

## LONDON AND NORTH-WESTERN RAILWAY.

*Board of Trade,  
(Railway Department),  
7th February 1874.*

SIR,

In compliance with the instructions contained in your minute of the 9th ultimo, 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 which occurred on the 3rd ultimo at Shap station on the London and North-Western Railway.

The passenger train due to leave Preston at 8.5 a.m. ran into the goods train which is due to leave Ingleton at 7.0 a.m.; the last train had been stopped at Shap station to deposit some coal waggons in a siding at that station.

Shap station is protected by home and distant-signals; there are sidings at both sides of the line, and a cross-over road at the station; the points and signals are interlocked, and are worked from a raised cabin which is placed at the south end of the down platform. The signals are good signals, well placed, and can be plainly seen by engine-drivers approaching from each side.

On the day in question the goods train left Ingleton two hours and twenty minutes late, owing to its having been delayed on the up journey. It stopped at Tebay to do some work there, and when it left that station for Shap it consisted of an engine and tender, 41 waggons, partly loaded and partly empty, and a break-van at the tail of the train with a breaksman. This train reached Shap station at 11.7 a.m. It was stopped at the south end of the station, as it had five waggons of coal to put into the siding at the down side of the line. The yard shunter at Shap uncoupled

the engine and two front waggons from the train, and he sent them forward to pull two other waggons along the siding by means of a tail rope, so as to get these two waggons in a convenient position, before putting the coal waggons into the same siding. As soon as the engine-driver had completed this first operation, the passenger train was telegraphed from Shap Summit block station, which is about two miles south of Shap station. The signalman on duty called to the yard shunter to couple the detached engine and waggons on to the rest of the train at once, and to put the train on to the up road, so as to get it out of the way of the passenger train as fast as possible. The breaksman of the goods train coupled the engine and two waggons on to the goods train which had been left on the down line, and gave the engine-driver a signal to move forward with his train. The goods train had just got under way, and the engine had reached the north end of the station, when this train was run into by the passenger train from Preston. According to the evidence of the signalman at Shap station, the collision occurred at 11.12 a.m., but there must be some mistake in the time given by this man, for the arrival of the goods and for the arrival of the passenger trains at Shap station, as there was an interval of 15 minutes between the times when these trains passed Shap Summit, which is only two miles distant. The passenger train was registered by him as having passed Shap summit at 11.12, and if this is correct its time of arrival at Shap station would have been about 11.17 a.m.

The passenger train consisted of an engine and tender, a break-van with a guard, a composite carriage, four third-class carriages, another composite, and a