

that the driver and guard of the regular train should have these crossing orders, as the servants of the special train. In the present instance, the collision would, no doubt, have been saved, had this been done. Rule 10 provides for such a safeguard in the case of the alteration of the crossing places of regular trains; and it would seem equally necessary where an

unusual crossing has to take place between a regular and special train.

I have, &c.,
The Secretary, C. S. HUTCHINSON,
 (Railway Department,) Lieut.-Col. R.E.
Board of Trade. and Colonel.

Printed copies of the above report were sent to the Company on the 27th September.

LANCASHIRE AND YORKSHIRE RAILWAY.

Board of Trade,
 (Railway Department.)

Sm, Whitehall, August 31st, 1875.

In compliance with the instructions contained in the order of the 9th instant, 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 6th instant, at the east end of Bolton station-yard on the Lancashire and Yorkshire Railway.

A passenger train from Liverpool ran into an empty engine which was on the main line. Twelve passengers, the guard and fireman of the passenger train, and the fireman of the empty engine are reported to have been hurt, but their injuries are believed to be slight.

There are two signal-cabins at the east of Bolton station. The first is called Bury junction cabin, and the second, which is at the east end of the yard, is called Burnden junction cabin. These cabins are about $\frac{1}{4}$ of a mile apart. The signals and points in both are interlocked, and are worked in connection with each other. The railway between these cabins is worked on the permissive block principle.

On the night in question two engines arrived at Bury junction, and were sent forward to Burnden junction for the purpose of being turned into the shed close to that junction. The signalman at Bury junction gave notice to the signalman at Burnden junction of the departure of these two engines, and the latter accepted them. They arrived in due course at Burnden junction, and the first engine was allowed by the signalman stationed there to go through the points and back into the engine-shed sidings. At this time the signalman at Burnden junction received telegraphic notice of the passenger train from Liverpool, which was due to leave Bolton at 10.5 p.m., but which was three minutes late. He lowered his junction signals for the passenger train to approach, thinking at the time, that he had passed the two engines into the engine-shed, whereas he had only passed one. The engine-driver of the empty engine that was standing on the line, observed the passenger train coming, and started his engine, which was running at a speed of three or four miles an hour when it was overtaken and run into by the passenger train, at a speed of 15 miles an hour.

Printed copies of the above report were sent to the Company on the 23rd September.

LANCASHIRE AND YORKSHIRE RAILWAY.

Sm, Brighouse, August 27th, 1875.

In compliance with the instructions contained in the order of the 20th instant, 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 12th instant at Waterhouse siding, near Elland, on the Lancashire and Yorkshire Railway.

On the day in question, a goods train from Manchester, which consisted of an engine and tender, 27 loaded waggons, and a break-van with a guard at

the tail of the train, was stopped by the signalman at Waterhouse siding, and put across from the down to the up-road, so as to allow an express goods train to pass.

The signals and points at Waterhouse siding are arranged on the locking principle, so that the signalman could not put the goods train across without putting his signals to danger. The railway is worked on the absolute block principle.

The up distant-signal, which is about 950 yards from the signal-cabin, could not be seen by the signalman at

I have, &c.,
 F. H. RICH,
 Colonel R.E.

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