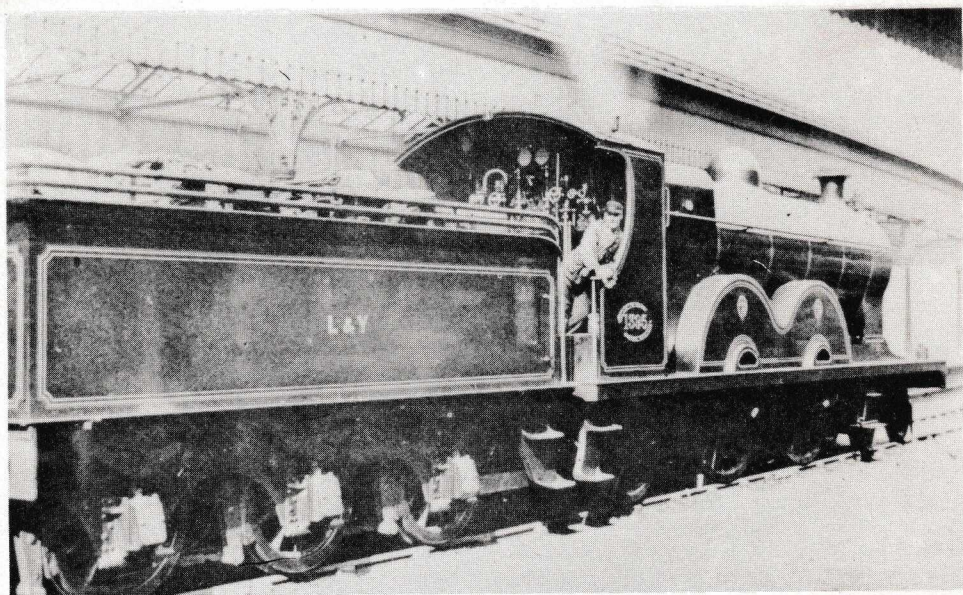


# PLATFORM ONE



THE JOURNAL  
OF THE  
**Lancashire & Yorkshire  
Railway Society**





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Cover Photo: Aspinall 4-4-2 No. 1395 in 1900. The low cut cabsides are clearly visible in this view which also shows the crank on the cab roof connecting the 'emergency cord' to the whistle. Notice also the shed plate in its slot on the edge of the cab roof, its No. 1 Newton Heath plate being clearly visible. The tender displays the L & Y used on tenders in the 90's and dropped in 1901 in favour of the full title of the railway. It is also obvious that the number plates were relocated higher on the cabsides when they were altered to conform with later built locos.

PLATFORM ONE is the magazine of the Lancashire & Yorkshire Railway Society and is published twice yearly. In addition there are four duplicated newsletters per year and a wide selection of other material made available at small additional cost. Meetings are held every month, generally in the north of England. Further details can be obtained from the Hon. Secretary: J. B. Hodgson, 31, Briarwood Drive, Wibsey, Bradford, BD6 1RT.



Published on behalf of the Lancashire & Yorkshire Railway Society by the Hon. Editor,  
B. C. LANE, 26, The Hawthorns, Sutton-in-Craven, Kighley, Yorks.

# The Blackburn Collision 1881

D. R. STEGGLES

On 8th August 1881 Blackburn station was the scene of one of the worst accidents to befall the L & YR. The fullest account of this accident seems to be in "Engineering" for the 12th, 26th August and 23rd September 1881. However this account has its inconsistencies as will be seen.

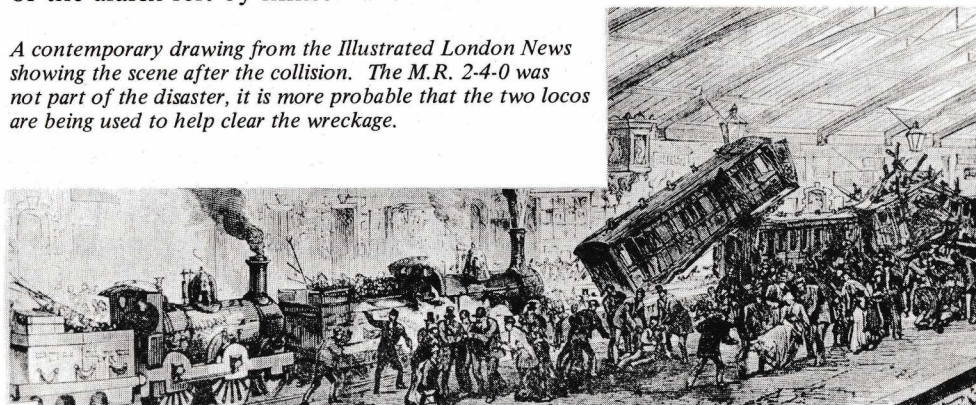
The 2.10 p.m. from Liverpool to Todmorden had arrived at Blackburn punctually at 3.05; the rear vehicle, a Midland composite carriage (*Engineering* has this as a Pullman car), was being detached by Jenkins 0-6-0 No. 682 'Vesuvius' (Works No. 187 b.9/1864 reb. as 0-6-2T 7/82, withdrawn 2/98) when the 2.25 p.m. express from Manchester to Hellifield, due at 3.14 ran into the shunting engine, (the *Illustrated London News* gives it as an Edinburgh/Glasgow train). The express consisted of Barton Wright 0-4-4T No. 74 (Dubs works 1156, b.10/1878, withdrawn 2/07) with 7 coaches—4 composite, 2 third class carriages and guard's van and was fitted with Westinghouse brakes. (*Engineering* quotes engine with tender and 7 coaches). As a result of the collision the two engines became interlocked, drove the carriage which was being shunted into the rear of the Liverpool train where a couple of carriages were telescoped and wrecked the second and third carriages of the Manchester express. Seven people were killed with nearly thirty injured.

