

The
VIRTUAL MUSEUM
of the
LANCASHIRE & YORKSHIRE RAILWAY

Accident Reports.

9 October 1867

BoT Report into Accident at
Bacup.

(2 Pages).

and a break van. The engine had six wheels, driving and trailing wheels coupled, the diameter of these wheels being 5 ft. 6 in., and that of the leading wheels 3 ft. 6 in. The weight on each driving wheel is stated to have been 6 tons 3 cwt., on each leading wheel 4 tons 16 cwt., and on each trailing wheel 6 tons 2 cwt. Total 34 tons 2 cwt.

	ft.	in.
Distance between centres of driving and trailing wheels	-	7 2½
Distance between centres of driving and leading wheels	-	5 9½
Total wheel base	-	13 0

The engine was new about eight months since, and had run up to the time of the accident 17,299 miles without having been in the shops.

On the morning of the 19th ultimo the train had left Preston at 11.53 a.m., 23 minutes late, and when near Croston station, at about 12.9, the driver (who states that he was going at the rate of from 30 to 35 miles an hour) felt his engine lurch to the left, then to the right, and so on four or five times in all, when she mounted the outer rail and ran off into a drain on the down side of the line. She took the whole of the train with her, and both engine and carriages were turned over on their side on the bank above the drain. From the spot at which the engine first oscillated to where she mounted the rail, the distance was about 80 yards, in which space the rails were more or less slewed; for a distance of 85 yards beyond this they were torn up and the road destroyed. The fire box of the engine was damaged, the coal bunker stove in, one outside rod and the axle of the driving wheels slightly bent. The carriages had their foot-board, broken on one side, and the body of the break van was moved on its frame.

This part of the down line from Preston to Liverpool is composed of rails 16 ft. long, weighing 70 lbs. to the yard; each rail is held down by joint chairs

and three intermediate chairs; those at the joints being over 40 lbs. each, and the intermediate ones 28 lbs. each. The chairs are spiked to sleepers, rectangular at the joints, the intermediate ones being partly half round and partly rectangular. The joints are half fished, that is to say, there is a small fish plate on the inside only.

This part of the line is perfectly straight, with a falling gradient towards Liverpool of 1 in 402. The up line from Liverpool to Preston is fully fished and the chairs are heavier than on the down line; the latter is being gradually improved, a portion being relaid each year. It appears that for two days previous to the accident there had been complaints made by the driver about the state of the road near to which it occurred, and by the foreman of platelayers about the unsteadiness of the engine drawing the express train. Both complaints seem to have met with attention, for the inspector of the permanent way informed me that he had carefully examined the road on the 17th, and had found it slightly crooked a short distance north of Croston station. This he had had at once set to rights. This spot, was however, considerably south of where the run-off took place. The engine also (a tender-engine) which had drawn the train on the 17th, was on the 18th changed for the tank engine, which ran off on the 19th, though of the wisdom of this change there is reason to doubt.

From a careful examination of the permanent way and of the engine I can come to no other conclusion than that this accident was caused by running a comparatively unsteady engine (such as a tank must always be) at a high speed (which there is reason to believe was considerably in excess of that stated by the driver) on a road in which, owing to the want of complete fishing, there is considerable play in the rail-joints.

I have, &c.

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

C. S. HUTCHINSON,
Lieut.-Col. R.E.

LANCASHIRE AND YORKSHIRE RAILWAY.

*Board of Trade
(Railway Department),*

SIR, *Whitehall, 14th November 1867.*

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the Lancashire and Yorkshire Railway Company, the enclosed copy of the Report made by Colonel Hutchinson, the officer appointed by my Lords to inquire into the circumstances connected with the collision which occurred on the 9th ultimo, near Bacup, on the Lancashire and Yorkshire Railway.

My Lords trust that Colonel Hutchinson's recommendation with respect to the line being doubled will receive the careful consideration of the Directors.

I am, &c.

*The Secretary of the
Lancashire and Yorkshire
Railway Company.*

R. G. W. HERBERT.

*Board of Trade
(Railway Department),*

SIR, *Whitehall, 8th November 1867.*

I HAVE the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 14th ultimo, the result of my inquiry into the circumstances attending a collision which occurred on the 9th October between a passenger train and a goods' train near Bacup, on the Lancashire and Yorkshire Railway.

Five or six passengers and the guard of the train were injured, none very seriously.

Bacup is the terminal station of a branch line leaving the Manchester and Accrington line at Ramsbottom. From Ramsbottom to Rawtenstall the line is double, and thence to Bacup, a distance of about four miles, only single. The working of the single line is carried on by means of a conductor or train porter, and previously to the accident he appears to have been provided with no printed or written instructions as regarded the mode of working, he being considered responsible for carrying it out with safety according to the best of his judgment.

At the period of the collision, and for a month previously, the regular conductor had been absent from sickness, and his place had been taken by a goods guard who had acted as conductor on previous occasions, sometimes accompanying the regular conductor.

