

The
VIRTUAL MUSEUM
of the
LANCASHIRE & YORKSHIRE RAILWAY

Accident Reports.

30 November 1875

BoT Report into Accident at

Newton Heath.

(1 Page).

LANCASHIRE AND YORKSHIRE RAILWAY.

*Board of Trade,
(Railway Department.)*

14th December 1875.

SIR,

I HAVE the honour to report, for the information of the Board of Trade, in compliance with the order of the 30th ultimo, the result of my inquiry into the circumstances connected with the accident which occurred on the 18th ultimo, at Newton Heath station, on the Lancashire and Yorkshire Railway, whereby a passenger, when attempting to cross the line from the up to the down platform, was struck by an empty engine running on the up line, and killed.

It appears that on the evening in question the deceased (who was waiting for a down train to Middleton) and one of the company's porters were sitting talking in a waiting room on the up-side of the line. On the bell ringing to announce the approach of the down train they both went out on to the platform, and stood together while an up goods train was running through the station. Immediately that its van had passed, the deceased stepped on to the line, and was knocked down by a light-engine, which was following 20 or 30 yards behind the goods train, which engine neither he nor the porter had observed. The latter, knowing that the line was worked on the block system, had never imagined that anything could be closely following the goods train, and had consequently not looked down the line. The deceased died at once from injuries to the head. The night is stated to have been dark but fair. The time about 6.25 p.m.

The light engine had to proceed from Middleton junction to the sheds at Miles Platting; its driver, William Walmsley, an acting driver of four years service, had been told by Eastwood, the foreman-porter on duty at Middleton junction, to hook on to the van of a goods train which was about starting for Ardwick, so that both might proceed as one train as far as Miles Platting. Walmsley states that he had just reached the van of the goods train, and that his fireman had got off to hook on, when the signal

was lowered for the goods train to start, which it did before his fireman could effect the coupling; that Eastwood then shouted to him to follow the goods train (this is denied by Eastwood, who says that he thought they were coupled together) which he did, keeping as close to it as possible as far as Miles Platting, and not being at all aware, till afterwards, that he had knocked anyone down at Newton Heath. His engine, which was running tender first, carried a white head-light and red tail-light.

The driver of the goods train states that he was not aware that Walmsley was intended to join him at Middleton junction, nor that he was following him till after he had started.

The signalman on duty at Moston station (between Middleton junction and Newton Heath) noticed that the goods train and light-engine arrived there with an interval between them; as he had already to stop the goods train, the section ahead not being clear, he contented himself with shouting to Walmsley to hook on to it, but did not see whether he did so or not; he signalled the train and engine on to Newton Heath as one train, and did not give, as he ought to have done, the signal "stop and examine train."

The signalman at Newton Heath also noticed the interval between the train and engine as they passed his cabin, and sent forward the "stop and examine train" signal to the Brewery cabin at Miles Platting.

This accident was caused by a singular want of care both on the part of the deceased, and of the porter who was following him, in not looking in both directions along the line before attempting to cross it.

It would not have occurred had the rules for working the block system not been broken, and for this both the driver of the light-engine and the signalman at Moston station are seriously to blame.

I have, &c.,

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

*C. S. HUTCHINSON,
Lieut.-Col. R.E. and
Colonel.*

Printed copies of the above report were sent to the Company on the 28th December.

LONDON AND NORTH-WESTERN RAILWAY.

SIR,

Tring Station, 8th September 1875.

IN compliance with the instructions contained in your minute of the 4th instant, I have the honour to report, for the information of the Board of Trade, the result of my enquiry into the circumstances connected with the accident that occurred on the 1st instant, at the Tring station, on the London and North-Western Railway.

In this case, as the 3.20 p.m. passenger-train from Wolverhampton for London was passing through the Tring station, at which it was not due to stop, at a speed of about 40 miles an hour, it was turned in the wrong direction, through a pair of facing-points at the south end of the station. After running for about a quarter of a mile along a siding into which it had thus been turned, it came into collision with the buffer-stop at the end of the siding. The buffer-stop was destroyed, and the engine and tender, the break-van, and two carriages, were thrown off the rails.

Up to the present time six passengers have complained of injury.

Description.

The Tring station is undergoing considerable alteration, and is in a state of transition, during the

construction of the fourth line of rails between Willesden and Bletchley. There is a new signal-cabin at the north of the station, not yet brought into use, and on the south of it an old cabin, at which the signalman for the north end of the station does his work until the new north-cabin can be brought into use. This old cabin is provided with block-telegraph-instruments, inside, and levers outside of it on the platform, for working the points and signals in its neighbourhood. Near these levers is a disc marked "up-main, slot off," which indicates when a pointsman at a temporary cabin, called the middle-cabin, works his lever for slotting the home-signal on the north of the north-cabin. The facing-points through which this train was turned in the wrong direction are opposite the middle-cabin, which is 257 yards on the south of the north-cabin, and 128 yards on the north of the south-cabin. These facing-points are worked by a lever near the middle-cabin, interlocked with the lever slotting the home-signal of the north-cabin, and are provided with a locking-bar; and before they are opened it is the duty of the signalman in the middle-cabin to obtain the permission of the signalman in the south-cabin, whose duty it is again to communicate with the signalman in the north-