Blackburn station was at that time badly overcrowded and, as it transpired, badly protected. The rules laid down that when there was a train in the station, and one following, the second was to be stopped by the home signal and then signalled into the station with a green flag. At the subsequent inquiry John Graham, the signalman on duty at the Old Junction signalbox, 142 yards from the station, said the Manchester express passed his distant signal, at danger, at a speed of 30-40 m.p.h. However, Thomas Thompson, signalman at the West Signalbox some thirty yards nearer the station, took off his distant signal whereupon Graham removed his Old Jct. home signal, showing his green flag to the express. Thompson, a trainee, swore he did not take off his distant but admitted lowering the home, the express passing at some 40 m.p.h. The express driver, William Stansfield, differed again. He said both distants were at danger but the home signals were off and no green flag was shown at Old Jct. In answer to a question at the inquest he said he was doing 25 to 30 m.p.h. passing Old Jct. Box where he saw the train in the station. With the signals off he would presume the station clear. While he had been driving for 7 years he had never driven the express before. Mark Barker, the express fireman, was "difficult to hear as he had lost his front teeth in the collision" but said he first observed the train standing in the station when they were passing West Box at which point the driver reversed and whistled. He did not see any green flag.



There seems little doubt that the express was travelling too fast. Both signalmen testified as to the high speed, the guard admitting to 45 approaching Old Jct. Mr. W. Taylor, J.P., a regular traveller on the train, spoke of the alarm felt by himself and friends.

*A contemporary drawing from the Illustrated London News showing the scene after the collision. The M.R. 2-4-0 was not part of the disaster, it is more probable that the two locos are being used to help clear the wreckage.*



The crux of the matter seems to have been the relationship between the driver and the Westinghouse brake. Stansfield said the brake had been working well when applied at Darwen but on applying the Westinghouse at Old Jct. the brake failed to grip. He had only three weeks' experience with Westinghouse brakes. The fireman of the shunting engine said that just after the express was coming under the roof of the station he saw the driver shut off steam, whistled for brakes and reversed his engine. The guard corroborated this but did not feel the Westinghouse brake put on, there being no rush of air, a proof that the brake was full on. He thought the express passed the West box at 30 m.p.h. and struck the shunting engine at 20 m.p.h.

It seems that when the signals were off it was the practice to apply the Westinghouse brake near West Box, 172 yards from the point of collision. A train composed exactly like the express was made up for trials. It was found that with a speed of 40 m.p.h., the estimated speed of the express passing West Box, when the Westinghouse brake was applied the train was pulled up in 231 yards, or 59 yards further than the point of collision.

The inquest at Blackburn Town Hall was conducted by Mr. Robinson, with Colonel Yolland assisting, and was completed on the 16th September. The Jury verdict ended with the statement, "that such collision was caused by the loose working of the signals and the excessive speed at which the Manchester train was being driven into the station; and the jury are further of opinion that there ought to be more protection to the station than the present system of signalling at the East and West cabins offer.

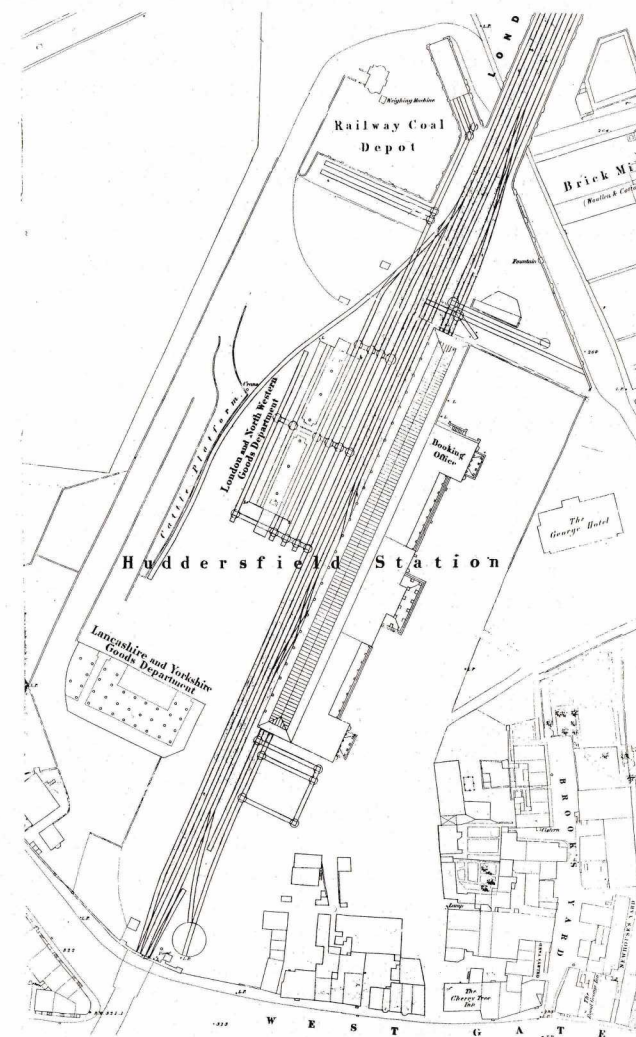
In addition to the *Engineering* articles quoted other sources used were the *Illustrated London News* 20/8/1881 and *Marshall's L. & Y.R. Vols. 2 and 3.*

## HUDDERSFIELD STATION.

March 1870

Wagons must not be turned on the tables in the down siding next to the down main line at Huddersfield Station until the goods foreman or man in charge has obtained the sanction of the pointsman at the middle box and the pointsman must not after giving permission to turn wagons give 'line clear' to the man at the tunnel end to admit a train into the station until the work of turning the wagons has been stopped and the line cleared.

