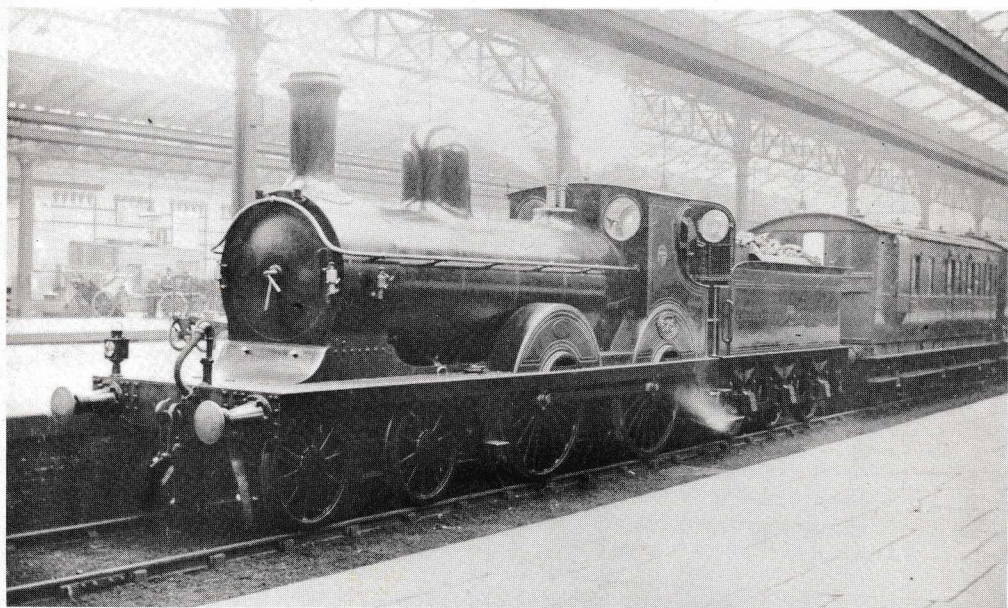


PLATFORM TWO



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

PLATFORM TWO is the second magazine of the Lancashire & Yorkshire Railway and is published twice yearly, this issue being the Spring 1979 edition. The society also issues several duplicated newsletters through the year and has available to members other historical material at small additional cost. Further details can be obtained from the Hon. Secretary: J. B. Hodgson, 31, Briarwood Drive, Wibsey, Bradford, BD6 1RT.

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COVER PHOTO: Barton-Wright 4-4-0 No. 675 at Southport in 1896. The loco is one of the first series of the 6'0" 4-4-0s built by Sharp Stewart in 1880/1. These locos were easily distinguished from later orders of these locos from other makers by the low cut of the mainframes ahead of the smokebox. The spectacle plate on the tender is often taken to be provided for running tender first but was actually to prevent the crew being deluged should the tanks be over-filled on water troughs as Barton-Wright designed the tenders with the fillers conveniently placed at the front. In spite of being only 15 years old and looking in first class condition, the loco was withdrawn the following year. All the Sharp Stewarts had gone before the turn of the century.

L. & G.R.P. courtesy David & Charles.



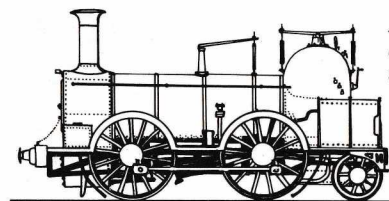
Published on behalf of the Lancashire & Yorkshire Railway Society by the Hon. Editor, B. C. Lane, 26, The Hawthorns, Sutton-in-Craven, Keighley, West Yorkshire, BD20 8BP.

Where did the Barton Wright Axe Really Fall?

BERNARD FIELDING

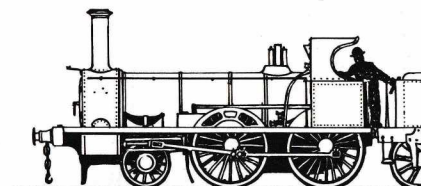
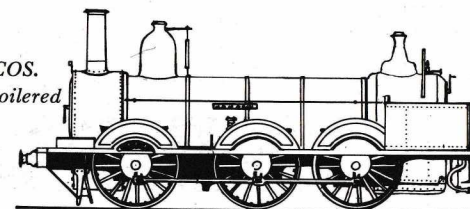
ALL L. & Y. enthusiasts will have heard that upon his appointment as Loco Superintendent in 1875, Barton Wright visited every loco shed on the system and inspected the engines, with the ultimate result that about 40% were condemned, 40% were rebuilt and only 20% were found to be in satisfactory condition.

