and the engine-driver of the pilot engine both stated that the up and down distant-signals were placed at "danger" before the engine was detached from the break-van, which was left on the down line, while the engine crossed the up road, and went into the siding to bring out the waggons.

As the engine was drawing the nine waggons out of the siding, the passenger train for Manchester, which is due to leave Normanton at 11.25 a.m., and is due to pass Waterhouse siding about 12.28 p.m., came in sight as it rounded the curve.

The passenger train was running at its usual speed of about 30 miles an hour.

The driver of the pilot engine put on steam, in the hope that he could draw his train clear of the line on which the passenger train was approaching, but he failed to do so, and the engine of the passenger train struck the last waggon but one of the mineral train. The two last waggons of this train were broken and thrown off the rails. The buffer-plank of the passenger train engine was damaged, but no vehicles of this train left the rails.

The passenger train consisted of an engine and tender and six coaches. The four last vehicles were coupled together with continuous breaks. The guard was travelling in the last coach.

The engine-driver of the passenger train stated that the Waterhouse distant-signal was at "all right" for him to pass. This signal can be seen for over 400 yards before it is reached. The fireman and guard of the passenger train failed to notice this signal. It appears to be very seldom used to stop passenger trains.

The guard of the mineral train did not observe the state of the distant-signal. Under these circumstances it is difficult to say whether the driver of the passenger train, who stated that the signal was at "all right," or the driver of the pilot engine and the pointsman at Waterhouse siding, who stated that it was at "danger," are to be believed; but it is certain that if the driver of the passenger train had been keeping a good look-out, he would have seen the mineral train crossing the line on which he was travelling in sufficient time to stop the passenger train, considering the amount of break power that was available. It is also certain, that if the yard porter and signalman at Elland, the pointsman at Waterhouse, or the guard of the mineral train, had attended to the company's regulations, of not allowing passenger lines to be fouled for 10 minutes before trains are due, this accident would not have occurred.

When the signals and points at Waterhouse are arranged on the locking principle, it will be easy to ascertain whether the signals are on or off, and thus prevent the contradictory evidence that was given in the present case.

The Lancashire and Yorkshire Railway Company are doing a great deal at present in the way of rearranging their principal stations, and putting up proper signal cabins and locking apparatus.

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

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

## LANCASHIRE AND YORKSHIRE RAILWAY.

*Board of Trade,  
(Railway Department),  
Whitehall, 12th 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 17th ult., the result of my inquiry into the circumstances connected with the collision which occurred on the 15th ult., at Ewood Bridge station, on the Bacup branch of the Lancashire and Yorkshire Railway, between a passenger train and a goods train.

Two passengers have complained of having been shaken.

Ewood Bridge is an ordinary roadside station, provided with distant but with no home-signals; there are sidings on the down side of the station, connected with the up line by a through crossing, the points of which are between the platforms. There are two up distant-signals, one a semaphore, 420 yards from the

down end of the platform, and the other a spectacle-signal, 280 yards further off, the handles of both being on the up platform near to each other. Some years since a crossing existed further from the station on the Bacup side, than at present, and the spectacle-distant-signal was at that time used for the protection of this crossing. On the crossing being removed the spectacle-signal wire was extended to the platform, and there were thus two distant-signals for doing the work of one. The result which might naturally have been expected appears, from the evidence, to have arisen, viz., that the signal most troublesome to work and light (i.e., the spectacle signal) has fallen into comparative disuse. The gradient falls from Bacup towards Ewood Bridge at about 1 in 120.

On the evening of the 15th ult. a dense fog prevailed in the neighbourhood of Ewood Bridge, and a foreman platelayer was stationed beside the semaphore distant-signal (which was the only