

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

Accident Reports.

21 February 1873

BoT Report into Accident at

Leeds Central.

(2 Pages).

GREAT WESTERN RAILWAY.

Board of Trade,  
(Railway Department),  
7th May 1873.

Sir,

In compliance with the instructions contained in your minute of the 25th ultimo, 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 19th ultimo, about a mile to the east of Crudginton station, on the Great Western Railway.

A goods train ran into a passenger train, which was stopped by the engine breaking down. Two passengers are reported to have been slightly hurt.

On the day in question, the passenger train which is due to leave Wellington at 5.55 p.m. for Crewe, did not start till 6.17 p.m., in consequence of the late arrival of the passenger train from London.

The train on leaving Wellington consisted of an engine and tender, a third class, a composite carriage, and a break-van with a guard.

When it got about three miles from Wellington it came to a stand, in consequence of the left-hand slide valve of the engine having broken.

The guard of the train proceeded back at once to protect the train. He had placed two fog signals on the rails, about 600 yards from the place where his train was standing, and had got about 100 yards further back, when a goods train passed him, at a speed of about 25 miles an hour.

The goods train consisted of an engine and tender, 13 loaded, 28 empty waggons, and a break-van with a guard at the tail of the train.

The engine-driver of the goods train did not observe the guard, who was waving his red flag to stop the goods train, until he got within 100 yards of him. He then shut off steam, reversed, whistled for the guard's break, and the fireman applied the tender break, but the goods train was not stopped before it struck the van at the tail of the passenger train at a speed of about three miles an hour.

No vehicles of either train left the rails. The foremost carriage of the passenger train was slightly da-

maged. All the passengers, except five, had got out of the train before the collision occurred.

The goods train left Victoria Basin at Wolverhampton at 3.50 p.m., which was the proper time.

It is timed to wait in the goods sidings at Wellington until the 5.50 p.m. passenger train has started for Crewe.

After the passenger train passed, the goods train was brought out of one of the sidings at Wellington station, and was run back into another siding to pick up some waggons. The signals were then lowered, and it started for Crewe. It passed Drayton junction, which is about a quarter of a mile west of Wellington station, six minutes after the passenger train.

The engine-driver of the goods train could have seen the guard of the passenger train, who was coming back to stop the goods train, for a considerable distance before he reached him, if he had been looking along the line, which is straight at this place, but he did not do so, as he was looking to the right, at what he conceived to be an engine on the curve, some distance further on.

The goods train was running down an incline of 1 in 104 at the time it passed the guard of the passenger train.

This incline of 1 in 104 continues for about 365 yards of the distance between the place where the guard was standing and the place where the passenger train was standing. The gradient for the remaining distance, of about 340 yards, consisted of 100 yards of level line and 240 yards of line rising on a gradient of 1 in 186. The accident was caused by the engine of the passenger train breaking down.

No blame appears to be attached to any of the company's servants connected with the management of the railway or of either of the trains.

The absolute block system, if properly worked, will prevent accidents of the kind.

I have, &c.,  
The Secretary,  
(Railway Department),  
Board of Trade.

F. H. RICH,  
Colonel.

Printed copies of the above report were sent to the company on the 30th May.

LANCASHIRE AND YORKSHIRE RAILWAY.

Board of Trade,  
(Railway Department),  
12th April 1873.

Sir,

In compliance with the instructions contained in your minute of the 14th ultimo, 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 21st February, at the central station at Leeds.

The station is the joint property of the Great Northern, the Lancashire and Yorkshire, and the London and North-western Railway Companies.

The station servants are appointed by the Great Northern Railway Company, but they are the servants of the companies conjointly.

On the day in question, the Lancashire and Yorkshire Company's passenger train from Low Moor, which is due to arrive at Leeds central station at 7.25 p.m., did not reach there till about 7.45 p.m.

The signalman on duty at A cabin, which is just outside the station, lowered the signals for the train to pass and turned the points for it to proceed along No. 9 line of rails to the platform at the north side of the station. He gave the engine-driver of the Lancashire and Yorkshire train a caution-signal with a green hand-lamp when the passenger train passed A cabin, as there were some empty coaches and a

couple of waggons loaded with bricks in the stati on No. 9 line.

The engine-driver of the train from Low Moor observed the roof lights of a van on No. 9 line when he reached the platform. The van was inside the station shed; and he thought that this vehicle being on the line was the reason that the signalman gave him a caution-signal. The driver stated that he was prepared to stop before reaching the van, but the two waggons of bricks were standing between him and the van; and owing to there being no light on the last waggon and no lights on the platform the engine-driver did not see the waggons of bricks until he was close to them; he had only time to reverse and whistle for the guard's breaks when his engine struck the nearest waggon at a speed of two or three miles an hour.

No passengers have made any complaints of being injured, but a few complained at the time of being obliged to alight from the train amongst some building rubbish, instead of being carried to the platform, which, owing to the position of the waggons of bricks, was not long enough to admit of the whole train being drawn up to it.

