

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

Accident Reports.

11 September 1872

BoT Report into Accident at  
Liverpool Exchange.

(2 Pages).

been free of trains for 12 or 14 minutes, during which time he might have sent the coal train on its journey in safety.

The Lancashire and Yorkshire Railway Company have been engaged for some time past in putting up new signals, new locking machinery, and telegraph instruments on the line between Manchester and Bolton.

When they are completed, and when the block telegraph system is efficiently worked, many accidents will be prevented.

It was given in evidence at the inquiry that the

points of a catch siding at Agcroft were continually kept chained in the wrong direction, and that the inspection of the signals had not been efficiently performed.

This neglect should be rectified at once, and the whole of the sidings should be controlled with catch points locked with the main-line signals as soon as possible.

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

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

### LANCASHIRE AND YORKSHIRE RAILWAY.

Sir, *Manchester, 3rd October 1872.*

IN compliance with the instructions contained in your minute of the 24th 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 August at Scaforth station, on the Lancashire and Yorkshire Railway.

An engine, which was proceeding from Liverpool to Southport, ran into a passenger train that was standing at Scaforth station.

Several passengers in the train, and the engine-driver and fireman of the engine that ran into the passenger train, were shaken.

The passenger train, which is due to leave Liverpool for Crosby at 12 o'clock, did not start till 12.3 p.m., as the road was not clear, and the signals were not lowered till that time. The empty engine that was returning to Southport left Liverpool station about five minutes after the passenger train. The latter stopped at all stations; and the empty engine followed within sight of the passenger train. There are five stations between Liverpool and Scaforth, which are only about four miles apart. The empty engine passed the several station distant-signals while they were at danger, and the engine-driver received caution signals from the several signalmen at the home-signals.

The passenger train consisted of an engine and tender, four third, three first, a second-class carriage, and a break van with a guard at the tail of the train.

The four coaches next to the guard's van were coupled to it with continuous breaks.

The moment after the passenger train came to a stand at Scaforth station it was run into by the empty engine.

The end of the guard's van was broken, the break was knocked out of gear, and the buffers of the passenger carriage next to it were broken, but no vehicle left the rails.

The guard was knocked down in his van, and a lady who was travelling in the second-class carriage next to the van was taken out from under the seat of the carriage in an insensible state.

The distant-signal and the station-signal at Scaforth were at danger when the empty engine passed them, and the passenger train could be seen for a considerable distance by the driver of the empty engine if he had been looking out.

This man was not a regular driver, but he had served for some time as an extra driver, and he had been about 20 years in the Company's service. The collision was caused by his gross carelessness. The Lancashire and Yorkshire Railway Company have very properly dismissed him, and proceeded against him. I did not see the man, as he is now on bail to stand his trial for the offence.

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

F. H. RICH,  
Lt.-Col. R.E.

### LANCASHIRE AND YORKSHIRE RAILWAY.

*Board of Trade,  
(Railway Department),  
Whitehall, 25th October, 1872.*

Sir, I HAVE the honour to report, for the information of the Board of Trade, in compliance with the instructions contained in your minute of the 13th ultimo, the result of my inquiry into the circumstances connected with the collision which occurred on the 11th ultimo, at the Exchange station, Liverpool, on the Lancashire and Yorkshire Railway, from a passenger train entering the station at too high a speed and running into a horse-box and some trucks standing on one of the platform lines.

One passenger had his leg hurt and forehead bruised, and two others were shaken.

The train in question left Preston for Liverpool at 8.26 a.m., six minutes late, consisting of a four-wheeled coupled engine and tender, horse-box, a set of three carriages, coupled with continuous breaks, a third class carriage, a milk truck and fish truck, seven vehicles in all.

The driver was a man of twelve years service as such, and had been accustomed to run in and out of Liverpool for the last 17 years. The guard of the train had been 15 months employed as guard, and as acting guard for the previous 7 years.

The train stopped at Rufford, Burscough junction, and Ormskirk without overrunning the platform at either place. At Ormskirk the horse-box was taken

off, and seven carriages attached in front, so that the train now consisted of 13 vehicles, with the same amount of available break power as before; viz., that applied to three vehicles. Six stations were stopped at between Ormskirk and Liverpool, and at none of these did the train overrun the platform. On approaching Liverpool from Sandhills (a mile from the Exchange station), there is a rising gradient of 1 in 100, terminating in a reverse curve about 300 yards from the buffer-stops at the end of the Exchange station, and it is customary for drivers, if the signals are off for them to enter the station, to keep steam on their engines till they are through this curve. The guards generally apply their breaks at about the end of the platform, some 200 yards from the buffer-stops.

On the present occasion the guard states that thinking the speed was higher than usual, when nearing the station, he applied his break about 50 yards sooner than he was in the habit of doing, and that the driver kept his steam on somewhat beyond the usual point; that the engine came into collision, at a speed of five or six miles an hour, with a horse-box, which, together with seven other vehicles, was standing on one of the arrival lines, the last of the eight vehicles, another horse-box, being close to the buffer-stops.

No damage whatever was sustained by the passenger train, but the horse-box next the buffer-stops was injured, and the buffer stops themselves, which were it was stated somewhat decayed, were partially destroyed.

