

The
VIRTUAL MUSEUM
of the
LANCASHIRE & YORKSHIRE RAILWAY

Accident Reports.

5 November 1875

BoT Report into Accident at
Wigan Junction.

(3 Pages).

leave his box at 5 o'clock, and the Rawtenstall train at half-past 5 o'clock, but this latter train preceded the Salford train, and arrived at 6h. 1m. a.m., while the Salford train did not get there till 6h. 24m. a.m.: that as the Rawtenstall train was shunting he received a warning that there was an express goods train in the rear, and in consequence he put the Bury and Rawtenstall train on the up main line: that he was not aware that in running up from the tunnel to the signal box that the deceased driver (Taylor) had whistled, and he did not find out what train it was until it arrived at the signal-box, and the main down line signals were off for the train to run through: that when the train came up some waggons were uncoupled and left on the main line, and he opened the points for the engine and front part of the train to go into the Liverpool siding: that when Taylor got into the siding, the single switch was right for him to come out, but the disc-signal would be on at danger against him: that he then went to the siding, and asked Taylor why he had signalled to run through, and Taylor said he had not done so, and he was a bit vexed at him: that he was not in the siding more than two minutes, and he shouted out to Taylor that if he had waggons to shunt he should be obliged to let the other goods train go on, as he had another train waiting at Fernhill cabin, the next signal-box to the north, as he had received the signal for it before he left his box to go to the siding: that he then went back to his box, and as he went he told the driver of the Rawtenstall train to come across from the up main line and go ahead: that he then moved the single switch and pulled over the cross-over road points, and called to the driver of the Rawtenstall train to come on: that he did not again alter the single switch when the cross-over points had been pulled over: that Taylor was something like six minutes altogether in the Liverpool siding, and the driver of the Rawtenstall train did not move ahead, but he observed Taylor slowly drawing up to the single switch, and he took no notice of his doing so, as it was in accordance with the usual practice to draw up to be ready to leave the siding: that Taylor was at first coming slowly, but when he was nearing the single switch he saw that Taylor had put more steam on, and he ran to the window of the signal-box and showed a red light towards the train, whistling at the same time with the signal-whistle, but he could not see whether Taylor took the steam off or not, and he then saw the engine passing through the switch. He also stated that he did not hear Taylor whistle to indicate that he was coming up previous to his drawing up towards the switch.

The guard of the express goods train, Richard Parker, stated that when the engine and the two waggons were shunted into the Liverpool siding, he walked down the siding to see what waggons he had to take on, and when Taylor brought the engine back he coupled the waggons together, and called out to Taylor to go further back that he might finish the coupling, and then he gave the driver (Taylor) the signal that all was right behind, and got into an empty Midland truck: that he saw the signalman about 40 or 50 yards from his box, whilst he was coupling up the waggons, and he was grumbling about

the driver whistling for running "through" as they came up, but he told the signalman that he had not heard him do so: that he did not see the signalman when he got into the waggon, and he was in such a position that he could not see the disc-signal: that from the time he saw the signalman to the time that Taylor put on the steam was only about a minute and a half.

The fireman, Albert Crugg, stated that after the guard (Parker) had hooked on the waggons, he gave the signal for them to go on, right out as he understood: that the signalman came from the signal-box and said something about whistling to go through, and that if they did not look sharp he would send the Rawtenstall train away before them, and they were then about 80 yards down the siding: that he did not notice how the points were, and after the guard waved his lamp for them to go on, he commenced firing up, and he continued attending to the fire until he felt the engine leave the line: that it went off all of a sudden, and he jumped off: and that they were travelling at the rate of about four miles an hour at the time. The engine and tender, after getting off the line to the left by passing along the single switch, ran down the embankment, and the driver, Taylor, fell under the engine, as it rolled over him, and was killed on the spot about, 6h. 25m. a.m.

I was unable to obtain any distinct evidence about the disc-signal whether it was or was not at "danger," but from the interlocking of the points and signals, it is certain that a "danger"-signal must have been exhibited when the points were open for the train to leave the rails. The driver of the Rawtenstall train heard Taylor sound the two whistles for the signal to be taken off, and this signal-lamp was noticed to be at danger about ten minutes after the accident occurred. Two waggons also got off the rails, and one of them ran half-way down the embankment.