I have often wondered what this really meant in terms of individual classes when it suddenly occurred to me that the answer must surely be contained in the Appendices to Volume 3 of John Marshall's history of the L. & Y. Railway. Here then is a brief summary of how the various loco classes fared.



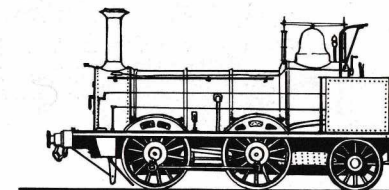
REMAINING MANCHESTER & LEEDS RLY. LOCOS.
Of the remaining 'luggage' engines, two were sold and three were scrapped.

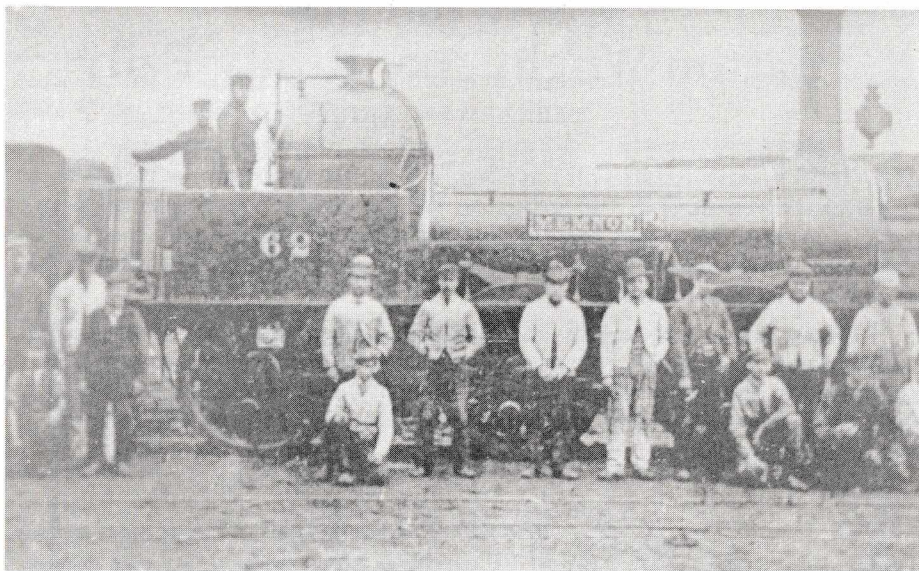
REMAINING (early) EAST LANCS. RLY. LOCOS.
All scrapped although four had recently been reboilered and so managed to last into the '80s.



HAWKSHAW 2-2-2 now rebuilt as 2-4-0s.
All scrapped, the last one going in 1879.

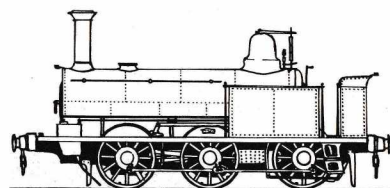
HAWKSHAW 0-4-2 GOODS.
All scrapped, the last ones going in 1881.





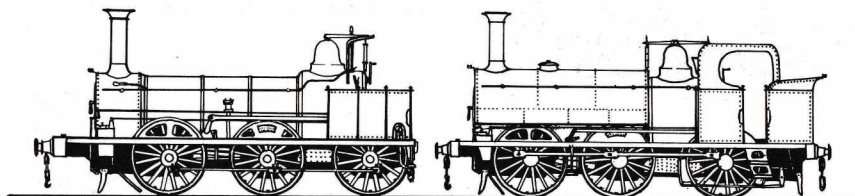
*JENKINS 5 ft. 0-6-0.
Mostly rebuilt, although six were later scrapped.*

Photo : P. T. Gibb collection



*LIVERPOOL DOCK TANKS 0-6-0T.
Mostly rebuilt.*

*JENKINS 0-6-0.
Many of the early ones scrapped; most of the later ones
were rebuilt as tank engines.*



Drawings by the Editor.

