

LONDON AND SOUTH-WESTERN RAILWAY.

*Railway Department, Board of Trade,
Whitehall, 11th July 1861.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the London and South-Western Railway Company, the enclosed copy of the report made by Colonel Yolland, R.E., the officer appointed by my Lords to inquire into the circumstances which attended the accident to a goods train between Grateley and Andover Stations on the 5th ultimo.

I am, &c.

*The Secretary of the
London and South-Western
Railway Company.*

JAMES BOOTH.

*Railway Department, Board of Trade,
Whitehall, 3rd July, 1861.*

SIR,

I have the honour to report for the information of the Lords of the Committee of Privy Council for Trade, that in obedience to your minute of the 11th ultimo, I have inquired into the circumstances which attended the collision that occurred on the 5th June, between two portions of a goods train, between Grateley and Andover Stations on the London and South-Western Railway, by which Mr. Tulk, the Station-master at Grateley was killed, and the breaksman of the train, Charles Stiling, was severely hurt.

Grateley Station is $6\frac{1}{2}$ miles from Andover. It stands on a gradient of 1 in 165, falling towards Andover, which gradient extends to a length of 2 miles 28 chains, and is succeeded by another falling gradient of 1 in 264 for a length of 1 mile 56 chains; a rising gradient for a mile of 1 in 330 succeeds, and then the line falls down to Andover Station, on a gradient of 1 in 220 for $1\frac{1}{2}$ miles. There is only a single line of railway between these stations, and the traffic is worked according to the time bills, with the aid of the electric telegraph. The 8h. 30m. p.m. up goods train, consisting of 21 vehicles including two guards break vans, with a guard riding in the leading, and the breaksman in the last van, left Salisbury for London at its appointed time on the 5th June. It reached Porton, 5 miles from Salisbury, at 8-50, and dropped 3 waggons, and then ran on to Grateley Station, $10\frac{1}{2}$ miles from Salisbury, and stopped with the tail of the train west of the points leading into a siding lying south of the main line, and west of the platform, into which it was intended to drop a horse-box, which was the last vehicle in the train. It is not certain who uncoupled this horse-box, neither is it material.

The train reached Grateley at 9h. 20m. p.m., five minutes late, and the engine stopped opposite to the platform, lying south of the main line; and as soon as it had stopped, some one uncoupled the 4th from the 5th waggon, and the engine drew ahead with 5 vehicles, viz.: guards break-van, a box-waggon, a coal waggon proceeding to Overton, a permanent way waggon loaded with sleepers for Andover, and a coal waggon loaded with slates for Andover: the next three waggons for Grateley were then uncoupled, and run into a siding lying south of the main line, but east of the platform, and the next waggon intended for Andover, then remaining at the front of the after part of the train, and which was a coal waggon laden with lime, covered down with a sheet, was then uncoupled, and ran forward and stood next to the waggon laden with slates. While this was being done, five waggons were taken out of some sidings lying north of the main line, four out of the loop, and one out of the store siding, and these five waggons were run forward and placed next to the waggon laden with lime; and then the after part of the train was allowed to drop down the gradient

to the front part of the train, and the horse-box was run into the siding

The primary cause of the collision is undoubtedly traceable to the condition of the couplings at the leading end of the coal waggon laden with lime, and it is therefore important to state what is said to have been done with it. The breaksman states that "this lime waggon was dropped down to the front part of the train while they were bringing the waggons out from the Grateley sidings lying north of the main line: that he does not know whether he uncoupled that waggon or not: that he did not let it down to the front part of the train, but he coupled that waggon to the next waggon in front: that he thinks it was a screw coupling that was used, but he is not positive about it, and he does not think a double coupling was used for that waggon: that he told the guard that he had coupled that waggon up, and the guard desired him to go back to let the hind part of the train drop down."

The guard of the train states, that "the breaksman unhooked the waggon laden with lime, and went down with it to the front part of the train, to put it with the other two waggons for Andover; and the 5 waggons which were taken out of the Grateley sidings were placed behind the lime waggon, and as soon as the 5 waggons were got out, the after part of the train was dropped down towards the front part of the train: that the breaksman had to lift his break for that purpose, and he, the guard, showed him a red light, when he found the waggons were getting close to the front part of the train: that the breaksman coupled on the front coupling of the Andover lime waggon to the after end of the Andover slate waggon: that he did not see him do it, but the breaksman told him that he had done so before they took the Grateley waggons out of the siding: that after the breaksman had dropped the Andover lime waggon down, he, the guard, told him to go to his break van, and he would couple up the waggons which were coming out of the Grateley sidings: that the engine driver coupled on the after part of the train to the Grateley waggons, and he coupled on the front one of the Grateley waggons to the Andover lime waggon, and the 5 other Grateley waggons to the 1 Grateley waggon in front: that he went past the Andover waggons to get to his van, after he had coupled up the Grateley waggons and the after coupling of the Andover lime waggon, but he did not notice whether the lime waggon was coupled to the slate waggon, although it is a part of his duty to do so."