I have no doubt whatever that the driver (Taylor) lost his life from having failed to see, or to obey, the indications of the danger-signal, but in my opinion this would not have occurred if the requirement No. 7 of the Board of Trade had been properly carried out. The latter part of that requirement stipulates that there should be a blind siding, "or dead end, with the points (not the single point or switch)" closed against the passenger lines and interlocked with the signals. In such a dangerous position, at the edge of an embankment 25 feet in height, a pair of points should have been made use of, with continuous rails for the right and left wheels of the engines, and buffer stops, turned up rails, or a bank of earth at the end, to serve as the means of stopping the engine, in the event of the driver over-running those points.

In some instances, from the nature of the ground, it is not practicable to provide a pair of points with blind siding, or dead end; but wherever it is feasible, I think these requirements should be insisted on, and fatal accidents of this kind will not then be likely to occur.

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

I have, &c.,
W. YOLLAND,
Colonel.

Printed copies of the above report were sent to the Company on the 3rd December.

LANCASHIRE AND YORKSHIRE RAILWAY.

Board of Trade,
(*Railway Department,*)

SIR, 1, Whitehall, 4th December 1875.

I HAVE the honour to report, for the information of the Board of Trade, in compliance with the instructions contained in your order of the 6th ultimo, the result of my inquiry into the circumstances connected with the collision that occurred on the 5th

ultimo, between a passenger train and a goods train, near the Wigan junction of the Lancashire and Yorkshire Railway.

It is stated that 12 persons have complained of having been injured on this occasion, but the injuries received are believed in all cases to be slight.

Wigan junction of the Wigan and Bolton branch of the Lancashire and Yorkshire Railway is about 30

chains to the east of the Lancashire and Yorkshire Wigan station, and 60 chains west of Ince Hall station. The connection with the London and North-Western Railway is made westwards from this junction, but this collision did not take place on the line to the London and North-Western Railway, but occurred about 103 yards west of the junction on the Lancashire and Yorkshire Line, alongside of the goods yard. The line falls 1 in 100 from this junction towards the Wigan goods and passenger station.

The junction is protected by a down distant-signal, which also serves as a down starting-signal for Ince Hall station; this down distant-signal is 530 yards from the junction signal-box, and the down home-signal is 168 yards from it.

The evidence of the company's servants which has reference to this collision is as follows:

James Edgar, signalman at Wigan junction, states "that the Leeds to Liverpool quick goods train arrived at his cabin at 3.44 p.m., and came to a stand at his junction or home-signal, which signal is controlled from the goods yard signal cabin; that at 3.45 p.m. he received 'train on line' from Ince Hall cabin for a second train, which consisted of a light engine and break-van, and the down home-signal was put up to danger as soon as the break-van behind the light-engine had passed it, and the down junction or home-signal was released from the goods yard signal cabin at 3.56, and then he lowered this signal for the quick goods train to proceed down the bank; that his down junction signal was slotted to danger by the goods yard cabin as soon as the rear of the train had passed over the facing-points at the junction, or at 3.57 p.m.; that at 3.56 he signalled the goods train on to the goods yard cabin, and at the same time received warning from Ince Hall cabin of a passenger train; that he signalled the light engine and break-van on to the goods yard cabin at 3.57, and about the same time received 'train on line' for the passenger train, and he signalled it on to the goods yard cabin at 3.58 p.m. according to the entry in the book, which he subsequently altered to 3.57 p.m., but before he received this signal from Ince Hall for the passenger train, his down junction signal was slotted at danger; that he was in the act of booking the departure of the goods train when the passenger train passed his cabin; that he thinks the passenger train passed his cabin about one minute after the light engine and break-van passed, and he was sure that he had put his down signal to danger before he turned round to book the passenger train 'on line' from Ince Hall, and that this signal had been on at danger more than one minute when the passenger train passed it; that after the collision had taken place, the guard of the passenger train came to him and said 'your home-signal was off,' and he replied 'was not my distant-signal on?' He said 'yes'; that he then asked him why he did not come more cautiously down the bank; that he told the guard further that all his home as well as distant-signals were on; that all his signals were at danger before he received the signal 'be ready' for the passenger train from Ince Hall cabin; that his down distant-signal is the down starting signal at Ince Hall station, and that the collision occurred about 20 yards below his cabin, in the direction of Wigan passenger station."

District inspector Rothwell, who was travelling with the 2.45 p.m. up goods train from the North Docks to Oakenshaw, states "that in passing Ince Hall station, he noticed the 1.0 p.m. down passenger train from Normanton passing on the down line, travelling probably at 30 miles per hour, and he remarked to the guard that it was going at too great a speed to stop at Wigan junction, and that he saw this passenger train pass the down starting signal at Ince Hall at 'danger.'"

