

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

Accident Reports.

25 September 1874

BoT Report into Accident at  
Accrington.

(1 Page).

## LANCASHIRE AND YORKSHIRE RAILWAY.

Sir, *Accrington, 30th October 1874.*

In compliance with the instructions contained in your minute, I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the accident which occurred on the 25th September, at the Accrington station, on the Lancashire and Yorkshire Railway.

In this case, as the 6.15 p.m. passenger train from Manchester for Accrington and Colne was passing through the Accrington station, the engine left the rails at a pair of facing-points opposite the passenger platform.

Four passengers have complained of injury. None of the servants of the Company were injured.

There is a signal-cabin at the south end of the Accrington station, near the end of the passenger platform; and 90 yards from this cabin, opposite the platform, and on a line second from it, is a pair of facing-points through which all trains from Manchester running in from the ticket-platform to the passenger-platform pass. These points are worked from the above signal-cabin, and are interlocked with the arrival signals, the apparatus having been constructed by Messrs. Yardley & Co. of Manchester.

The 6.15 p.m. train from Manchester reached the ticket-platform in the ordinary way, consisting of an engine and tender, six passenger carriages, and a

break-van. After leaving the ticket-platform, the engine-driver, Samuel Ashton, proceeded as usual towards the station-platform; and, in passing through the facing-points above referred to, at a speed of four or five miles an hour, in the dark, he felt the leading wheels of his engine strike the points. His engine immediately left the rails with all its wheels, and came to a stand in a little over 20 yards. The carriage next behind the tender was also thrown off the rails, but without passing through the points.

On examination of the points and their connexions after the accident, it was found that the rod by means of which they were worked from the cabin had got off the pulleys for some little distance, and across another rod next to it, employed for working another pair of points. It is not known in what way this rod had been lifted out of its pulleys, but it was supposed that something must have struck it, and this idea was confirmed by its appearance. To prevent the risk of such an accident again occurring it is desirable that the rod should be fastened down over the pulleys, as is commonly done with point-connections of more recent construction.

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, *Accrington, 30th October 1874.*

In compliance with the instructions contained in your minute, I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the accident that occurred on the 11th inst., at the Accrington station on the Lancashire and Yorkshire Railway.

In this case, seven carriages and a van, which were being run down from opposite to the ticket-platform, on the south of the Accrington station, to a line on the east of the passenger-platform at that station, and were not stopped in sufficient time, came into collision with an engine and some carriages which were standing on that line, and to which they were about to be attached.

Two passengers have complained of injury. No servants of the Company were injured.

The Accrington station is approached from the direction of Manchester on a falling gradient of 1 in 40, on which the ticket-platform, 150 yards from the passenger-platform, is situated. It has been for 20 years the practice, when trains arrive at this ticket-platform, to divide them, whether they come from Manchester on the south, or from Colne on the north, and to run separate portions of them forward, or back, as the case may be, to the different sides of the passenger-platform by the force of gravity. When a train is so divided, the engine and some of the carriages run to one side of the platform, and the remainder of the vehicles run to the other side of the platform, according to their respective destinations. Those carriages which are detached from the engine are left under the charge and control of the guard, whose duty it is to employ the breaks at his disposal, as far as may be sufficient to bring them to a stand in their proper positions at the passenger-platform.

On the day in question, the 6.25 p.m. passenger train from Colne, to be divided at Accrington, one part for Manchester, and the other part for Preston, left Colne punctually, and reached Accrington about

20 minutes late. It ran through the Accrington station in the usual way, to the ticket-platform on the south of it. The under-guard, Joseph Holding, applied his break as soon as the train came to a stand; and the train was divided into two parts, the Preston portion, consisting of seven carriages and a van, having been uncoupled from the remainder by a porter. As soon as the train was thus divided, this guard (Holding) released his break, and allowed his portion (for Preston) to run back in the ordinary manner towards the passenger-platform. Holding was riding in a break-van, with three carriages on the north of him, and four carriages on the south of him; and three of the carriages on the south of him were connected with his van by continuous breaks, which had been working efficiently up to the time of the accident. There were three passengers and a goods guard riding in the break-van with him, because they had been "short of room" in the train from Colne, which was composed of 11 carriages and two vans. He asked for extra carriages at Colne, but was informed that there were none available.

Holding states that after first slackening off the break, and allowing the carriages to run back, he at once applied the break again, and continued to do so as his vehicles descended towards the station; but he felt them gaining upon him, and in spite of his applying the break as hard as he could, in which he was assisted by Eastwood, the goods guard riding with him in the van, he was unable to stop them. They therefore came into collision, at a speed of about five miles an hour, with an engine, tender, six carriages, and a break-van, which were standing on the east platform-line, waiting for these other vehicles to be attached to them before starting for Preston. Holding has been 16 years in the service of the company, and has been a guard on this section of the line for two years and nine months. During that period he has been in the habit of performing the same duty under similar circumstances once or twice a day; and the same