The driver states that he was entering the station no faster than usual, having shut off his steam and had his tender break applied at about the customary point, and that he was perfectly aware that he had on the present occasion only one set of continuous breaks to depend on, this train being more usually supplied with a second guard at Ormskirk; that when about half-way up the platform it appeared to him that the guard had suddenly taken off his breaks, as the speed seemed to increase; and that upon this he at once gave the break whistle, reversed his engine, and got contrary steam applied, but that owing to the greasy state of the rails, from fish trucks having been recently standing on the line, he could not stop in time to avoid the collision.

Other evidence does not support the driver's belief as to the guard's breaks having been taken off before

the collision; and its occurrence must in my opinion be attributed to the driver's want of judgment in entering the station at too high a rate of speed to enable him to stop in proper time. He had hitherto borne an excellent character and was considered a careful, steady man.

The guard appears to have done his duty under the circumstances.

Had there been in the present instance the amount of break power usually available on Lancashire and Yorkshire Company's trains, it is probable that this collision would have been prevented.

I am, &c.,

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

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

## LANCASHIRE AND YORKSHIRE RAILWAY.

Board of Trade,  
(Railway Department),  
Whitehall, 9th November 1872.

Sir, I HAVE the honour to report, for the information of the Board of Trade, in compliance with the instructions contained in your minute of the 20th September, the result of my inquiry into the circumstances attending a collision between a passenger train and some waggons, which occurred on the 17th September, at Miles Platting station, on the Lancashire and Yorkshire Railway.

One passenger has complained of being shaken.

At Miles Platting, the first station on the east out of Manchester, the Ashton branch leaves the main line to Yorkshire. There is a raised cabin at the junction points, and about 200 yards further to the east there is a second raised cabin on the platform between the two lines, from which cabin the station signals and certain siding points and signals are worked; these points and signals being properly interlocked.

Sixty yards to the east of the platform cabin is a pair of facing points leading from the line to Yorkshire to a siding running parallel to and on the north of that line; there is a signal at the points for giving permission to a driver to enter the siding, but main line home-signal is over the cabin, and therefore 60 yards west of the points. The facing points are worked by No. 5 lever, and No. 4, the one next it in the cabin, is a lever working a siding signal connected with the Ashton branch.

The train in question was the 4.50 p.m. express from Manchester to Bradford, having first to stop at Tadmorden. It started punctually, and consisted of engine, tender, guard's van, and four coaches, the van and coaches being coupled together with Newhall's continuous breaks.

Two directors of the Lancashire and Yorkshire Company were in the train.

The driver states that he approached Miles Platting, where the signals, including the main line home-signal worked from the platform cabin, were all off for him, at a speed of about 20 miles an hour; that he noticed the facing points leading to the siding set right for the main line when about 100 yards from them, but that on his engine reaching them he found it was being turned into the siding; that he at once did all in his power to stop, but his engine came into collision, at a slightly reduced speed, with a train of empty coal waggons, the first of which was standing about 50 yards from the points. The engine ran only a short distance after collision; its buffer plank was broken; and this was stated to be the only damage done to the passenger train, which was able, after a short interval, to proceed on its journey, and arrived at Bradford at its proper time. Seven empty waggons were thrown off the line and damaged.

The guard of the passenger train, who was in the break next the tender, states that he was keeping a look-out ahead at Miles Platting, and, just before reaching the siding facing points, noticed that they were open for the siding; that he at once applied his break; and that the speed of the train was reduced from 20 miles an hour to something less on collision. He stuck to his break, and was not knocked down or injured.

Neither driver nor guard noticed when the main line home-signal was restored to danger.

The signalman on duty had been stationed eleven months at Miles Platting, and had been a signalman for three years and a half previously. He had come on duty at 2 p.m. for a six hours spell. He states that he lowered his main home-signal—No. 10 lever—for the Bradford express, and as soon as the engine had passed it, restored it to danger with his right hand, taking hold of and pulling over with his left hand (as he thought and intended) No. 4 lever, working the siding signal on the Ashton branch, from which siding an engine was whistling for permission to come out; that he had, however, by mistake, grasped No. 5 lever (that working the siding facing points) and thus inadvertently opened them for the siding just before the engine of the express train reached them. He discovered his mistake at once, but wisely thought it best not to attempt to make any alteration in the points.

This collision, then, was caused by the mistake of the signalman in the use of a lever in an interlocked signal cabin. He could not have well made the mistake he did had he complied with the rule of the Company that a signal shall not be restored to danger until the whole of the train has passed it. The mischievous propensity which nearly all signalmen have of throwing up a signal as soon as the engine or a small portion of a train has passed it cannot be too severely reprehended. It entirely defeats the object of locking apparatus.

The little injury to the passenger train received in the present case, was no doubt, due in a great measure to its having been provided with continuous breaks, and to the guard in charge of them having become aware of the danger as soon as, or sooner than, the driver.

The signal arrangements at Miles Platting are now being re-arranged, and the facing points in question will be provided with a locking bar. The main line signal will also be removed to the facing points, instead of being 60 yards short of them, so that it will be almost impossible to have the recurrence of a collision similar to the present.

I have, &c.,

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

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