David Cooper, driver of the 1.0 p.m. down passenger train from Normanton to Liverpool, states "that on

"approaching Wigan junction he found the Ince Hall station down starting-signal, which also serves as the down distant-signal for Wigan junction, standing at danger against him, and he checked the speed of the train, but they were called forward by a green flag from Ince Hall cabin; and at the same time he noticed that the Wigan junction down home-signal was off until they had passed it, and they had nearly got up to the signal-cabin before he saw a train in front; that on approaching the down distant-signal the guard and fireman applied their breaks, but on passing it, and finding the down junction-signal off, they increased their speed again; that he had shut off the steam at West Houghton station, and did not again turn it on; that he thinks they were running about 20 miles an hour when they passed Ince Hall starting-signal, and 15 miles an hour when they passed the home-signal; that he did not see any train standing outside the Wigan junction home-signal as he was passing Ince Hall station and the down starting-signal; that he passed the Wigan junction home-signal before he saw any train in front, and he did not see the home-signal put up to 'danger' after they passed it; that they were running betwixt 12 and 15 miles an hour when they ran into the break-van of the other train about 40 yards on the Wigan station side of the Wigan junction signal-cabin."

James Butterworth, fireman to David Cooper, confirmed the evidence given by his driver as to the Wigan junction down distant-signal being on, and the down home-signal off, when they passed those signals.

Joseph Bickly, guard in charge of the 1.0 p.m. train from Normanton to Liverpool, states "that the train consisted of one van, one second, one first, and two third-class carriages, with the van placed next to the engine, and having continuous breaks on the three next carriages to his van; that on approaching Ince Hall he noticed that the down starting signal, which acted also as the Wigan junction distant-signal, was on at 'danger'; that they might be running from 15 to 20 miles an hour when they passed it, and immediately on passing Ince Hall station he saw that the home-signal for Wigan junction was off, and continued off until they had passed it, when they might be travelling about 15 miles an hour, and just as they were passing the Wigan junction signal-cabin he saw a train in front, and the driver began to whistle; that he immediately applied his break, and they ran into the other train, at the rate of about 12 miles an hour, at about 3.59 p.m., the train being due at Wigan at 3.58 p.m."

Robert Rimmer, driver of the light engine having a break-van attached to it, states that "he was returning from Oldham, and as he approached Ince Hall the signal which serves as a distant-signal for Wigan junction was on at 'danger'; that his engine was close up behind the break-van of a goods train, and the Wigan junction down home-signal was also on at 'danger,' and they stopped there outside of it for seven minutes; that he then proceeded about 3.56 p.m., keeping close to the goods train, the down home-signal having been taken off for them to proceed, and they had got about 40 yards beyond the signal-box when they were run into by another train; that he was running with the tender in front, and the buffer-plank and buffers of his engine were broken by the break-van behind them being knocked into them; that he did not see the other train coming up behind them, and he did not hear the driver whistle, but his engine was blowing off steam at the time. He did not notice whether the down home-signal was put up to 'danger' after they passed it or not."

Charles Lawton, on special duty timing the running of the 1.0 p.m. passenger train from Normanton to Liverpool, states "that he noticed on passing Ince Hall station that the distant-signal for Wigan junction was at 'danger,' and after they had passed it he

"noticed that the home-signal was off, and it continued off when they passed it."

William Hodgett, signalman at Ince Hall station, states "that the express goods was given 'on line' to Wigan junction at 3.41 p.m., and it passed at 3.43 p.m.; that the passenger train was given on at 3.56 p.m., and the signal was against the passenger train, and he called it forward by a green flag."

Henry Cashaw, signalman at the Wigan goods yard cabin, states "that at 3.57 p.m. he received 'train on line' from Wigan junction for two goods trains, and as soon as the first engine came round the corner of the warehouse down the incline he slotted the down junction-signal at 'danger,' and almost as soon as he had put the slot upon the junction-signal he heard the collision."

It appears that no vehicles were thrown off the rails in the passenger train, and very little damage was done to it. A window was broken in the van, and the body of the van was slightly shifted on its frame.

The collision was the direct result of running past a distant-signal, standing at danger, on a line crowded with traffic, where the driver was enabled to see that

the Wigan junction down home-signal was off as he passed the distant-signal. The signalman not having, according to the bulk of the evidence and in my opinion, replaced that down home-signal to 'danger,' nor had it been replaced by the signalman in the Wigan goods yard cabin, until the passenger train engine had passed inside it.