*OLDHAM INCLINE TANKS 0-6-0T.
A few were scrapped, but most were rebuilt.*

*YATES 4ft. 0-6-0 ST.
The first two were scrapped but the others survived.*

*YATES 2-4-0T.
All were rebuilt, later all were scrapped except two kept
as departmental engines.*

*YATES 0-6-0.
All survived and six additional engines were built to this
design.*

*YATES 2-4-0.
All survived and ten additional engines were built to this
design.*

*MILES PLATTING SADDLETANKS 0-6-0ST.
The original seven survived and no less than thirty addi-
tional engines were built to this design. It would seem
that Barton Wright adopted it as his shunting engine.*

CONCLUSION

The scrappings were really quite logical — the 'prehistoric' engines from the M. & L. and E. L. Railways together with the last of the Hawkshaw engines went first, along with the older Jenkins engines. The newer Jenkins engines were mostly rebuilt. The Yates engines and the L.N.W.R. and G.N.R. classes came through unscathed. Barton Wright even seems to have favoured several Yates designs, (particularly the shunting engines) and added to several of Yates classes, with minor modifications.

Toothache

*From the Railway Magazine, January 1899
Contributed by Sam Sutcliffe*

AT a Yorkshire station a porter who was the night man on duty unfortunately fell asleep and missed attending to an excursion return train which arrived shortly after midnight. The matter was reported to the station-master and the porter was called upon for an explanation. This he supplied stating that he should have been in bed during the day but had been kept awake with the toothache and on this particular night had taken some laudanum to ease the pain and it had sent him to sleep. The following was the reply received from the District Superintendent on the report reaching him. "Please administer a caution to porter Robinson against using laudanum in future when on night duty. It would be of more advantage to him to have the toothache."

Accident at Rimington, 9th September 1897

T. T. Sutcliffe

THE accident described below is similar in many respects to that fearful accident on the Caledonian Railway in 1915. The events leading up to the accident were as follows. The down 8-30 p.m. Midland Railway goods from Heaton Mersey arrived at Rimington at 1-50 a.m. on its way to Carlisle. An express down passenger train was due at 1-57 a.m. and the signalman cleared the down line by shunting the train of 26 vehicles onto the up mainline, the engine being about 30 yards south of the cabin where it was protected by both the up home and starting signals. The fireman placed red lamps on the front of the engine and then in accordance with *Rule 55* proceeded to the cabin to remind the signalman.

Shortly before the arrival of the down goods the signalman had accepted at 1-48 a.m. an up goods train from Gisburn and at 1-54 a.m. received the 'train in section' bell signal from Gisburn and, forgetting the shunted train, pulled off all his up signals. The fireman glanced out of the window to see if his engine lamps were visible and noticed the starting signal off and he reminded the signalman. The signals were thrown to danger and the fireman called to his driver to set back and he ran up the line to stop the up goods train, the Hellifield to Huskisson Midland goods hauling 25 wagons.

The collision took place about 250 yards from the cabin. The down train engine was forced back and the train became split up. Fifteen wagons were not arrested until they had travelled $\frac{3}{4}$ mile; eight wagons ran 530 yards where they hit a stone abutment and four were smashed-up. The remaining three wagons remained on the rails coupled to the down train engine which was knocked back about 200 yards.

Both drivers and guards of each train were injured in addition to the fireman of the up train. No mention is made of the passenger train due at 1-57 a.m. which would be roughly the time of the accident.