*submitted by Roy Chapman  
Map supplied by Peter Priestley*





# Some Unusual Lancashire & Yorkshire Signalling

G. H. PLATT

I suppose that most if not all our railways had special or unorthodox arrangements of signalling to meet special cases and the L & Y was no exception to this. A few notes on a couple of instances personally known to the writer may be of interest to readers of the Newsletter. Most of us are familiar with the 'fixed distant' signal, at the approach to a terminus, or a station or junction calling for a permanent speed restriction. (In parenthesis it may be stated that the L & Y did not favour the practice on the whole, and made very little use of it). I wonder however how many of us have heard of a fixed *stop* signal, permanently at 'Danger'? They were extremely rare birds, as is only to be expected. There were two of them at Bury (Bolton Street), their purpose being to enable electric trains from Holcombe Brook to enter the down platforms from the wrong end ('wrong road') and connect with, or couple up to, trains for Manchester. Fig.1. shows a plan of the lines and signals immediately concerned. The down line through the tunnel (a long bridge really) was in effect a short length of single line, worked under 'station yard working' regulations as far as the signals in the centre of the down island platform.

The two home signals controlling entry to these two platforms from the North end were fixed at 'danger', all movements taking place under the authority of the calling-on arms under them. These, together with the up signals (starters for the North box) on the platform were slotted (controlled) from the South box, thus ensuring that no wrong-line movements could take place without the co-operation of both signalmen. Block working was by Tyer's one-wire, Absolute-Permissive, Recording instruments, again requiring the co-operation of the signalmen at both ends of the section to work them.

The four signals in the platforms, 5, 7, 24 & 26 were arranged in pairs back to back, close together. Thus a train from Manchester would be standing at the outer home (24 or 26) and one from Holcombe Brook would be allowed to enter the same platform under 'calling-on' regulations by 6 or 8 and could run up to the starter (5 or 7) at a maximum speed of 6 miles per hour and 'prepared to stop short of any obstruction'. Thus the two trains (both E.M.U's of course) could be coupled if required, or a good connection for passengers provided. The remaining signals shown—3, 4, 22, 23 and 25—were only concerned with ordinary normal working.

The other example of unusual signalling was at Oldham Werneth, at the top of the 1 in 27 incline from Middleton Junction, where it was joined by the later direct line from Manchester via Hollinwood. Some way down the



The diagram illustrates the layout of the Bury Bolton Street North signal box and its connections to Manchester and Ramsbottom. The signal box is shown with its main arms fixed at danger and its calling-on arms slotted by the South Box. The signal box is connected to the Manchester signal box via a line labeled 'MANCHESTER ETC.' and to the Ramsbottom signal box via a line labeled 'RAMSBOTTOM'. The diagram also shows the signal box's connection to the South Box via a line labeled 'To South Box'. The signal box is shown with its main arms fixed at danger and its calling-on arms slotted by the South Box. The diagram is labeled 'BURY BOLTON STREET NORTH'.

**BURY, BOLTON STREET, NORTH**

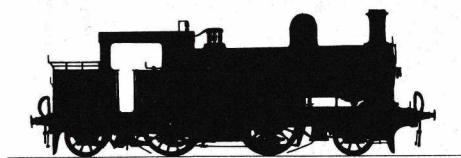
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# OLDHAM WERNETH



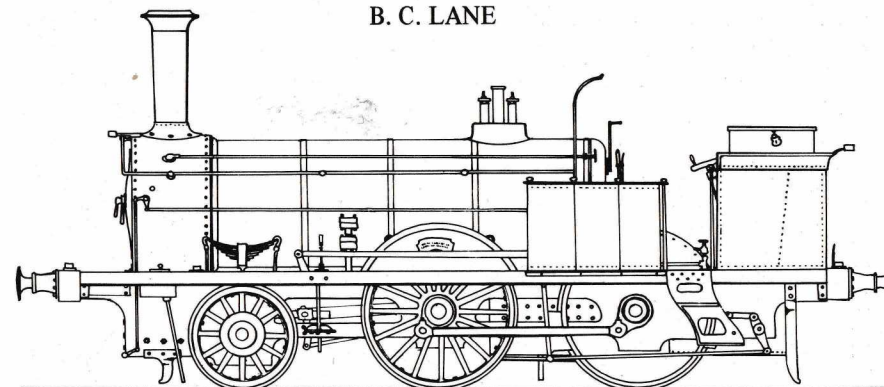
bank there was a siding exit from Platt Bros. & Co's siding, crossing the down line to a trailing connection with the up (Fig. 2). To protect this crossing an outer home signal was provided for No.1 Box, but this was normally 'off' with the lever back in the frame. To use the crossing, the relevant lever was pulled and the signal went to 'danger'—the reverse of the normal procedure—and an Annett's Key was released, which was then handed to the shunter in charge who carried it to the points, enabling them to be reversed for the train to leave the siding. (Trains always entered the yard by another connection alongside the station). When the train had gone the key was returned to the box, inserted into the lock on the frame and the lever could then be pushed back, 'pulling' the signal 'off' again. (I seem to remember it took a good deal more pushing back than pulling over; if you weren't careful, on releasing the catch and starting to pull, you could find yourself on your back on the floor! It should be added that this signal, No.14, was used solely to protect the siding connection. It was never used as an outer home signal for the junction. It would not have been safe to stop any but the very lightest of trains on the steep bank.

Another peculiarity at Werneth No. 1 was the positioning of the up home signals for the junction (Nos. 17 & 20). Because of the gradient and the cramped situation the junction points were within platform limits but the home signals were at the end of the platform ramps, a few yards in advance of them, (i.e. beyond them when viewed from an approaching train) as shown on the diagram. This was presumably done to enable the whole length of the platform to be used without having to pull off the signal and risk a train awaiting acceptance from the next box having to be stopped on the gradient at starters 16 or 19. Because of this positioning the junction had to be protected by a slot on No. 2 Box's home signal and also the cross-over ground signal, both of which were in the tunnel. Likewise the up splitting distant (18 & 22) were worked by both boxes. Werneth is in a very difficult situation, on continuously rising ground, from which sufficient was blasted and dug to provide a level space for the passenger and goods stations. Beyond, the line runs in two tunnels to the now-closed Oldham Central. The above notes relate to the late 'twenties. Today, Werneth has lost its sidings, junction and signal boxes, and only the two lines of the Hollinwood route remain. The once fearsome 1 in 27 bank is nothing more than an overgrown earthwork.



