

of their passengers on some less dangerous portion of the line, it would be a great advantage, and would be a means of obviating some risk which must otherwise always be incurred.

I have, &c.

*The Secretary,
Board of Trade,
Whitehall.*

H. W. TYLER,
Capt. R. E.

*Lancashire and Yorkshire Railway,
Secretary's Office,*

SIR, *Manchester, August 9th, 1860.*

I HAVE submitted to my directors the report from Captain Tyler, R.E., enclosed in your communi-

cation of 18th July ultimo, on the subject of an accident at the Holbeck Station on 4th June last, and by their directions I have written to the Leeds, Bradford, and Halifax Railway Company, calling upon them at once to make the alterations in the signals at or near the Holbeck Station suggested by Captain Tyler.

I am, &c.

*To the Secretary of the
Railway Department of the
Board of Trade.*

WM. S. LAWN,
Secretary.

LANCASHIRE AND YORKSHIRE RAILWAY.

*Railway Department, Board of Trade,
Whitehall, August 20th, 1860.*

SIR, I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the consideration of the Directors of the Lancashire and Yorkshire Railway Company, the enclosed copy of the report made by Colonel Yolland, R.E., of his inquiry into the circumstances attending the collision which occurred on the 10th ult., at the Wigan Station.

I am, &c.

J. E. TENNENT.

*The Secretary to the
Lancashire and Yorkshire
Railway Company.*

10.40 A.M., the whole of these trains are turned, as a matter of course, from the main through line into the up siding alongside of the platform.

On the 10th July, the Southport train arrived at Wigan station at 10h. 30m., and was turned by the pointsman from the main line to the up siding, and the engine of this train was immediately disconnected and run ahead, to allow of the Liverpool train, due at 10h. 32m., passing ahead of it, and on the up main line, and then being shunted back into the up siding, in front of the Southport train, so as to be made up into one train before proceeding eastwards.

The Liverpool train, consisting of 5 carriages and 2 break vans, and 2 guards, arrived at 10h. 40m., and the pointsman informed me that he forgot that the Southport train was standing alongside the up platform, and in consequence of such forgetfulness he opened the points for the siding, and the train entered and ran into the Southport train.

The collision does not appear to have been a severe one, as little damage was done to the rolling stock, and the injuries to the passengers are represented as not being of a serious nature.

No blame appears to be attributable to the driver and guards of the Liverpool train; but I do not consider that the arrangements at the junction are by any means good, and the junction itself is a dangerous one.

I am of opinion that this kind of accident would not occur if the whole of the points and signals at the junction were under the control of one experienced signalman, so placed, that he could see all the points from his stage. This might readily be effected by carrying a stage for the signalman over the line, west of the over-bridge, and by introducing those mechanical arrangements which have been adopted for junction signals in the south of England, which require that the points shall be set right before the signal can be lowered, and by preventing the signalman from showing two all right signals at the same time that might lead to a collision.

If the Company cannot accede to this proposal, then, in my opinion, the pointsman should be placed east of the over-bridge where he can see the points he has to work; but the advantages are altogether in favour of my first recommendation, to allow the duty to be done by one instead of two men.

The pointsman who made the mistake on the 10th July had only been employed at that duty for fourteen days, and was only in the Company's service since the beginning of April. I do not by any means excuse his neglect, but cannot consider that he had a fair chance of doing his duty properly.

I have, &c.

W. YOLLAND,
*The Secretary to the
Lancashire and Yorkshire
Railway Company.*

*Railway Department, Board of Trade,
Whitehall, August 13th, 1860.*

SIR, I HAVE the honour to state for the information of the Lords of the Committee of Privy Council for Trade that, in compliance with your minute of the 1st inst., I have inquired into the circumstances which attended a collision that occurred at the Wigan Station of the Lancashire and Yorkshire Railway, on the 10th July, between two passenger trains, by which six persons were slightly injured.

This station has been recently re-arranged. The passenger platforms are now situated alongside of sidings, lying east of the over bridge which carries the London and North-western Railway over the Lancashire and Yorkshire Railway, and on the west side of this bridge the lines belonging to this Railway Company from Liverpool and from Southport unite and form a junction, which is protected by distant and junction signals. The signal box at which these signals are worked is situated on the west side of the over bridge before referred to, and between this signal box and the over bridge, and on the same level with it, there is a raised stage from which five pairs of points, situated on the eastern side of the over bridge, are worked—including among that number a pair of facing points which serve to turn an up train from the up main line to the siding and up platform lying north of it. The pointsman who works these five pairs of points labours under the great disadvantage of not being enabled to see any one of these points while he holds them, and of course he cannot tell, except from recollection, whether they are closed or not.

Since the re-arrangement of this station the junction signals and points have been attended to by one man, and another works the five pairs of points above alluded to.

Up to the time of this accident 18 up passenger trains passed through the station daily—11 from Liverpool and 7 from Southport, and, with the exception of two which are appointed to arrive from Southport and Liverpool respectively at 10.30 and