The platforms at Leeds station have been undergoing alteration and extension for some time past. The waggons of bricks were placed in No. 9 road, to

be used in these alterations. They had been placed there about 1 o'clock the same day. The pointsman on duty in A cabin was aware of the fact, and could not see them from his cabin, but he could not judge from that position how much of the platform remained available for passenger trains. He had sent a Great Northern train, which consisted of an engine and three carriages, to the same platform about 5.30 p.m., and there was room for it. It was light at that time, so that the engine-driver of the Great Northern train saw the waggons and avoided striking them. It was dark when the Lancashire and Yorkshire train arrived, and it consisted of an engine and five coaches. Three of these were coupled together with continuous breaks,

but the guard had not time to apply the breaks (any more than he had already done) when the engine-driver whistled for them on finding his engine running on to the waggon of bricks. No injury was done, and no vehicles left the rails.

The accident was caused by there being no light on the waggon of bricks or on the adjacent platform.

The Great Northern Railway Company have given instructions that proper lights shall be provided in future.

I have, &c.,  
The Secretary,  
(Railway Department),  
Board of Trade.

F. H. RICH,  
Colonel R.E.

Printed copies of the above report were sent to the Lancashire and Yorkshire and Great Northern Railway Companies on the 12th May.

## LONDON AND NORTH-WESTERN RAILWAY.

SIR,  
*Birmingham, 10th May 1873.*  
IN compliance with the instructions contained in your minute of the 20th March, I have the honour to report, for the information of the Board of Trade, the result of my inquiry into the circumstances connected with the collision that occurred on the 17th of March at the Walsall ticket platform of the London and North-Western Railway.

The train from Birmingham ran into a train from Dudley that was standing at the ticket platform. The guard and several passengers of the train from Dudley complained of being bruised and shaken. The guard of the train from Birmingham and one passenger in that train were slightly hurt.

On the day in question, the passenger train due to leave Dudley at 8.30 p.m. for Walsall started at its proper time. It consisted of a tender, engine, guard's van with a guard, a composite, two thirds, a second, and a composite carriage, coupled together in the order in which they are given. It arrived six minutes late at Bodley's crossing, which is about a quarter of a mile on the Dudley side of the Walsall ticket platform. The signals at Bodley's crossing were "all right," and the train ran past the signal cabin at a speed of about 18 miles an hour, and pulled up at the Walsall ticket platform for the collection of tickets. The train had been standing at the ticket platform about three or four minutes, when it was run into by the train due to leave Birmingham at 8.30 p.m. for Walsall and Wolverhampton. This train consisted of a tank engine, a third-class, a composite, another third-class, a first-class coach, and a break van with a guard. The vehicles were coupled together in the order in which they are given. This train left Birmingham at the proper time, and was running to proper time at Bodley's crossing, which it reached about five minutes after the train from Dudley had passed it.

As the train from Birmingham approached Bodley's crossing the signals were at "danger." The driver whistled for them to be lowered, but they were kept at "danger," and the train drew up to the signal cabin at a speed of about three or four miles an hour. The signalman then showed the driver a green hand-

lamp, to inform him that there was a train on the line between Bodley's cabin and Bridgeman Place cabin, which is at the Bodley end of Walsall station. The train from Birmingham passed Bodley's cabin at a speed of about four or five miles an hour. It was timed to stop at the Walsall ticket platform for the purpose of collecting tickets. The driver of the train from Birmingham noticed a red light as his engine ran round the curve in approaching the ticket platform, but he stated that he thought it was the red light of a siding signal between Walsall ticket platform and Walsall station, and that he did not become aware that it was the red light at the tail of the Dudley passenger train, which was standing at the ticket platform, until he was close to it, and he had only sufficient time to get on the engine break, before his engine struck the carriage at the tail of the train from Dudley, at a speed of three or four miles an hour. The right-hand buffer of the tank engine, and the buffer of the carriage at the tail of the train from Birmingham, were broken, and the guard's van of this latter train was knocked off the rails.

The accident was caused by the want of care on the part of the engine-driver of the Birmingham train, when he was approaching Walsall ticket platform, after he had been cautioned by the signalman at Bodley's crossing that there was a train on the line in front of him. This driver stated, that although he had been working over 30 years on the London and North-Western Railway, he had only been about two months on the Birmingham and Wolverhampton section, and that he was not thoroughly acquainted with the Bodley and Walsall signals; but as those are the ordinary signals, there was no excuse for his not knowing them.

The distance from Bodley's crossing to the Walsall ticket platform is about 400 yards; and the distance from Walsall ticket platform to Walsall station is about 200 yards. This section of the line is level.

I have, &c.,  
The Secretary,  
(Railway Department),  
Board of Trade.

F. H. RICH,  
Colonel.

Printed copies of the above report were sent to the company on the 4th June.

## LONDON AND NORTH-WESTERN RAILWAY.

SIR,  
*Birmingham, 10th May 1873.*  
IN compliance with the instructions contained in your minute of the 25th ultimo, 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 21st ultimo, near the Leamington junction of the London and North-Western Railway.

A waggon, which was at the end of a train of empty waggons, was pushed off the rails while the train was being shunted on a siding adjacent to the passenger

line, and it was struck by the engine of a passenger train that was passing at the time.

The engine-driver, fireman, and guard of the passenger train were slightly shaken, but none of the passengers have complained of being hurt.

On the day in question, a train, which consisted of a tank-engine and seven empty coal waggons, was being shunted in the sidings at the south side of the railway, between Rugby station and the junction of the railway to Leamington.

The sidings, where the train of empty coal waggons