## The 2-4-0 Tank Locos of Hurst/Yates

B. C. LANE

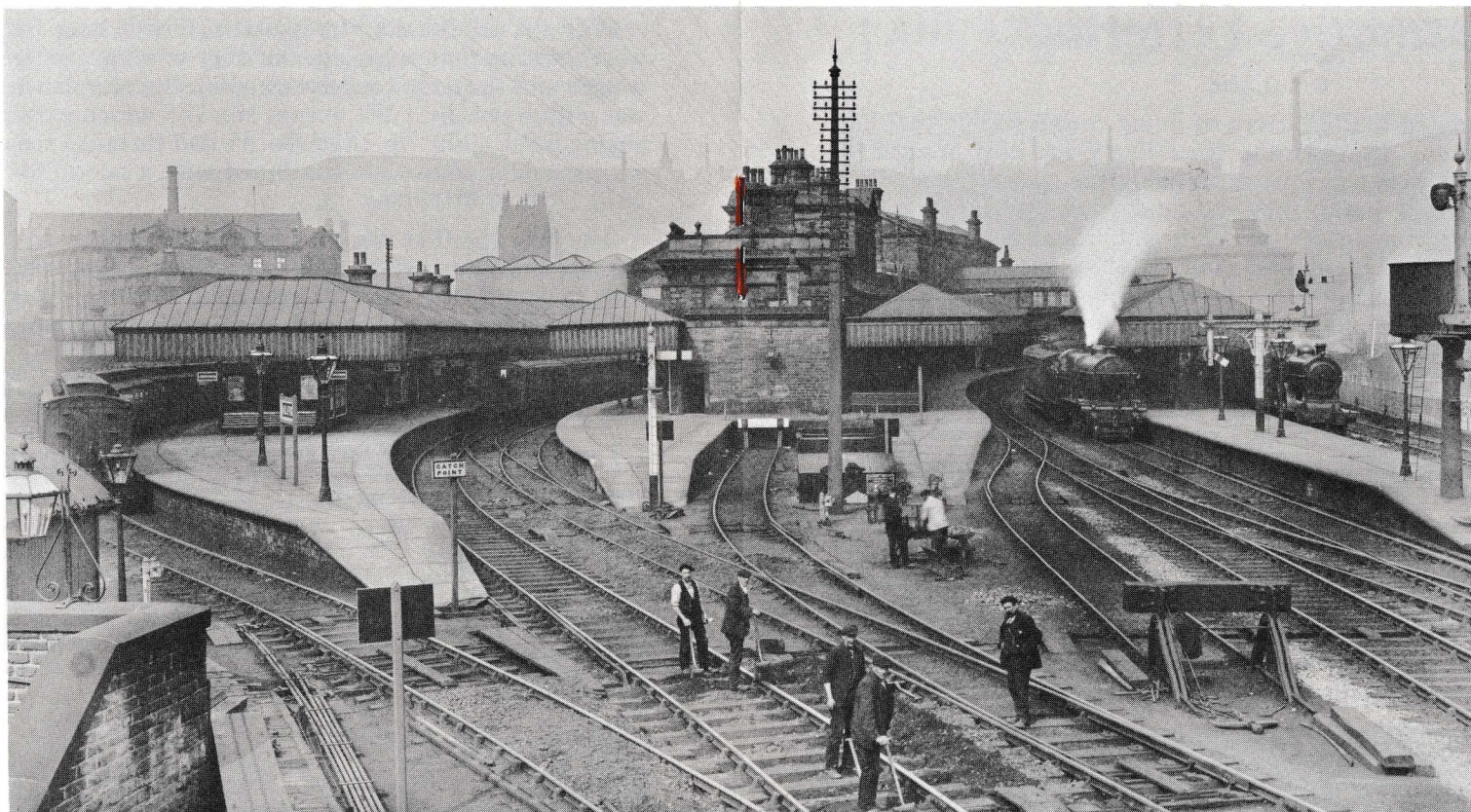


It was in 1868 that the first of the 2-4-0 Well Tanks appeared from Miles Platting Works to the design of Yates. They were extremely neat little tank locomotives and compared well with what other railways were building in the mid-Victorian period. No.32 displayed the new 'straight-back' boiler which was to be the standard until Barton-Wright introduced domes again. The locos of Jenkins had used a raised fire-box and a very large copper dome, so the new boiler must have been a strange sight to the men of the day. As built, the engines were well tanks without cabs. Ahrons writes that the engines were "miserable little undersized machines" (1) but when this is seen through his eyes, the statement is understandable. Ahrons lived in Bradford at the time the locos were new and the fact that 12 of the class of 25 were sent to the West Riding where he would witness them struggling up the gradients is possibly why he said that about them. They must have lacked adhesive weight, so necessary at Bradford where trains had to start up a 1 in 50 gradient in a very damp tunnel. No doubt others of the class which worked in the Southport and Blackpool areas managed a little better. Five locos were sent to the East Lancashire Railway to replace withdrawn 2-4-0s and they were allocated the same names and numbers. In their original state the nameplates were fixed to the splashers though 'Sunbeam' and possibly others had the nameplate on the saddletank when rebuilt (2).

