

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

Operational Documents & Pamphlets

Various Dates.

Locomotive Mileage Record Summaries.

(9 Pages).

### 0-4-0ST mileage records

From the LB127 mileage ledger records (article in Platform 56), there are 34 locos, 2 of the first 1891 batch, then 3 of the next, 5 of the 1895, 7 of the 1901, only 1 1905 loco and 16 of the last 20 of the 1910 batch.

The highest mileage loco was not one of the oldest but No.1232 of January 1894 which had accrued 449,724 miles. By 1921 it was shedded at Bank Hall. In contrast the lowest mileage engine was from the 1910 batch but in 9 ½ years since building it had run only 5929 miles! It was No.2 a Newton Heath loco (as this loco was scrapped in 1931 after only 21 years service it was a pretty poor return on its capital cost, against this No.310 of 1891 ran for 71 years, latterly as 51206 and by Dec 1919 had reached almost 361,000 miles).

The average mileage for the three year period is 25484 miles but the range is huge with two locos around 55000 miles Nos.1230 (1893) and 3 (1910) both from Bank Hall. The least mileage was only 662 run by No. 139 (1901) which was only steamed on four occasions in the whole three year period! (Feb 1917, March 1918, April and October 1919 ONLY).

Older locomotives seem to be averaging up to 15000 miles per year, younger ones around 13000 but there are still instances of younger engines clocking up the miles as No.71 also 9 ½ years old but averaging 17819 per annum.

Looking at the mileages per shed, the pecking order was Bank Hall first at an average of 37206 per loco (9 in sample) for the three years, then Fleetwood 33685 (for 5 locos), next Goole with 22305 (also 5), Agecroft 18317 (4 locos) and lastly Newton Heath with only 14003 average<sup>3</sup> for 6 locos (but two of these accounted for over 59000 of the 84000 miles run – once again expensive plant lying idle). The solitary Bury loco, No.298, reached a near average 22966 miles in the period.

### 0-6-0 mileage records

From the LB127 mileage ledger records (article in Platform 56), there are 220 out of 490 locos, 4 of the first 1889 batch, then a gap to 31 of the 1893 group, 50 of the 1894, 39 of the 1895, and 31 from 1896 then only 5 of the 1899 batch. The 1900 group is 12 locos with another 12 from 1901; then there is a natural gap to 1906 with 10 locos and a further 6 from 1909. The final year group in consideration is from 1912 where 12 locos are represented. Both the 1909 and 1912 groups feature Class 28 superheated locos. The final 8 built in 1918 and 1919 have been excluded because they did not work the full term under review. Of the 220 locos, a further 15 have been left out of the averages because they were sent to France to work for the Great War effort and no records of work done there were added to the ledge pages.

The highest mileage loco was one of the oldest, No.252 (1889) at 659,109 miles but only just as No.57 from 1894 was only 5700 miles behind. These locos were shedded at Aintree and Lower Darwen respectively. 57 was exceptional because the average for its year group was much lower at 548,797 miles. The averages do decline gently with each year with the 1896 locos being the first just under half a million, at 491,992. the greatest single mileage for the period is 656,799 run by No.279 (1893) of Accrington though the year group with the highest average was 1895 at 467,770. Low spots include a couple of Agecroft locos which completed only 9,301 and 15,712 in the period, Nos. 350 (1896) and 187 (1894).

The average mileage for the 197 locos working throughout the three year period is 416,477. The average annual mileage for No.57 was 26,138 but that for No.367 of 1889 (571,196 miles run) was only 19,040, considerably less than a lot of much younger locos. However, No.1 (1896), now a Belpaire loco was just under 18,000 per annum and No.397 (1899) was a measly 17,620, they were shedded at Wigan and Bank Hall respectively. The lower averages for the three years 1916-19 may reflect the fact that this loco type was not doing as much Summer Saturday running as in previous years.

## **0-6-0STs mileage records**

From the LB127 mileage ledger records (article in Platform 56), there are 35 of the Kitson engines and 37 of the Miles Platting (none of the Vulcan, Sharp Stewart or Beyer Peacock loco records have survived). All the locos were built 1878-81 and were thus about or approaching 30 years old at the time the data was recorded.

Average mileage of the Kitson batch is 887011, highest was No.149 @ 1020707, lowest 194 @ 758425, both were 1880 engines, 149 was older by 7 months. 149 was at Bacup and 194 at Fleetwood.

Average mileage of the Miles Platting group is 847331, highest was No.313 @ 999836 and lowest No.238 @ 614282. 238 was one of the oldest locos (September 1878) whereas 313 was one of youngest (June 1881)! 313 was at Mirfield and 238 at Wakefield. In mitigation, 313 had spent longer as a saddle tank than 2/3rds of the locos under study, yet 194 was part of the last 40 converted so it had had plenty of time to accrue goods train miles.

