

The
VIRTUAL MUSEUM
of the
LANCASHIRE & YORKSHIRE RAILWAY

Accident Reports.

9 July 1869

BoT Report into Accident at
Springwood Junction.

(1 Page).

possible that the lamp of the signalman, as he walked towards the goods train, may have been seen from the goods train, or that the driver and guard of the goods train may have seen some other white light from the direction of the signal cabin which they understood to give them permission to leave the siding.

There is some excuse for all of these men in the general laxity of discipline consequent upon their working under the disadvantage of a rule which it was hardly possible to carry out, and upon the absence of other appliances necessary for safety. The remedy which is required with a view to the proper working of these sidings for the future is obvious, in the ad-

dition of a siding signal, worked by a wire from the signal cabin; and this siding signal should be interlocked with the main line signals and with stop-blocks or safety points on the sidings. These various servants of the company would thus be prevented from causing such an accident, and the signalman would be unable, even to lower his siding signal, or to make it possible for an engine to leave the siding when his signals were lowered for the passage of a train along the main line.

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

I have, &c.,
H. W. TYLER.

A copy of the above report was sent to the company on the 13th January 1870.

LANCASHIRE AND YORKSHIRE RAILWAY.

*Board of Trade
(Railway Department),
Whitehall, 7th August 1869.*

SIR,

IN compliance with the instructions contained in your minute of the 16th ult., I have the honour to report, for the information of the Board of Trade, the result of my inquiry into an accident which occurred on the 9th ult., in consequence of a portion of a train belonging to the Lancashire and Yorkshire Railway Company leaving the rails at Springwood junction, the joint property of the London and North Western and Lancashire and Yorkshire Railway Companies, but maintained by the former company.

No passengers or servants of the company are stated to have been injured in consequence of this accident.

Springwood junction is situated in an open space between two tunnels, and is about a quarter of a mile from Huddersfield station. At it a Lancashire and Yorkshire line to Holmfirth and Sheffield leaves the London and North Western line from Huddersfield to Manchester. The signals and points at this junction are interlocked. As the 12.18 p.m. train from Huddersfield to Holmfirth, consisting of an engine and tender, (running tender first,) four carriages and a wagon, was approaching the junction at a speed of about 20 miles an hour, the fireman, who was looking to see if the facing points were right, perceived, when about 15 yards from them, that the left-hand switch, instead of being open, was close against the standard rail, the right-hand switch being also close to its rail. He immediately shouted to his driver to "hold on." Upon this the latter shut off steam, and had got his engine partly reversed, when, from the increasing tightness of the gauge between the switches, it and the tender mounted, and left the rails, running on for about 50 yards before stopping. The first carriage also left the rails, but the remainder of the train did not do so. The feed pipes were broken, the tender framing injured, and there was slight damage done to some of the carriage buffers. In the permanent way nine chairs were broken; one switch and one rail were bent.

The cause of the left facing switch not working was

A copy of the report was sent to the London and North Western and Lancashire and Yorkshire Railway Companies on the 21st August 1869.

LANCASHIRE AND YORKSHIRE RAILWAY.

*1, Whitehall, S.W.,
25th August 1869.*

SIR,

I HAVE the honour to report, for the information of the Board of Trade, the result of my inquiry, ordered by your minute of the 21st ultimo, into the circumstances attending a collision between an excursion train and a goods train, which occurred at Lostock Hall junction (near Preston) on the Lancashire and Yorkshire Railway on the 17th ultimo. Three passengers are returned as having been injured

as follows:—On the morning of the 9th, the foreman of platelayers had taken out two old switch connecting rods, for the purpose of replacing them by new ones of better construction; one of the new ones was, however, too short, and he left the switches connected with only one new rod, sending the other to the forge, to be lengthened. He secured the ends of the rods in the usual way, by passing "cotters" or keys through holes made for the purpose, but opened out the slit of the one at the left switch further than was necessary, and, without being aware of it, must have fractured one of its jaws. This was done at about a quarter to 12. At 12 o'clock the pointsman pulled the switches over for a goods train to Holmfirth to pass through them, which it did all right. He then restored them to their normal position, (*i. e.* right for the line to Manchester,) and they were shortly afterwards passed over by a train to Manchester. The passage of these two trains must have shaken out the disabled cotter, (which was found after the accident lying under the switch with its jaw broken off,) and the pointsman accordingly lost control over the left switch, and did not move it when he pulled over the lever in his cabin preparatory to lowering the signals for the train which met with the accident. He states that he felt no difference of weight in the pull of the lever, and that in consequence of steam hanging about the mouth of the tunnel he could not see the points at this time from his cabin, which is raised up high, and is not opposite to the points.

The accident, therefore, occurred from the incautious act of the foreman of platelayers in crippling the cotter of the connecting rod, and thus allowing it to work out. He is also to be blamed for not having left in one of the old connecting rods until the second new one was ready for fixing, as facing points should never be left dependent upon only one connecting rod.

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

I have &c.,
C. S. HUTCHINSON.,
Lieut. Col. R.E.

by the collision, but their injuries are believed not to be of a serious nature. The fireman and one of the guards of the excursion train were also somewhat hurt.

Lostock Hall junction is near Preston on the main line from Preston to Liverpool, and is connected by a short branch, 1,000 yards long, with the main line from Blackburn to Preston, the junction of this branch and the latter line being called Bamber Bridge junction. The two main lines unite about 1,000 yards