It is generally supposed that the last of the class which was built in 1874 was built with saddletank and cab (3). With the cramped conditions at Miles Platting and the serious fire in 1873 it had taken the railway seven years to build the 25 locos. Barton-Wright was appointed in 1875 and all the class were rebuilt with saddletanks and cabs from 1876 although it was December 1881 before all the class were treated. The new numberplates were fitted at this time and on the Author's model of No.18 plates



## HALIFAX 1912



*Photograph by Courtesy  
of the  
National Railway Museum,  
York.*

*The photograph was taken on the 30th August 1912 and I have concluded that the picture must have been taken about 1.30 p.m.*

*The 1.02 p.m. Leeds to Liverpool ran in two portions on Wednesday and Saturday before World War I, and I know from my own observations that the Bradford portion was, on those days, hauled by a 4 cylinder 4-6-0 leaving the Sandhills Atlantic (which took the whole train the other days) to the Leeds train. The Bradford portion is ready for leaving, signals both off, and steam blowing off from the safety valve, whilst I can only think that the Leeds portion on the outer side of No. 1 Platform has just arrived. Actually the Bradford portion should leave at 1.29 first stop Manchester, and the Leeds should arrive at 1.33 and leave at 1.37 with a stop at Todmorden only on the way to Manchester.*

*I am wondering why the North Eastern train, one of the three daily trains to Selby or Hull and the only one leaving in the Easterly direction via Low Moor Fork, is standing at the Western end of the outer face of Platform 4. I feel sure the other end of the same Platform must be occupied by the 1.50 Keighley Great Northern train, and that the N.E. train would draw forward after 1.50 before itself leaving for Hull at 1.58. The passengers' bridge and entrance was, and still is of course,*

*well up towards the Eastern end of all the Platforms.*

*The platforms were numbered 1 to 4 from right to left in those days, each platform having two sides to the one number. The train indicator on the platform showed which side was being used for each destination.*

*Platform 2, the main L & Y departure platform for Bradford and Leeds would, if we have got our time correct, have dealt with the Liverpool to Leeds train leaving at 1.17 and the Stainland rail motor arrival at 1.20. The stopping train to Bradford, due away at 1.25 would have left very shortly before the picture was taken.*

*Platform 3 had little traffic excepting G.N. arrivals. One was due at 1.30 at the time we are thinking of, and would, I anticipate, arrive very soon after the picture was taken—what a pity it was not there to show a G.N. as well as L and Y and North Eastern trains.*

*Finally we come to the inner side of Platform 4 where an L & Y set is standing, probably the Huddersfield train due to arrive at 12.43. If I remember rightly this train did not come to Platform 2—I was very frequently at the Station at that time as I left by the Stainland rail motor every Wednesday and Saturday at 12.44 for many years.*

*J. E. SHAW*



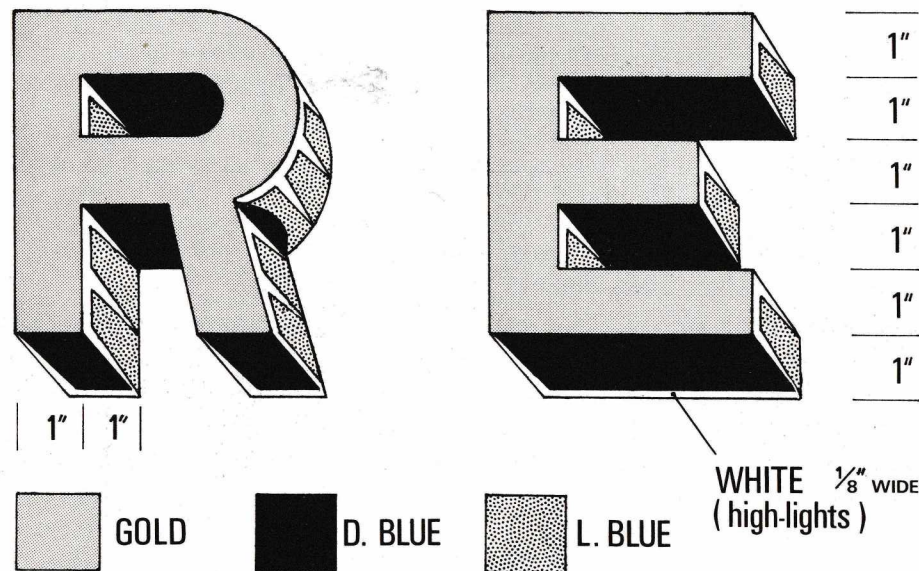
# Locomotive Lettering

B. C. LANE

It was Hoy who originated the full livery of lining with lettering that has become so familiar to us. Although the 'final' livery was only applied to locos for twenty years, those years were probably the railway's finest when it became well known for its efficiency and modern developments. The loco livery which Aspinall had standardised had no identification on it save for small initials on the tender engines. Hoy added to the existing lining the full lettering of tanks and tenders. 'A' Class 0-6-0 No. 1139 was the first loco to be lettered in January 1901 and tank locos began to be lettered in February the following year, 1902. All passenger locos were lettered, the division lying in the Barton Wright 0-6-0 'Dreadnoughts', of which only those which were fitted with train heating gear were lettered and the 0-6-2 tank locos of which the 5'-1" locos were all lettered but only a few of the 4'-6" locos were treated. In the beginning Hoy arched the letters on tank engine sides in a large arc a little over 15 feet in radius. Hughes changed the lettering to a straight line in 1904 but it was many years before the arc style disappeared completely. Tenders did not change much through the twenty years. The smooth sided tenders had the lettering positioned centrally on the sides but the older tenders with snap-head rivets had to have the letters applied above the centre line to avoid the rivets. On the standard six wheeled tender the combined 'Lancashire & Yorkshire' lettering was 160 inches in overall length. On the eight-wheeled tenders the letters



LANCASHIRE & YORKSHIRE



were the same size but were spaced out more in order to fill out the side. The '&' was used on the arched style of lettering on tanks but was left out in the straight style, the number plate being placed centrally between the two counties.

All the letters were 6" in overall height including the shadow. The letters were gold leaf and the shadow was pale cornflower blue to the right and deep blue below. The letters were highlighted in white. If you are modelling in 4mm scale, the small sheets of gold instant lettering by Blick (BOE 59) are almost perfect for the letters although the blue shading will have to be added by hand. In such a small scale it is probably as well to forget the white highlights. If you have built a 0-6-0 saddle tank or 0-8-0 you should line your loco in red only, similar to the cover of the Hundredth Newsletter and not the red and white 'passenger' livery. If you have built a 0-8-0 with the side windowed cab it is incorrect to letter your tender although it could be lined, as No. 1427 was the first loco to be rebuilt with this cab in 1923 and the lettering was dropped from the livery when the L.Y.R. merged with the L.N.W.R. in 1922. Some locos were turned out without lettering in the Great War presumably for economy.