On the morning of the 9th October, the conductor had despatched the 7.40 passenger train from Bacup to Rawtenstall, the passenger train from Rawtenstall due at Bacup at 7.35 having previously arrived without him, as the rule was for him to commence his day's work with the 7.40 train from Bacup. A goods train from Ramsbottom due at Bacup at 7.25 had not yet come in. At 7.50 he himself accompanied a goods train from Bacup, and reached Rawtenstall at about 8.30, 10 minutes late according to the time bill. He there found the overdue goods train waiting in a siding, and arranged with the station master that the passenger train from Ramsbottom, due to leave Rawtenstall at 8.25, should precede the goods train to Bacup, and wait there till the goods train had arrived. He states positively that he gave corresponding instructions to the guard

of the passenger train, an assertion borne out by the station master and a porter at Rawtenstall, but strenuously denied by the guard, who gave his evidence in a straightforward way, and said he was informed by the station master that there would not be time for the goods train to follow the 8.25 to Bacup. To this he (the guard) assented, and remarked that he should be due out of Bacup before he got there, being already 14 minutes late. The train then left the station; as it was starting the guard heard the conductor shout something to him from a distance, but did not catch what he said; it reached Bacup at 8.50, 10 minutes late. Two minutes after the passenger train had left, the goods train was despatched in charge of the conductor. It consisted on leaving Rawtenstall of an engine and tender and 16 waggons; 10 of these were left at Newchurch, whence the train proceeded, till at about 9 o'clock on rounding a curve it came into collision with the passenger train which had been despatched from Bacup at 8.58, three minutes late. The latter consisted of an engine and tender (tender foremost), a second-class carriage, break-van, first-class, second-class, and third-class carriage, the train being provided with three coupled patent breaks. The train had been started by the Bacup station master, who stated that in case of the goods train following the passenger train, he should have expected a telegraphic message to that effect from Rawtenstall, and this the conductor acknowledged he ought to have sent. A sharp curve on the line prevented the drivers seeing each other till too near to pull up, but they appear to have acted with promptitude in applying the various means at their disposal for so doing. The trailing wheels of the passenger engine were thrown off the line, two pairs of wheels knocked from under the tender, and one carriage was off the line; the speed

of the goods train was stated to have been about 4 miles an hour and that of the passenger train about 12 to 15 at the time of the engines sighting each other.

In reviewing the causes of this accident, the immediate ones were, 1st, the misunderstanding of the passenger guard as to the purport of the message he received at Rawtenstall, and, 2nd, the neglect of the conductor in not telegraphing to Bacup that the goods train was following the passenger train. Had, however, proper regulations for working a single line by means of a train porter been in force prior to the accident (such as are recommended by the Board of Trade Regulations), it would have been impossible for such an accident to have occurred, and the Company are, therefore, mainly to blame for not having issued and enforced such regulations long since. They have now done so, and I was informed that they shortly intended to adopt the train staff mode of working on this and the other single lines of their system where it does not already exist. With regard to the rules now in force on the Bacup branch, I would suggest that the conductor should always wear a distinguishing badge on the cap or arm.

Considering, however, that the traffic on the Bacup branch is now so considerable that no less than 36 passenger and goods trains travel over the line between 7 a.m. and 10 p.m., some following each other at intervals of only two minutes, the time seems to have fully arrived for the line being doubled, and the attention of the Directors is called to the necessity of this being done with the least possible delay.

I have, &c.

*The Secretary of the
Railway Department,
Board of Trade.*

C. S. HUTCHINSON,
Lieut.-Col. R.E.

NORTH EASTERN RAILWAY.

*Board of Trade
(Railway Department),*

SIR, *Whitehall, 19th November 1867.*

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the North Eastern Railway Company (Darlington Section Committee), the enclosed copy of the report made by Colonel Hutchinson, R.E., on the circumstances attending the collision that occurred on the 3rd October near Redcar station on the North Eastern (Darlington Section) Railway, and to express their Lordships' hope that Colonel Hutchinson's suggestion in regard to an alteration in the signalling arrangements at Redcar yard will receive the careful consideration of the directors.

I am, &c.

*The Secretary of the
North Eastern Railway Company,
(Darlington Section) Committee.*

R. G. W. HERBERT.

*Board of Trade
(Railway Department),*

SIR, *Whitehall, 15th November 1867.*

I HAVE the honour to report for the information of the Lords of the Committee of Privy Council for Trade, the result of my inquiry, as ordered by your minute of the 4th October, into the circumstances attending a collision which took place on 3rd October near Redcar station on the North Eastern Railway, from a passenger train running into a mineral train. This collision was happily unattended by more serious consequences than a slight injury to two passengers and a rather more severe one to the guard of the passenger train.

Redcar is a station between Eston and Marske, on the Stockton and Darlington Railway, having only a

one-sided platform, situated on a kind of loop from the two main lines, which run past outside the station. This loop is entered from the down line from Eston to Marske by a pair of facing points about 260 yards from the centre of the platform, and from the up line from Marske to Eston by another pair about 200 yards from the same point. A through goods siding (with other sidings branching from it) leaves the down line about 150 yards from the centre of the platform on the Marske side, rejoining it about 420 yards further down, the main line and sidings all curving away to the right, so as to make it very difficult to see from the platform whether a train is standing on the sidings or main line. The station is provided with two distant and two station signals, the down distant signal being always kept at danger from the time an up passenger train enters the loop at one end till it leaves it at the other, and vice versâ, to prevent any collision on the loop. One signaller attends to the points at the ends of the loop, 460 yards apart, and to the signals.

On the morning of the 3rd October, at about half past eight, a down goods train consisting of an engine and tender, 18 loaded and 11 empty trucks, but with no break-van or guard, arrived on the main line outside the Redcar station; the driver took in water at a tank on the down side of the station and then deposited a truck in a siding at the up end of the platform, entering the loop with part of his train to do so, and leaving the remainder standing on the down line. He then rejoined his train and proceeded down the main line to near the points at the down end of the through goods siding, where he again detached his engine from the train and went into the siding for some empty trucks, rejoined his train with these, and then took back some more into the siding. Having left these, he had just rejoined his train and