

station should be provided with station and siding signals, which should be locked with the points and worked from a cabin at the south end of the yard. The sidings should be controlled by catch points or blind sidings, and the Company's yard should be fenced off from the private lime works and lime sidings, at the south-west side of the railway.

I think that if the rails of all dead-ends on railways were covered to a depth of six or eight inches with clean gravel or shingle, for a distance of about six to 10 yards from the buffers it would prevent the hard

bumps that passenger trains occasionally meet with when allowed to run too fast; and the same plan, if adopted on the dead-ends of the goods sidings, would prevent a great destruction of rolling stock and goods. The rails for the last 10 yards of the dead-ends should rise about a foot.

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

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

Copies of the above report were sent to the Company.

## LANCASHIRE AND YORKSHIRE RAILWAY.

*Railway Department,  
Board of Trade,  
Whitchall, 22nd May 1872.*

Sir, In compliance with the instructions contained in your minute of the 2nd inst., 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 29th ult. at Lostock Hall station of the Lancashire and Yorkshire Railway.

Two or three passengers are reported to have been slightly hurt. The guard of the passenger train was also shaken.

There are numerous sidings at Lostock Hall station at the north and south sides of the railway. The sidings join the passenger lines by cross-over lines, so that the junction points with the passenger lines are falling points.

There are two of these junctions between the passenger lines and the sidings at the south side of the railway. One of these junctions is at the east end of the station platform, and the other is about 200 yards to the east of the station. There is a third junction with the sidings at the north side of the railway at the east end of the station.

On the day in question a goods train, which had come from Accrington, and was going to Liverpool, stopped at Lostock Hall station, and a second goods train, which had come from Southport, and was going to Accrington, stopped about 250 yards to the east of Lostock Hall station.

One goods train was left on the up line and the other on the down line of rails while the shunting was being done.

The yard shunter was conducting the shunting of the train which had arrived from Accrington. The waggons of this train were put into the siding next to the passenger line, at the south side of the railway, and the waggons that were already in the siding were pushed further down the siding, so as to make room for the 10 waggons.

These 10 waggons were put into the siding by the junction, at the east end of the station platform.

The assistant shunter at Lostock station was conducting the shunting of the train that was going to Accrington. The work was carried on at the junction with the sidings, which is situated about 200 yards to the east of Lostock station.

The sidings which join the passenger lines at the east end of the station, also join the passenger lines at the junction 200 yards to the east, where the train that was going to Accrington was shunting.

When the 10 waggons of the train from Accrington were pushed into the siding at one end, the waggons that were already in the siding, were pushed so far along the siding as to foul the crossing with the sidings at the other end, so that the train that was going to Accrington could not go on with its shunting. The engine of this latter train was therefore attached to seven of the waggons, which were drawn out, and put out of the way in another siding. The

train that was going to Accrington was then completed and went away.

The guard of this train, previous to leaving with his train, put down the break on the waggon that remained at the east end of the siding, out of which he had removed the seven waggons.

He could not get the pin that fastens down the break into its place; he left it partly in. He did not place the chock block across the line.

The assistant shunter, who had been working with this train, went to the station to get his note-book, to take the number of the waggons that had been put into the sidings, before the train left for Accrington.

The train from Accrington continued to put more waggons into the same siding into which it had put the ten, after the other goods train had gone away to Accrington. Seven more waggons were shunted into this siding by different shunts, so that the waggons in the siding were gradually driven down to the other end, and one of them remained foul of the main line. When the train from Accrington had completed its work it was sent across the main lines and placed in a siding at the north side of the line, so as to allow the passenger train, which is due to leave Preston at 8.15 p.m., for Liverpool, to pass. The shunter lowered the signals for the passenger train as soon as the goods train had got into the siding at the north side of the railway. He did not see that one of the waggons in the siding at the south side of the line was foul of the main line.

The passenger train, which consisted of an engine and tender, a composite, a first, a second, a third-class carriage, and a break-van with a guard, approached Lostock Hall station at a speed of about 25 miles an hour. It was not timed to stop at Lostock Hall. The engine-driver did not observe the waggon that was foul of the passenger line until he was close to it. He shut off steam, reversed, and whistled for the guards' breaks, but could not stop in time to prevent a collision. Four coaches were fitted with continuous breaks. The buffer beam of the engine of the passenger train and the sides of all the coaches were damaged.

The accident was caused by the neglect of the station shunter at Lostock Hall station, who should not have lowered the signals for the passenger train until he had satisfied himself that the line was clear.

The chock blocks do not appear to have been used at the station for many months, except on Sundays. The station-masters should be held responsible that these very necessary station duties are not systematically neglected by the men.

The sidings at Lostock Hall station should be controlled by blind sidings, and all the points and signals should be worked from a raised cabin and interlocked with each other.

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

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

Copies of the above report were sent to the Company.