Reference: Notes and measurements taken by A. M. Gunn of No. 1099 10/9/1927



# Heads and Tails

A series of articles appeared in the early Newsletters (Nos. 2-7) and as there have been further findings we now offer you the information available on Engine Headlight Codes and the Rear or Tail Lights!

**PRIOR TO 1848** the system appears to have been of carrying flags at the front and back of the train.

At the front of the train:—

Passenger Trains carried a green flag

Goods trains and Light Engines carried a purple flag.

Between 1848 and 1879 the use of two headlamps mounted side by side at the base of the chimney was used.

Inside the Lamp Body was a rotating screen to enable the lamp to display the following colours:— White, Green, Purple, and Red

Although no official records have been located, from examination of photographs the following codes have been deduced:—

Light Engine	- Two white lights
Express Passenger	- Two green lights
Passenger	- One green light
Express Goods	- Two purple lights
Goods	- One purple light

There are no photographs to confirm the colours but it is logical to assume that the colours from the flags were carried through into the lamps. Again although there is no evidence one must assume that during the day either painted discs were carried (probably in the fronts of the lamps) or boards as Indicators.

## CIRCA 1880

With the improvements planned in the late 1870's, there became obvious the need for additional headcodes and in about 1880 an additional lamp socket was mounted over the right hand buffer. At this time Red was abandoned as a Headlamp colour.

The earliest form of this code is not known, but again from photographs the following has been deduced:—

Light Engine	- Three white lights
Stopping Passenger	- One white light at foot of Chimney
Express Passenger	- (One White light at foot of Chimney
	- (One white light over R.H. Buffer
Local Goods	- One green light over R.H. Buffer
Express Goods	- Two green lights at foot of Chimney

## CIRCA 1902

In 1902 the following Codes were published in the Special Notices:—

### ENGINE HEADLIGHTS & BOARDS

The following arrangement of distinctive headlights on the engines of Passenger, Goods and other trains after sunset and in foggy weather; and engine headboards for goods trains during the day; has been adopted.

Engine Drivers must ensure that their engines carry the headlights and headboards during the day, according to the title of their trains.

### ENGINES OF THE LANCASHIRE & YORKSHIRE RAILWAY

Express passenger trains, Engineers' Specials, breakdown train going to clear the line, light engine going to assist disabled engine, and Horse Box Specials travelling more than 30 miles without stopping	} One White light at the foot of the chimney and one white light on the R.H. Buffer
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Ordinary passenger trains, Show Vans, Roundabout specials, coaching stock trains, light engines (except when going to assist a disabled engine) and Horse-box Specials not travelling more than 30 miles without stopping, and breakdown trains not going to clear the line.	} One white light at the foot of the Chimney.
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Mail, Fish, Meat, Fruit, Cattle, Yeast, or perishable train composed of coaching stock; or Mail, Goods, Fish, Meat or Fruit trains composed of goods stock; Express cattle or Special Express goods Class A.	} Two green lights at the foot of the chimney during the night, and an oblong white board during the day.
--	---



Express Goods Trains - Class B, engines and Brake Vans	} Two white headlamps at the foot of the chimney by night; and a round white board during the day.
--	--



Fast Goods, Ballast & Through Mineral Trains	} One white light at the foot of the chimney and one green light over R.H. Buffer during the night; and a diamond board during the day.
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Ordinary Goods, Coal or Mineral Trains	} One green light over Right hand Buffer
--	--


Light Engines passing over the slow lines between Victoria & Newton Heath; Euxton Junction & Preston; Windsor Bridge No.3 & Crow Nest; and Vice-Versa.	} One white light over the right hand Buffer
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NOTE: Train Engines when travelling over slow lines named above must carry the same lights as on other portions of the line.

IN 1904 the L & Y adopted the Railway Clearing House system of train classification and headlamp code having 4 positions – One at the base of the chimney and Three on the Buffer Beam.

For Internal workings there were variants, however, as seen below: –

CLASS I	Express pass. train, Fire Brigade train, Breakdown Van train going to clear line, Light Engine going to assist disabled engine.	} One white light over each buffer.
CLASS II	Ordinary passenger train; Fire Brigade train or Breakdown train not going to clear the line	} One white light at base of Chimney.
CLASS III	Fish, Meat, Fruit, Horse or Cattle, or perishable train composed or Passenger Stock; or empty passenger stock.	} One white light at base of chimney and one white light over right hand Buffer
CLASS IV	“Right Away” Freight trains 	} Two white lights at base of chimney by night or a round white board with a black cross by day.
CLASS V	Fish, Meat, or Fruit train composed of Goods stock; Express Cattle; or Express Freight Class A.	} One white light at base of Chimney and one white light over left hand Buffer
CLASS VI	Express Cattle or Express Freight Class B.	} One white light at base of chimney and one white light in centre of buffer beam.
CLASS VII	Light Engine; Light Engines coupled together; or Light engine and Brake.	} One white light in centre of Buffer Beam.
CLASS VIII	Through Freight or Ballast train Class M.	} One white light over Right hand Buffer.
CLASS IX	Ordinary Freight train stopping at Intermediate stations.	} One white light over left hand Buffer.

## TAIL CODES

Prior to 1848 there were no hard and fast rules as to train formation, many goods trains carried brakes-men but not Brake Vans. The last vehicle again carried flags—generally as follows: –

Passenger trains carried	Two Red Flags
Goods Trains carried	One Red Flag
Light Engines carried	A circular Red Board

After 1848 the following code was used: –

All trains were to carry a red board by day and a red tail lamp by night.

When standing on parallel roads to running lines, trains were to carry two lamps, one red and one white, below it.

Circa 1879 the final code was introduced and continued in use until 1922. This stated: –

“Every train whilst on any running line must carry a red tail light on the last vehicle and two red side lights.

Engines without a train must, when on any running line, carry a red tail lamp in the rear, both by day and night.

Engines assisting trains in the rear, must carry a red tail lamp.