The accident was due to two factors:

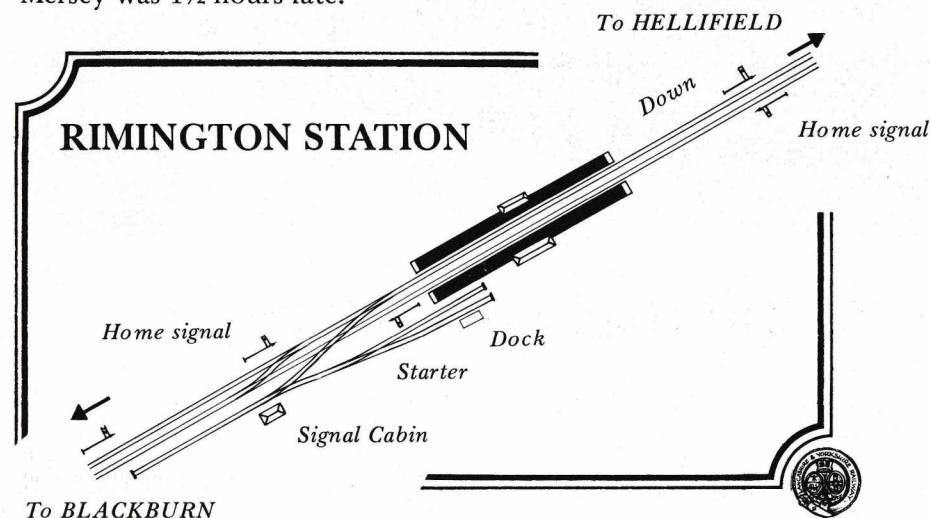
- (1) Distraction of the signalman by the fireman
- (2) Failure of the signalman to carry out the regulations, viz: Extract from the Appendix to the Working Time-table:

Trains shunted across from one main line to another; "Each signal-box will be supplied with a small tablet, lettered 'Train across' made to fit on the lever handles and drop onto the catch so as to prevent the lever on which it is fixed from being worked."

"Signalmen must, before shunting a train across from one main-line to the other place the tablet on the handle of the lever working the home signal for the line onto which the train is to be shunted, and it must not be removed until the shunted train has recrossed to its proper line." The object is to remind the signalman that the train is shunted across.

"This tablet must not be placed on a spare lever, but should be placed on the instrument shelf or hung in a suitable place on the wall of the cabin."

The tablet was on the fireplace of the cabin and the signalman said he was unable to find it at the time. It would appear that trains were frequently shunted at Rimington and the down goods from Heaton Mersey was 1½ hours late.

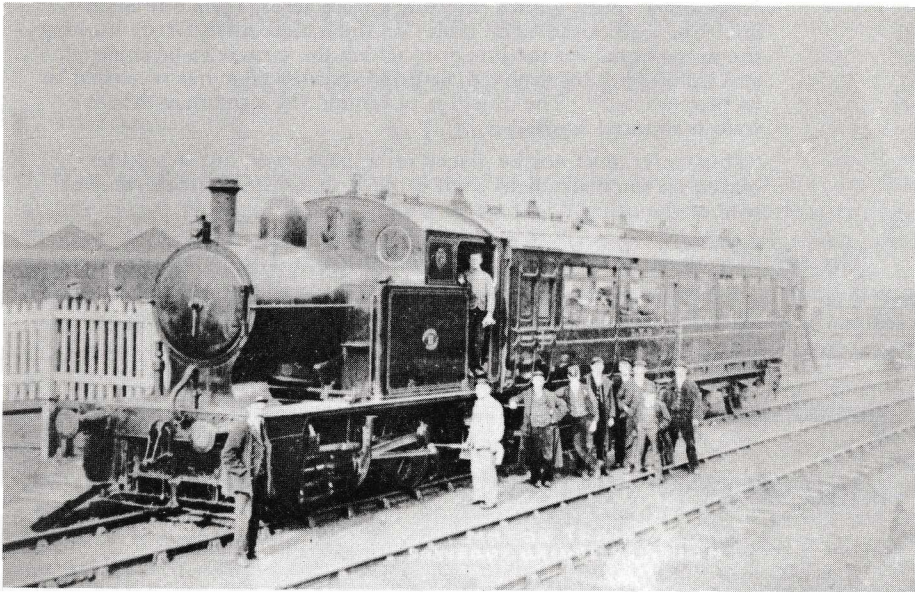


The above diagram shows the original layout in 1897. The 1908 25" to 1 mile O.S. map shows a down siding which would accommodate a 50-wagon train. The up goods yard was only capable of holding 24 wagons.