The view in front of the passenger train as the driver approached the Wigan junction signal-cabin was, owing to a curve in the line, very limited, so that he had only a short distance to pull up in, on a descending incline of 1 in 100.

The Lancashire and Yorkshire Railway Company have nearly completed all their arrangements for the introduction of the absolute block system on this section of their line. The collision could not have occurred if it had been in operation, and worked in a proper manner.

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

I have, &c.,
W. YOLLAND,
Colonel.

Printed copies of the above report were sent to the Company on the 17th December.

LANCASHIRE AND YORKSHIRE RAILWAY

SIR, *Manchester, 26th November 1875.*

In compliance with the instructions contained in the Order of the 16th instant, 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 which occurred on the 9th of November near the Clayton-Bridge station on the Lancashire-and-Yorkshire-Railway.

In this case, the 4.10 p.m. London-and-North-Western passenger-train from Leeds for Manchester was approaching the Clayton-Bridge station when it came into collision with an empty coal-waggon which had been thrown off the rails. This waggon was near the middle of the 3.20 p.m. London-and-North-Western empty-waggon-train from Staleybridge for Ordal-Lane station, Manchester, which was being shunted back from the up to the down-line, to allow the London-and-North-Western passenger-train to pass it at the Clayton-Bridge station. The off-sides of the carriages and van in the passenger-train were stripped, and the panelling of the carriages was much damaged. Three passengers have complained of injury.

The following damage was done to the rolling-stock of the London-and-North-Western passenger-train:—

The break-van, No. 452, had its foot-boards and steps swept away on the off-side. Six passenger-carriages had their panellings, foot-boards, quarter-lights, windows, doors, and door-panels all much damaged, and two carriages had their foot-boards swept away.

The damaged truck was marked, Wm. Ramsden, Shackerley Colliery, Tyldesley, No. 35, and had on it a Lancashire-and-Yorkshire register-plate, to carry eight tons.

The Clayton-Bridge station is about four miles on the east of Manchester, on the Ashton branch of the Lancashire-and-Yorkshire-Railway-Company. There is a signal-cabin at the station, provided with levers, and a locking-frame, for working the points and signals; and there are telegraph-instruments for working the block-system in both directions. There are a through-crossing and a cross-over-road 130 yards on the east of the station; the through-crossing running from a siding across the up to the down-line, and there being slip-points on the up-line. There are the usual home and distant-signals in both directions for the protection of the station.

The passenger-train in question left Leeds at 4.13 p.m., three minutes late, and Staleybridge at 6.25 p.m. 14 minutes late, consisting of an engine and tender, five composite-carriages, three third-class carriages, two break-vans, and one carriage-truck.

Evidence.

Fred. Smith, the driver of the engine of the passenger-train, states that after leaving Staleybridge he found the signals against him at Droylsden, and was obliged in consequence to bring his train to a stand. After standing a minute he went forward. He found the distant and home-signals lowered for him to pass Clayton-Bridge, at which station he was not booked to stop.

He approached that station at a speed of between 20 and 30 miles an hour. He was travelling with his steam on, unaware of any obstruction being in his way, when he suddenly felt the shock of his engine striking a coal-waggon which was foul of the up-line. He shut off steam, reversed his engine, and did his best to stop. He brought his train to a stand in about 250 yards. He got off his engine, and found there was nothing wrong with it; but a hole had been made in the tank of his tender, and the water was running out. In walking back along the line he met the guard, and, after a consultation, they thought it best to go forward, as the carriages were capable of being taken on to the Victoria-station, Manchester, where the train arrived at 7.10 p.m.

The fireman, Joseph Leach, confirms the statement made by his engine-driver. He did not see anything of the truck until the engine came into collision with it, although it was on his side of the engine. On feeling the shock he ran to his break, and just caught sight of the truck in passing.

The head-guard, John Carrin, was riding in the break-van, behind all the passenger-carriages except one. There were a third-class carriage and a carriage-truck behind his break-van. He was looking to the front in approaching the Clayton-Bridge station, and saw the signals lowered for the train to proceed. He saw nothing of the obstruction on the line, or of the goods-train shunting, but he noticed that the side was taken out of the break-van, which he thought must have been done by a passing train. He was not thrown down or hurt in any way.

George Jenks, the under-guard of the same train, was riding in the break-van in front of the passenger-