Engines Drawing trains must not carry a Tail Lamp.

Shunting Engines employed exclusively in Station Yards and Sidings must carry both head and tail lamps showing a red light.

An additional tail lamp or red board or red flag by day, or an additional red tail lamp by night—carried on the last vehicle of the train or on an engine—indicates that a special train is to follow.”

## APPENDIX TO THE WORKING TIMETABLE 1921, Page 234/5

### TAIL LAMPS OF FREIGHT TRAINS

When Guards of Freight etc. Trains remove their Tail Lamps for the purpose of trimming or lighting them while the Train is running, they must display their Hand Lamps in place of the Tail Lamps.

### SIDE LAMPS ON FREIGHT TRAINS

All Freight &c., Trains must carry Side Lamps in addition to Tail Lamps during the day as well as after sunset.

In cases where there are two or more Freight Break Vans on a Train, the Side Lamps on the rear van ONLY must be lighted, the Side Lamps on the other vans being turned in and not lighted.

The instructions contained in Rule 127 of the Book of Rules and Regulations must be strictly carried out, and should the lamps be missing, or the lights out at night, Signalmen must telephone the information forward, so that the Guard's attention can be called to it as soon as possible. Signalmen must report all cases of neglect.



#### SLIP CARRIAGES

When Slip Carriages are run on a train the indications must be as follows:—

On the front of the slip portion — One white light mounted centrally.

On the rear of the Slip Portion:—

If there be only one slip portion — one red and one white tail light placed side by side on the rear of the slip portion.

If there be two separate slip portions on the rear or first slip portion, one red and one white tail light placed vertically.

By day the lamps must be encircled by discs of the same colour as the lights shown by night.

#### APPENDIX TO THE WORKING TIMETABLE, dated 1905 states:—

“Right Away” freight trains will take precedence over all other freight trains and are allowed to pass or run in front of stopping passenger trains.

Freight trains composed of coaching stock must carry Class III Head Code. These have precedence over Class V (Class A) or less important trains and are allowed to pass or run in front of stopping passenger trains.

Class VI (Class B) freights have precedence over through and ordinary freights and at junctions are allowed to pass or run in front of stopping passenger trains when they will not cause delay to, or interfere with, the running of the latter.

Trains will not carry traffic other than that for which they are classified and in the event of wagons not being ready (from whatever cause) sufficiently early to admit of the trains attaching — without incurring a late departure, the traffic must be kept over for the next through service or reserved for the same train the next day.

SPECIAL TRAINS will carry Headlamps in accordance with instructions received from the Controller.

SPECIAL FREIGHTS from Hull will carry Class VI (Class B) headlamps.



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#### April 1907

On 1st March 1907 the Lancashire & Yorkshire Railway inaugurated a new service of steam Rail Motors from Halifax to Stainland, and from Sowerby Bridge to Rishworth. Each service consists of a coach capable of seating 56 persons. A frequent service is in operation and already receiving considerable patronage from the inhabitants of the districts served. A new ‘halt’ has been provided on each route. The rail motor service between Colne and Burnley (Bank Top) has been revised.

..... from the Railway Magazine 1907

## Barton Wright Tank Engines used for Carriage Warming duties

#### B. FIELDING

Old engines have always fascinated me, but none more so than the old Barton Wright tank engines used for carriage warming duties in various parts of the L & Y system.

Not only were their running numbers removed but also their works plates and as the engines were usually in places inaccessible to the public, it is not surprising that, in the words of Eric Mason, “Little can be said with any degree of accuracy as to the identity of these relics.”

The following notes are an attempt to bring together in one article all the available knowledge on this subject—gleaned mainly from the books published by R. W. Rush, John Marshall and Eric Mason, supplemented by some very valuable notes contributed to the Railway Magazine in the 1960’s by Mr. Ian G. Holt (Chairman of the L & Y Saddle Tanks Fund).

To make matters more difficult there is evidence of a certain amount of switching of engines.

#### SITES

Manchester (Cheetham Hill)	Two 0-4-4T’s, together with an 0-4-4T and a 5’-1” 0-6-2T (working as two pairs)
Manchester (Irlam)	One unidentified engine, replaced in 1920 by another one.
Blackpool (Central)	Two 0-4-4T (scrapped when the station was closed 11/64.)
Blackpool (North)	One 0-4-4T
Southport	One 0-4-4T
Accrington	One 0-4-4T (Believed scrapped pre-1949)
Low Moor	One 0-4-4T

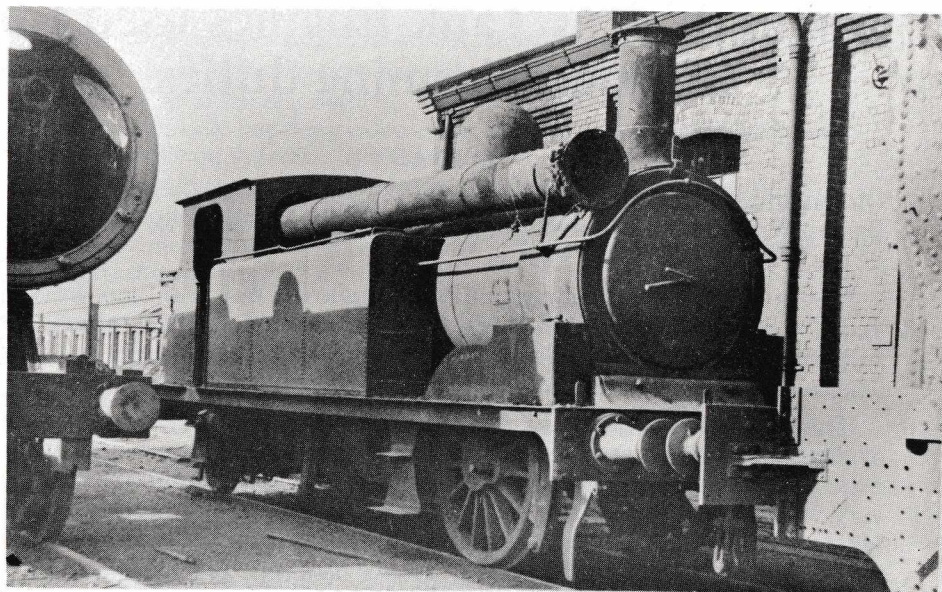
#### EX-L.N.W. SITES

To complicate matters even further, after the 1922 amalgamation similar engines appeared at (at least) two L.N.W. sites, namely:—

Liverpool (Edge Hill)	One 0-4-4T
Garston Docks (Banana Van Heating)	One 4’-6” 0-6-2T

Assuming that the L & Y did not carry a ‘Float’ of such engines, this raises the problem of where these last two came from, bearing in mind that the 0-4-4T’s were then extinct, and that the Garston Dock Engine (identified as No.239) had been withdrawn in 1911.