He further says that, "he and the driver walked from the Grateley waggons to the engine, and he told the driver the train was ready to start, and to go on, by word of mouth, but did not show him any signal; that he showed a white light to the breaksman, when they had started, and his signal was replied to by the breaksman also waving a white light."

He also admits, that "it is a part of his duty to look back after starting, to see that the train is all right; but that night he had a good many bills to attend to, so that he did not look back."

The driver of the train, Thomas Wilson, states that the guard gave him the order to go on at Grateley, and showed him a green light, and that they both heard the breaksman say 'all right,' and the breaksman also showed a white light; that after he got the order to start, he proceeded on until he got to Andover Station, and stopped just opposite to the turntable (about 100 yards west of the platform), and when he got down off the engine he found that he had not got the after part of his train — the porter at Andover found it out, and

“said, ‘you have not got all your train,’ and then he
 “and the guard got off: that it was about 9h. 40m.
 “when they reached Andover with 5 vehicles on,
 “including the guards break van; viz. 2 waggons
 “for Andover, 1 for Overton, a road-box, and the
 “van, which was next to the tender: that he found the
 “last of the Andover waggons laden with lime, which
 “had been allowed to drop down to the two others
 “at Grateley Station, and the remainder of the train
 “had been left behind; that the guard went to look
 “to the couplings behind the last of the Andover
 “waggons, but he did not go: that no one went to
 “the station-master at Andover to ask what they
 “should do, but the guard, after he had gone back to
 “see to the couplings, got on the step of the van and
 “said, ‘We will go back,’ (this is denied by the guard,)
 “and they proceeded back with caution: that he
 “had a red light and a white light on the head of
 “his engine, a side light showing a red light to the
 “rear, and two side lights at the tail of the train
 “when it was entire, could be seen from the engine,
 “one on each side, and that the line at Grateley
 “is quite straight.”

He also states “that he cannot account for not
 “finding out that a part of the train had been left
 “behind; that he did not look back after he got
 “away, not after he saw the breaksman’s white light.”

Also, “that they did not stop at Andover above a
 “minute or two, before they went back, and they did
 “not travel at more than 4 or 5 miles an hour: that
 “he kept a good look out as they went back, and
 “they just got a glimpse of a light in a cutting about
 “3 miles from Andover, and he put on the tender
 “break, and reversed the engine directly: that the
 “light was not very far off, not more than the $\frac{1}{2}$ of a
 “mile when he first saw it; that he had not quite
 “got to a stand, but had just got the steam on the
 “reverse way, and had not time to whistle for the
 “guard’s break.”

The guard of the train, and the porter at An-
 dover do not altogether agree with the driver’s
 statement. The porter says that “he asked the
 “driver where the rest of his train was, and he
 “said ‘I must have left them at Grateley’: he, the
 “porter, then asked him to shunt his train at An-
 dover, but the driver said ‘No, I’ll go back as I
 “am;’ that he never spoke to the guard, as he had
 “not time, for the driver got on his engine again and
 “was off: that he heard the guard say something to
 “the driver about leaving waggons, but the train was
 “on the move backwards, as they were calling out to
 “each other, and that there was not time to go to the
 “station-master. The guard states, with reference to
 “what occurred in leaving Grateley, that he does not
 “recollect having shown the driver a green light,
 “neither does he recollect having heard the breaks-
 “man say that all was right; that before they stopped
 “at Andover Station the porter there said that they
 “had left a part of their train behind, and he got out of
 “his van and went back to look to the state of the
 “couplings; that he found the coupling at the tail of
 “the Andover slate waggon hung up, showing that it
 “had not been used: that it was a screw coupling,
 “and there was no part of any other coupling hang-
 “ing to the hindmost hook of the slate waggon.”

