

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

Accident Reports.

26 February 1872

BoT Report into Accident at  
Bury.

(1 Page).

about 300 yards to the east of where the carriages came to a stand. The break-carriage, in which the guard was travelling, had struck the parapet wall of a viaduct, with considerable violence, just before it stopped. This prevented it from falling down a high embankment.

On examining the line after the accident, the permanent way was found to be all right, except that a considerable number of sleepers and some chairs had been cut and damaged.

A quarter of a wheel tire was found on the line a short distance back from where the first marks were found in the permanent way, and the remainder of the tire was found in two pieces further on.

It appears that this was the tire of the off hind wheel of the tender, which had broken across through the rivet holes, and then left the wheel.

The larger portion of the tire had got under the carriages, as it left the wheel, and had carried away the hind axle and one pair of wheels of the composite carriage, and the hind axle and one pair of wheels of the break-carriage. The hind axle of the composite carriage was broken close to the bosses of the wheels.

The hind wheels of the tender and the front wheels of the composite carriage and of the break-carriage had left the rails.

The accident was caused by the breaking of the tire of the near hind wheel of the tender.

This tire was made of Lowmoor scrap iron, at the Lancashire and Yorkshire Railway Company's workshops. It was  $1\frac{1}{2}$  inches thick in the tread, and was fastened to the frame of the wheel with four rivets  $\frac{1}{4}$  inches in diameter. The fractures were rusty and dirty, and I could not perceive any signs of a flaw in the metal. I could not ascertain how long the tire had been running. It showed very slight signs of wear since the flanges had been last turned up.

Tires will probably always be liable to be fractured, but there is no reason why they should cause an accident when they break, if they are fastened to the wheels in such a manner, that they will not fly off when a fracture takes place. When they are rivetted to the frames of the wheels, they almost invariably fly off, but the method of fastening invented by Mr. Maunsell, Mr. Gibson, and by some other persons, who have taken out patents for their inventions, appear to give a very great amount of security in preventing such occurrences.

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

To the Secretary,  
(Railway Department),  
Board of Trade.

Copies of the above report were sent to the Company on the 5th March.

### LANCASHIRE AND YORKSHIRE RAILWAY.

Board of Trade,  
(Railway Department),  
Whitehall, 18th March 1872.

SIR,

In compliance with the instructions contained in your minute of the 29th 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 26th ult., at the north end of Bury station, on the Lancashire and Yorkshire Railway.

The 8.25 a.m. passenger train from Ramsbottom to Manchester, ran into the break van of a coal train and three waggons loaded with coals, that were standing at the north side of Bury tunnel, on the line to Manchester.

Two passengers are reported to have been slightly hurt.

On the day in question, the van and coal waggons had been brought from Ringley Road, and they were placed in the up line at the north side of Bury tunnel, while the engine that brought them to Bury was running round, so as to get to the other end of the waggons, in order to take them to Blue Pits.

The signalman who is stationed at the north end of Bury tunnel, had placed the distant-signal at danger to protect the coal waggons as soon as they arrived; but while the engine that brought the coal waggons to Bury was moving by the down road to the other end of the train, the passenger train from Ramsbottom arrived and ran into the coal train.

The collision broke the buffer casting of the break van of the coal train, and caused the door of a coal wagon to fall out, but none of the vehicles of either train left the rails, and no other damage was done.

Bury station is protected at its north end by a station signal, which is placed at the north end of the tunnel, about 100 yards to the north of the station. A signalman is posted at the north end of the tunnel, who works a distant-signal, called the School Brow signal, which is placed about 430 yards to the north of the tunnel, to protect the cross-over roads and the junctions with sidings at the north end of the tunnel.

There are other signals further to the north for the protection of more crossings.

The School Brow distant-signal, which is worked

by the man at the north end of the tunnel, can be seen by drivers of up trains for more than 300 yards before they reach the signal.

The van of the coal train stood about 336 yards inside the School Brow signal, and about 100 yards to the north or outside the signal, at the north end of the tunnel.

The driver of the passenger train stated that the School Brow signal was at "all right" when he approached, but he admits that he observed the signal at the north end of the tunnel to be at "danger" when he was about 800 yards from it.

He whistled for the tunnel signal to be taken down, but he continued to run on at considerable speed, until after he passed the School Brow signal, and until he noticed the van of the coal train on the road in front of him.

He then reversed, whistled for the guard's breaks, but he could not stop his train in time to prevent the collision.

The passenger train consisted of a tender and engine, then came a second-class, a first-class carriage, and a guard's van, coupled together with continuous breaks, and then two third-class carriages in rear of the train. There was a guard in the break van.

The signalman at the north end of Bury tunnel, and the engine-driver and guard of the coal train, all agreed that the School Brow signal was at danger when the passenger train came in sight, and they stated that the passenger train was running at such speed that they knew that a collision must occur.

The engine-driver of the passenger train appears to be the only person to blame for this collision. He was guilty of gross neglect in not stopping his train when he observed the signals to be at "danger."

I recommend that the signals and points at Bury station, and at both sides of the station, be arranged on the locking principle, as, if they are not interlocked with each other, the best of signalmen are certain to make mistakes at some time or another.

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

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

Copies of the above report were sent to the Company on the 8th April.