Ex 0-6-2T at Horwich in September 1932.

B. Fielding Collection

#### ENGINES IDENTIFIED

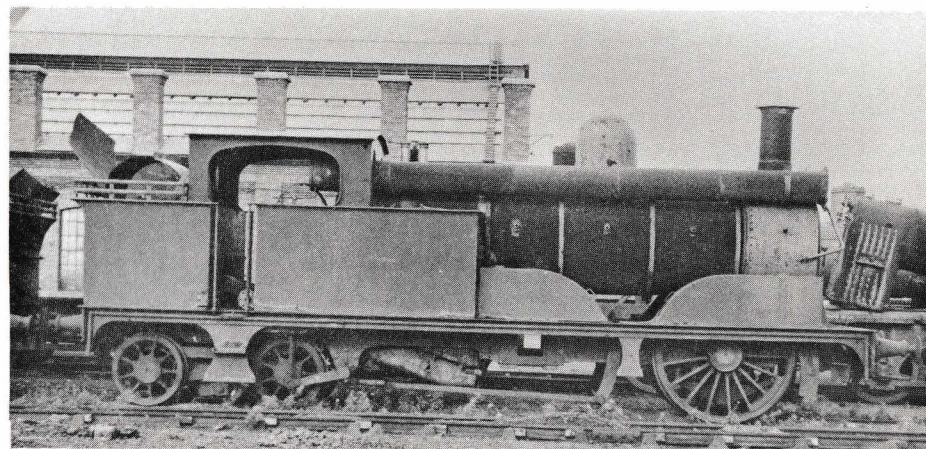
0-4-4T	No.636 (Kitson)	Withdrawn	6/08	} At Cheetham Hill—cut up 8/1966 at Newton Heath Shed
	No.61 (Dubs)	"	5/09	
	No.912 (Sharp Stewart)	"	12/09	
	No.920 " "	"	2/12	
	No.915 " "	"	6/10	
	No.713 " "	"	6/10	
	No.625 " "	"	4/09	
0-6-2T 4'-6"	No.239 (Kitson)	Withdrawn	11/11	Garston Docks (Post 1922)
0-6-2T 5'-1"	No.247 (Kitson)	Withdrawn	8/05	(Cheetham Hill Mid-1960's)

It will be seen that there were at least 13 engines in use, of which only nine have been identified and only four of these can be traced to a specific site.

#### VISITS TO HORWICH WORKS

These 'Engines' came into Horwich from time to time (presumably during the summer months) for overhaul. Specific examples can be quoted:—

July 1947 0-4-4T No.713



Ex 0-4-4T in the 30's referred to in the text.

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July 1952 Two 0-4-4T (Probably either from Cheetham Hill or Blackpool Central)

Photo taken in Horwich Works Yard. In addition I have seen photos which can be summarised as follows:—

0-4-4T Taken in 30's — condition 'Rough' — possibly in for scrapping.

0-6-2T (5'-1") September 1932 — condition 'Good'

0-6-2T (5'-1") 1932 Boiler cladding, chimney & safety valve missing.

(Whether these two are the same engine I cannot say)

0-6-2T & 0-4-4T 1937 Both boilers missing (Possibly one of the two pairs from Cheetham Hill).

#### CONCLUSION

It is good to know from Mr. Holt that efforts were made to save the Edge Hill 0-4-4T, but the practical difficulties proved too great, unfortunately. I would be very glad to hear from anybody who can add anything to these notes, and I will publish some supplementary notes (if necessary) if new information turns up.

#### J.B.H.—ADDITIONAL NOTES

There were several other "carriage warming" sites not mentioned—Bradford Laisterdyke being one of these, whilst I remember there being a loco standing behind the carriage shed at Red Bank (opposite Cheetham Hill sidings) on similar duties.

(see back cover.)



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## LOW MOOR

I personally do not ever remember there being a 'Loco' as such at these carriage sidings—my recollection is of a "bricked up" boiler in a wooden shed!

## LAISTERDYKE

Here too the "warmer" was a loco boiler standing on a very old tender frame—possibly ex-Hurst 0-6-0, it bore YE 1068 stamped on the frame (Yorkshire Engine Co?).

The boilers of all these locos were standard with the Barton Wright 0-6-0's and of course the 'Claddy' tanks—so there would be no shortage of boilers for these duties as low pressure (25 lbs) was enough for this.

I would assume that the frames of locos carried many such boilers in their lifetime. One question I would like to pose—What were these locos replacements for? Carriage heating became standard on all carriages in the 90's, or didn't the trains before 1910 have pre-heating?

The two tanks at Blackpool Central were personally identified by me after being told that the piston slide bars (still in position) always carried the loco numbers. Filthy but successful I emerged with the numbers 910 and 480; this identifies another two locos anyway.

The 0-4-4T's had the 2nd or driving axle and all motion removed, whilst the boilers had all regulator gear removed—simply having one gauge glass, pressure gauge, injector and carriage heating valve left in position. Only the hand brake was left in. Generally they were 'choked' once in position. The 0-6-2T's also had the 2nd or driving axle and all motion removed, one (at least) retained the third axle with the brake working on this only.