He also states “that the porter at Andover told
 “the driver he had better shunt off the remaining
 “portion of his train, and he, the guard, said they
 “had 2 waggons on for Andover, and they had better
 “put them off, but the driver said they had better go
 “back to seek the missing part of the train, as the
 “engine would not feel the two waggons: that he
 “did not give any order to the driver to go back, that
 “it was his duty to give an order, and that he did
 “not tell the driver not to go: that he rode on the
 “step of the van in going back, and the driver put on
 “the steam to go back without his permission; that
 “they started to go back at 9h. 42m. and the collision
 “occurred about 10h. 7m.; that they were travelling
 “slow when the collision occurred; that he had taken
 “the break off as he was about to get out, and he put

“it on again when he saw the red light; that he did
 “not see the white lights at the side of the train
 “before seeing the red light; that the other part of
 “the train would not be $\frac{1}{2}$ of a mile from him when
 “he saw the red light, that they were very near
 “stopping when he took his break off;” and that he
 “was on the step of his van when the collision oc-
 “curred, and he was knocked down and stunned.

I must now mention what occurred at Grateley
 Station after the engine and the front part of the train
 left for Andover about 9h. 33m. The breaksman in-
 formed me “that after the front part of the train had
 “left, the station-master, Mr. Tulk, went to the
 “front waggon which was sheeted down, and he said
 “the coupling is all right, but the breaksman did not
 “go to look at it, and he does not know what the
 “station-master meant, but thought that it was all
 “right to go on; that the station-master directed him
 “to go on, and they both rode in the second waggon,
 “a long goods waggon open at the top, and high at
 “the sides.”

He says “that they went down the incline at a
 “very steady pace, so that they could stop in 2 or 3
 “waggons length; that he, the breaksman, lit one of
 “the hand signals, and one of the Grateley porters
 “who had been directed to ride in the guards break-
 “van at the tail of the train, seeing the signal, put
 “on the break and brought the train to a stand; and
 “when he, the breaksman, saw nothing coming, he
 “gave the porter a signal with a green light to let
 “the train proceed, and he did not see the other
 “train coming until he was within 4 or 5 waggons’
 “length of it, neither did he hear any whistle; that
 “the other train was coming round a curve when he
 “first saw it, and that Mr. Tulk and himself were
 “both keeping a good look out.” This breaksman
 had a narrow escape of losing his life, he had two
 ribs broken, his chest hurt, and his body contused.

The collision occurred in a cutting close to a sharp
 curve in the line, so that the persons in charge of
 either part of the train would not be enabled to see
 the other part at any considerable distance.

The effect of the collision on the after part of the
 train was to snap the screw coupling between the
 lime waggon and that next behind it, and then the
 after part of the lime waggon was lifted up, forced
 forwards, and finally fell directly on the Andover
 slate waggon. The next waggon in which Mr. Tulk
 and the breaksman rode, was lifted right on end, and
 remained with the leading end in the air, and the
 trailing end on the ground, close behind the two
 waggons laden with lime and slates; and the next
 waggon which was also empty, had its leading end on
 the ground, and the trailing end raised up. Mr. Tulk
 was found in this waggon with his neck broken, and
 the breaksman was jammed in between the 2 waggons.
 Six waggons were thrown off the road altogether,
 and a good deal of damage was done. The porter
 riding in the break van at the tail of the train knew
 nothing about the collision until it occurred, and he
 was not hurt.

I have also ascertained that the coupling attached
 to the leading end of the lime waggon was uninjured,
 it was an ordinary and not a screw coupling. There
 is no actual proof whether this lime waggon was, or
 was not, coupled on to the slate waggon in front. It
 might have been coupled on and become uncoupled
 when the after portion of the train was dropped down
 to the front portion, but it is far more probable that
 it was never coupled up.

As the result of my inquiry I should state that
 there is absolute proof of gross negligence on the
 part of the driver and guard of the train, and
 in a lesser degree on the part of the fireman.
 Neither the driver or fireman appear to have looked
 back to see to the state of the train, from the time of
 leaving Grateley to their arrival at Andover; and
 when they reached Andover, instead of doing as the
 porter at Andover and the guard of the train sug-
 gested, that the whole or a portion of the train should
 be shunted, which would have allowed time for the

station-master to be consulted, and the telegraph to Grateley set to work, the driver proceeded immediately, and without taking any of the precautions which are usually adopted when a train moves back on the wrong road, of causing the train to be preceded by the guard, to shunt his train back to Grateley, 6½ miles distant. Had he adopted either of the suggestions which were made to him, it is probable that the collision would have been avoided even if he had afterwards gone back towards Grateley. I understand he has been discharged from the Company's service. The guard failed in his duty in not having looked to the state of the whole of the couplings at the front part of the train, and in neglecting to look back after the train started. Before the front part of the train had got 20 yards away from Grateley, the station-master, porter, and the breaksman, all called out as loud as they could, and waved a red light, in order to attract the attention of the driver, fireman, or guard, but without success, and if they had contented themselves with doing their duty, a human life would have been saved, and a good deal of damage to property been avoided. The guard also failed in his duty, in not having prevented the driver from returning back towards Grateley. I am bound however to say that although his conduct proved him to be unfit for the responsible duty of guard, yet he gave his evidence in a truthful manner, apparently with no desire to screen himself from blame. He is an old servant of the Company, and I should hope might still continue to be employed, but in a different and less responsible situation.

