

The
VIRTUAL MUSEUM
of the
LANCASHIRE & YORKSHIRE RAILWAY

Accident Reports.

10 September 1857

BoT Report into Accident at

Knottingley GNR.

(1 Page).

him to determine whether it was necessary to signal the driver to look out or to stop the train or not. A communication of this kind is the more necessary from the very great distance (83 miles) which certain trains now run without stopping.

It is quite possible that in many instances trains might be unnecessarily stopped, but that would arise from railway companies not providing their servants with a safe and ready means (such as I have adverted to) of passing along the train to the particular car-

riage from which a signal had been given, and thus obliging the guard to decide without proper information. The abuse of the power of communicating with the guard unnecessarily might be provided for by the company's byelaws.

I have, &c.

W. YOLLAND,

Lt.-Colonel, R.E.

Captain Galton, R.E.

&c. &c. &c.

LANCASHIRE AND YORKSHIRE RAILWAY.

*Railway Department, Board of Trade,
Whitehall, October 30, 1857.*

SIR,

IN compliance with the instructions contained in your letter of the 14th instant, 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 into the circumstances which attended the accident, that occurred on the 10th ultimo, near the Knottingley Station of the Great Northern Railway.

All the portering and shunting connected with the Lancashire and Yorkshire Railway Company's goods traffic at this station is carried on by the servants of the Great Northern Company.

At twenty minutes past seven o'clock on the evening in question, a Lancashire and Yorkshire goods waggon, laden with merchandise, was taken out of the goods shed, and moved by horse power into a siding to the west of the main line, ready to be taken on towards Wakefield. A goods porter held the points for it to pass into the siding, and the horse-keeper, detaching the horse while it was in motion, allowed it to run in with such impetus as it had received. These men then went away to their other work, without waiting to ascertain whether the waggon had been placed sufficiently far up the siding to be clear of the passing trains, which it was more particularly the duty of the horse-keeper to do.

As the 6.45 p.m. passenger train from Goole to Wakefield was passing the spot, on its way into the Knottingley Station, at its proper time, about five minutes afterwards, it came into collision with this waggon. It consisted of an engine and tender, and three carriages, a composite carriage in the centre, and a third class break carriage on each side of it. The leading carriage was thrown off the line and caught in the goods waggon, so that the train was brought to a stand almost immediately. It is stated that none of the passengers were injured, though some of them were shaken.

The siding is on a gradient descending from the main line, is nine feet from the main line, and is provided with a chock block; and the accident appears to be attributable solely to the carelessness of the horse-keeper. This man has been subjected to a fine, and will no doubt be more careful for the future.

It was a dark evening, and the driver of the passenger train could not discover the position of the waggon in time to enable him to stop his train before reaching it.

I have, &c.

H. W. TYLER,

Captain, R.E.

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

LANCASHIRE AND YORKSHIRE AND EAST LANCASHIRE (MANCHESTER AND CLIFTON JOINT LINE).

*Railway Department, Board of Trade,
Whitehall, November 19, 1857.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the enclosed copy of the report made by Lieut.-Colonel Yolland, R.E., the officer appointed by them to inquire into the circumstances which attended the collision that occurred on the 21st ultimo near Winsor Bridge on the Manchester and Clifton joint line of the Lancashire and Yorkshire and East Lancashire Railway Companies.

My Lords direct me to state that they trust that the observations of the inspecting officer upon the apparently habitually permitted breach of regulations will receive the serious consideration of the joint committee appointed by the Lancashire and Yorkshire and East Lancashire Railway Companies to manage the Manchester and Clifton line.

My Lords also trust that the committee will adopt the system of working the line by means of the electric telegraph recommended by Lieut.-Colonel Yolland, and that they will take steps to ensure that in working this portion of railway proper discipline be enforced, and the regulations laid down be strictly observed.

I am, &c.

DOUGLAS GALTON,

Captain, R.E.

*The Secretary of the
Joint Committee of the Lan-
cashire and Yorkshire and
East Lancashire Railway
Companies, Salford.*

*Railway Department, Board of Trade,
Whitehall, November 10, 1857.*

SIR,

IN compliance with the instructions contained in your letter of the 28th ultimo, 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 into the circumstances which attended a collision that occurred on the 21st October, at Winsor Bridge, on the Clifton and Manchester Railway, between an express passenger train and an engine.

Winsor Bridge is situated between Pendleton and Oldfield Road Station, Salford, and it is about 1160 yards from the former, and 600 yards from the latter station. The line is a joint line made by the Lancashire and Yorkshire, and the East Lancashire Railway companies; and it is managed by a joint Committee from the two companies, with a distinct superintendent to look after the permanent way and the pointsmen at Winsor Bridge, and in the goods yard at Salford Station. This joint line is four miles in length.

At Winsor Bridge there are cattle sidings on each side of the main lines, from which cattle trains are fetched away by the East Lancashire Company on Wednesdays at uncertain periods of the day. These sidings are in charge of one signaller, and they are protected by distant signals on the up and down lines, distant respectively 450 and 380 yards from the handles by which they are worked; these handles are 109 yards apart, and the signaller's cabin is placed close to one of the handles.

The regulations under which the traffic is worked provide, among other matters, under the head of stationary signal 8, p. 16:—"The red or danger