The average mileage completed in three years was 47314 per engine, highest was 69913 by No.250 from Bury and lowest 21980 by 304 from Agecroft. The latter was in store for 14 months up to February 1918 and it did no work throughout the summer of 1919 awaiting new tubes. Quite a few of these locos had another 30 years of life left so their mileages by 1950 must have been increased by about half a million (allowing for the average per three years to remain the same), witness No.164 (Kitson 1878) it had 979372 recorded miles and lasted until March 1961 so 1½ million is easily possible.

## 0-8-0 mileage records

From the LB127 mileage ledger records (article in Platform 56), there are 170 out of 294 locos, 8 of the first 1900 batch, then 6 of the next 1901, 11 of the 1902, 14 of the 1903, 11 from 1904 but only 3 of the 1906 batch. The 1907 group is 33 locos with another 6 from 1910; 1913 is the greatest quantity with 37 locos with a further 12 from 1914. 1916 has a further 5 but the 24 from 1918/9 have not been considered because they were built during the term under review.

The highest mileage loco was one of the oldest, No.395 (1900) at 352,600 miles but it had already been rebuilt as a superheated engine. By 1921 it was shedded at Wakefield. A lot of the 1900-2 built engines had clocked up over 300,000 miles as the averages display but none of the 1903 built locos had reached that milestone. No.1430 was just 17 years old at the close of the period and it had reached 321,000 at an average rate of 18883 per year, it too was a Wakefield engine. Low spots include 1900 loco No.190 which had completed only 287,566 miles in 19 ¼ years (average 14939 per annum) and this was a Wakefield engine too.

The average mileage for the 146 locos working throughout the three year period is 38105. Most groups are around the 38-39000 mark but it was the younger 1914 and 1916 locos which were being worked hardest the latter with an average of over 48000 miles. The greatest distance covered was 58692 by Goole loco No.117 (1904) and the least 19792 by our old friend No.190 (what was up with it I wonder as it had long periods in store awaiting new axles and boiler yet it didn't work after July 1919).

Looking at the mileages per shed, the pecking order was Goole first at an average of 45918 per loco (8 in sample) for the three years, then Aintree 41189 (for 27 locos), next Wakefield with 37740 (58 locos), Rose Grove had only 3 locos but when combined with its parent shed Accrington (who must have supplied a lot of the motive power) the average is 35834 (15 locos) and lastly Newton Heath with only 34111 average for 14 locos. Wigan had surprisingly few 0-8-0s 6 in total and only 3 in this survey.

## 2-4-2T mileage records

From the LB127 mileage ledger records (article in Platform 56), there are 204 out of 330 locos but none from the first batches, the record commences with 14 of the 1892 batch, then 20 of the 1893, 20 from 1895, 39 from 1896 and another 20 from 1897. 1898 is very well represented with 45 locos before the natural leap to 1905 where there are 10. The records conclude with 20 from 1910 and 16 from 1911, the latter all being superheated.

The highest mileage loco was one of the oldest, No.287 (1892) at 824,200 miles and by 1921 it was shedded at Lower Darwen. It was averaging 30080 miles per annum, basically 100 miles of running per working day for 27 years! This was nearly matched by 1895 built engine No.1259 of Wakefield which had completed almost 750,000 miles. In contrast the previous built engine, No.1258 from Lower Darwen had only just crossed half a million at 522,593 which is just 18833 per year. However, the most consistent runner would seem to be No.1331 of 1897 which was averaging over 34400 miles per year. This was a particularly strong group of locos and had accrued an average mileage some 40000 greater than their 1896 counterparts and were just above that of locos which were two years older.

The average mileage for the 220 locos working throughout the three year period is 57694. Most year groups were close to the average but at least two, 1893 and 1905, were around 62500. Engines from all year groups regularly crossed 75000 in the period and several over 80000 but the star performer was No.119 (1893) of Wakefield which managed 105,962 in the three years. Just two locos failed to reach 30000 for the period with No.1377 of Newton Heath (1898) the worst with 27958. All this goes to show just how hard the 2-4-2Ts were still being worked.

A glance through the records shows that the superheater locos were often below average workers with the 1911 batch a good 3000 below the overall average and the odd conversion of an older engine often shows a much inferior mileage. (Why?) Looking at the mileages per shed, it is fair to say that Yorkshire based locomotives were running on average more miles during the period, about 7500 per loco. Agecroft was the only significant shed with an average below 50000, Wakefield was almost 70000.