It is certain that Mr. Tulk, the station-master, lost his life from an excess of zeal in the performance of his duties, and an absence of discretion. He was

anxious to get this after part of the train away out of the road, so that the next goods train from Exeter might not be delayed on the single line of railway. The Company's regulations do not precisely apply to a case of this kind where the line is single; and it would therefore be advisable to add to them an instruction, prohibiting the after part of a train that had been broken into two parts, from being moved at all from the spot at which it had become separated, whether on a single or double line of railway; or if moved at all in either direction, that it should not be done without sending out a signalman, with fog and other signals, at least ¼ a mile in advance of it. An additional instruction should also be issued sanctioning the regulations adopted on many lines of railway, and partially practised on the London and South Western Railway, of waving a white light from the rear to the front part of a train, after it has got well into motion, so that it may be known if the couplings remain secure. There is no doubt that the after part of the train did, in this instance, move slowly ahead, from the action of gravity, when the engine and front part of the train went ahead, and the exchanges of the signals of the white lights between the breaksman and guard, which has been spoken to, took place when the breaksman found that he was actually moving. He lost sight of the fact, that he must move, when the obstruction in front was withdrawn, in consequence of his train standing on an incline, and probably thought he was being drawn ahead.

I have, &c.,

W. YOLLAND.

Colonel, R.E.

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

LONDON AND SOUTH-WESTERN RAILWAY.

*Railway Department, Board of Trade,
Whitehall, 24th July 1861.*

SIR,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Directors of the London and South Western Railway Company, the enclosed copy of the report made by Colonel Yolland, R.E., the officer appointed by my Lords to inquire into the circumstances connected with the collision that occurred, on the 20th ultimo at the junction of the main line of the London and South Western Railway with the Hampton Court Branch near Kingston.

I am, &c.

JAMES BOOTH.

*The Secretary to the
London and South Western
Railway Company*

*Railway Department, Board of Trade,
Whitehall, 18th July 1861.*

SIR,

I HAVE the honour to report, for the information of the Lords of the Committee of Privy Council for Trade, in obedience to your minute of the 26th ultimo, the result of my inquiry into the circumstances which attended a collision that occurred on 20th June between a train of empty carriages and a passenger train, at the junction of the Hampton Court Branch with the main line of the London and South Western Railway near Kingston, when one passenger was slightly injured, and the under guard seriously hurt.

The Hampton Court Junction is protected by distant signals in each direction on the main line, and by a standard signal at the junction itself, which applies only to trains travelling up and down the main line. There are also on the branch line a stop signal, placed in the angle between the main and branch lines, 110 yards, a distant signal 560 yards, and an intermediate repeating signal 380 yards from the junction, in consequence of the view of the distant signal from the junction being obstructed. No up

train is permitted by the regulations to pass the stop signal when it is at danger; the site of the signal is 60 yards west from the intersection of the main and branch lines, and it is thus placed that there may be no risk of a train casually running a few yards beyond the signal and thus fouling the main line at the moment when an up main line train is passing. There is an easy gradient on the branch line falling for a short distance towards the junction. I should add that an up branch line train approaching the junction has a good view of the main line west of the junction for a considerable distance.

On the 20th June, one of the days of Hampton Court races, an up special train of empty carriages left Hampton Court for Waterloo Road Station at 2.20 p.m. It consisted of an engine and tender, running with the tender in front, 14 carriages, and two guards' break vans, with one guard next the engine, and another at the tail of the train. The driver's (Charles Campbell) statement of what occurred is as follows:—"In passing Thames Ditton Station, he observed the two Hampton Court distant signals on at danger, and he immediately shut off the steam and opened the steam whistle; that he shut off the steam and sounded the whistle before he got out of the Thames Ditton Station, and was not travelling more than six miles an hour at the time; that when he was within 50 yards of the outside distant signal, both distant and repeating signals were distinctly turned off; that he saw them in the act of being turned off, as distinctly as he then saw me, and that before applying the steam again, he looked in the direction of Esher Station on the main line, to ascertain whether he was duly protected by the main line signals, and to see if he could venture off the branch line." He also stated that "he saw the up distant signal on the main line on at danger, and he turned round towards the direction of the signal box (junction) and saw the standard signal