

The  
**VIRTUAL MUSEUM**  
of the  
**LANCASHIRE & YORKSHIRE RAILWAY**

Operational Documents & Pamphlets

June 1894

Notice to Staff

Fruit and Vegetable Trains Arrangements.

(2 Pages).

**FRUIT AND VEGETABLE TRAINS.**

The following arrangements will come into operation on Monday, June 4th, 1894:—

**Daily.**

The 5-30 p.m. Goole to Wakefield will clear out the road stations of other than Manchester traffic.

The 7-0 p.m. Goole to Miles Platting will attach green pea and other perishable traffic for Miles Platting, and exchange thereat, and Oldham Road at Rawcliffe, Snaith, Hensall, and Whitley Bridge. The agents at these stations must advise Goole daily the number of wagons they have for the train to attach.

The 12-30 p.m. Doncaster to Wakefield will, on arrival at Pontefract, make a trip to Methley Junction for pea traffic, if required, which must be worked from Pontefract by 7-0 p.m. Goole to Miles Platting, 7-40 p.m. Goole to Liverpool, and 9-50 p.m. Goole to Fleetwood trains. Methley Junction must inform Pontefract when this trip is required.

The 7-55 p.m. Knottingley to Doncaster will start at 7-20 p.m. during the pea season, and stop when required at stations on Doncaster Branch to attach green pea traffic.

The 1-50 p.m. Goole to Hemsworth (G.N.) will stop at Rawcliffe, Snaith, Hensall, Whitley Bridge, and Pontefract for pea traffic, when required, for stations via Doncaster, which will be detached at Knottingley; and for Midland line, via Oakenshaw, and for Scotch stations, via Preston or Hellifield, to be detached at Crofton station, to be sent thence to Wakefield by 12-20 p.m. Methley Junction to Low Moor, or 3-0 p.m. Featherstone to North Bridge, whichever is first, and from Wakefield to Oakenshaw by pilot, the Scotch traffic by 5-45 p.m. Wakefield Hoist to Daisy Field. The stations will advise Goole daily if they have traffic or not.

The 7-45 p.m. Normanton to Bradford train will convey pea traffic for Manchester from Normanton to Horbury Junction, to be worked thence by 7-0 p.m. Goole to Miles Platting train. Normanton must wire Horbury Junction the number of wagons for Manchester they are forwarding on the 7-45 p.m. train, and time of departure.

The 1-50 p.m. Lofthouse to Knottingley Depôt, and engine and van, Knottingley Depôt to Knottingley, will make a trip (S) to Askern or Doncaster and back to Knottingley, Womersley, Norton, Askern, and Doncaster to advise Knottingley daily if they have traffic or not, so that the engine may not be run unnecessarily.

**The following will be in operation on Mondays, Thursdays, and Fridays:—**

Normanton will provide engine and men to leave Normanton at 1-50 p.m. for Oldham Road, stopping at Wakefield, Todmorden, Rochdale (Castleton if required), and Miles Platting, and on return will collect L.&Y. empties if required. Wakefield must advise Castleton the number and destination of wagons for Heywood and beyond, and the 3-10 p.m. (2-5 p.m. on Thursdays) Oldham Road to Sandhills will, when required, wait the arrival of the 1-50 p.m. ex Normanton, and work the traffic for Bolton direction forward without delay. The traffic for Chorley must be placed first out at Bolton and be attached to the 6-58 p.m. Miles Platting to Preston, and when not in time for the latter train must be worked by the 1-30 a.m. train Philips Park Sidings to Preston.

A special must be demanded at Wakefield to work fruit and other traffic to E. L. District and road-side stations.

A special (A or B class) engine and men will start from Goole for Hull with engine and van at 9-0 a.m., pass Goole Junction at 9-5 a.m., arrive Hull at 9-50 a.m. Leave Hull at 11-15 a.m. with fruit, &c., traffic, arrive Goole Junction at 12-15 p.m., back down to new sidings if required, attach Goole fruit and vegetable traffic, which must be worked to that point by pilot, depart Goole New Sidings at 12-40 p.m., and stop at Hensall Junction for H. & B. fruit and vegetable traffic, and on arrival at Wakefield will attach N.E. traffic,

run to Halifax, via Cleckheaton Branch and Low Moor New Fork, detaching Bradford traffic in the New Fork Sidings. Number of wagons on hand at Hensall Junction must be wired to Goole, and train loaded so as to clear them out. This train on return from Halifax will run engine and van to Sharlston, and from Goole Branch Collieries and Pontefract work a load of coal for Goole.

Traffic for stations on Cleckheaton Branch will be detached at Wakefield, and worked forward from that place by the 1-45 p.m. Normanton to Low Moor train.

Bradford No. 3 pilot will leave Shed at 2-15 p.m. to work forward Bradford traffic detached by the 11-0 a.m. fruit special ex Hull at New Fork Sidings.

The 6-0 a.m. Goole to Sharlston, or Whitwood, will work fruit traffic, if required, and run to Wakefield.

A Wakefield pilot will run a trip to Leeds, Oakenshaw, or Normanton, as required.

Trains running into Normanton must attach fruit traffic at Wakefield when required.

The 10-30 p.m. Normanton to Hollinwood will attach fruit traffic at Wakefield and Horbury Junction, and stop as required to leave it.

On arrival of fruit special at Mirfield, the No. 1 pilot must make a trip to stations on Huddersfield Branch with it, returning light at once to Mirfield.

The engine of the 11-0 a.m. Clayton West Junction to Mirfield, or 12-30 p.m. Penistone to Mirfield, whichever is first, must on Mondays, Thursdays, and Fridays take up the workings of Mirfield No. 1 pilot, if required, until the latter returns from working the fruit.

The 3-50 a.m. Normanton to Oldham Road will attach fruit and vegetable traffic for stations Sowerby Bridge to Smithy Bridge in No. 1 New Series of Sidings (Normanton), brought thereto by the 10-15 p.m. train ex Hull, and will stop as required to leave it.

Mr. Jackson, Hull, Mr. Wilson, Goole, and the Inspectors at Hensall Junction must telegraph to the Goods Yard Inspector at Wakefield the destination of the wagons conveyed by each fruit train, and the time it leaves Goole and Hensall Junction, and the Inspector must wire the information to the receiving stations.

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**These Trains must carry an oblong Target or "Special Express" Goods Train Lights and be telegraphed from Wakefield to the various Junctions so that a clear road may be kept for them to pass.**

*Manchester, May, 1894.*

**J. H. STAFFORD, General Manager.**

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*To Goods Agents, Station Masters, Clerks in Charge, Inspectors, Guards, and others.*