Acc	Age	Bacup	Bank H	Blackp	Bolton	Bury	Colne	Fleet
83380	61632	45880	83893	52583	47366	29652	78707	41174
74007	58372	66154	67898	51998	53452	37699	61790	73792
69931	57813	58698	62976	44645	69424	51059	54780	54485
60704	53410	55494	46255	60945	56370	30356	52517	76144
60644	53319	55679		65349	70714		49077	56974
58351	47253	57258		50402	73337		48022	69623
56908	46479	43743			55733		43063	66778
56066	46363	65349			53015		34670	60371
48359	40171	52493			55583			54471
47109	39291				58011			49162
43275	38929				72622			63437
39185					48454			55302
37123					48675			41855
								70156
735042	543032	500748	261022	325922	762756	148766	422626	833724
56542	49366	55638	65255	54320	58673	37195	52828	59552

Goole	Low	Mir	Wake	
83005	83441	65896	51377	
75492	80260	50792	105962	
71025	73200	70930	53976	
68664	67815	57293	86538	
67656	66614	73165	62142	
58854	60529	64593	70533	
58388	60442	74648	70078	Lancashire average of 158 locos 55993
56368	59646	38065	72605	Yorkshire average of 45 locos 63480
46846	55906	54073	56355	
	54691			
	54012			
	52705			
	52469			
	51730			
	49567			
	44416			
	41141			
	31363			
586298	1039947	549455	629566	
65144	57775	61050	69952	averages

Lostock	Darwen	NH	Southport	Wigan
79949	71208	71577	33250	63502
43762	73531	68545	72987	60682
57991	81918	68248	56853	56088
45253	73132	66132	52105	55072
74746	64985	65655	33992	53789
75636	48248	64170	58653	52094
68075	51797	63817	55920	51473
66481	65679	63465	68496	
78730	64554	62252	62592	
44253	74715	61209		
60096	45916	60123		
	73761	60056		
		60035		
		57674		
694972	789444	57488	494848	392700
		56450		
63179	65787	55471	54983	56100
		55432		
		54880		
		53910		
		53013		
		52294		
		50573		
		49631		
		48864		
		47404		
		45140		
		44488		
		43167		
		37835		
		36777		
		35376		
		33449		
		27958		
		56360		
		60592		
		66470		
		2015980		
		54485		



## **Flyer mileage records**

From the LB127 mileage ledger records (article in Platform 56), there are only 15 of the later 1894 batch in the summaries.

Average mileage of the batch is 822,022, highest was No.1224 @ 910,087, lowest 1229 @ 742,833, in 1922 these engines were shedded at Bank Hall and Blackpool Central respectively. Highest mileage in three years to Dec 4<sup>th</sup> 1919 – No.1224 again @ 79331, lowest 1227 @ 36215, the latter was a Low Moor engine.

All the locos had completed 25 years service by the end of the period which taking the average mileage gives a mean of 32236 per annum. This is way beyond the best performance of No.1224 which leads to the conclusion that during their early years these locos must have put in the bulk of their mileage or that there was less work during the latter years of the Great War.

## Atlantics mileage records

From the LB127 mileage ledger records (article in Platform 56), there are 13 of the 1899 batch and all 20 of the 1902 batch.

Average mileage of the 1899 batch is 647241, highest was No.1399 @ 680154, lowest 1404 @ 603344, in 1922 these engines were shedded at Bank Hall and Newton Heath respectively. Highest mileage in three years to Dec 4<sup>th</sup> 1919 – No.1402 @ 83106, lowest 1393 @ 52457, both were Low Moor engines.

Average mileage of the 1902 batch is 550036, highest No.1406 @ 626002 (it had caught up two of the 1899 batch, Nos.1404 & 1395), lowest 1418 @ 466720, 1922 sheds were Bank Hall and Agecroft respectively. Highest mileage in three years No.1406 @ 85976 and lowest 1410 @ 30315 both Bank Hall engines. (After No.1410 got a replacement boiler in December 1917 it ran 12148 miles until April 1918 when new axles were fitted but only 3182 miles after this until new tubes and tyres were fitted in October 1919. These seem to have cured things as it then ran 2564 miles in two months.)

Average 3 year mileage for 1899 batch 70400, for the 1902 batch 64646 and over the 33 engines 66912 (this equates to 22304 per year or 429 per calendar week; allow 1.5 days off for maintenance and a loco runs 78 miles per day)

## **Unsummarised mileage records**

The loco types not summarised from the LB127 mileage ledger records (article in Platform 56), are the 4-6-0s, the 0-8-2Ts, the 2-6-2Ts, the 0-6-2Ts and the 0-6-0Ts. The records are sufficiently easy to interpret by glancing at each individual page, maximum 20 locos.