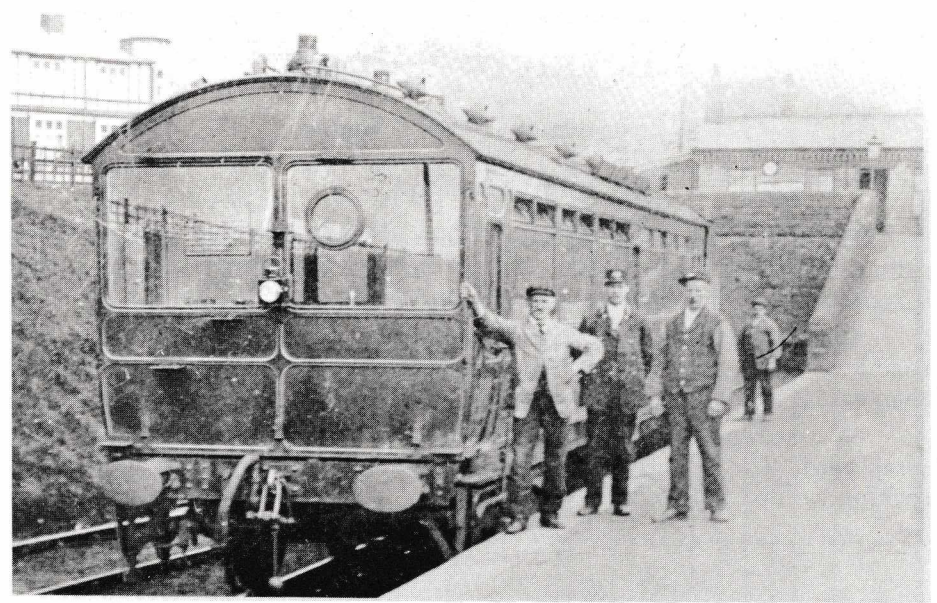
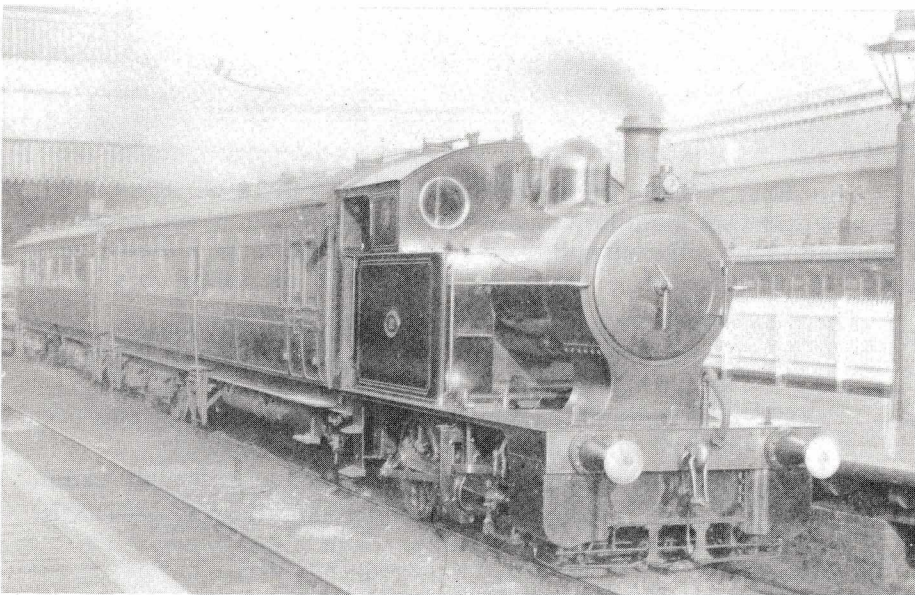
There are several unusual factors in this accident report.

- (1) The accident was between two Midland goods trains on an L & Y line.
- (2) It is unusual for the starting signal to be on the approach side of the signal cabin at a roadside station.
- (3) That trains were frequently shunted at this small station.
- (4) The down goods rarely left Heaton Mersey sidings at the booked time.

Ref: "The Railway Engineer", March 1898.



The Hughes Rail Motors



The driving end of the first series Nos.3-8 as diagram 79 at Holcombe Brook. The circular marine type wiper is clearly visible as is the regulator handle hanging from the top of the window centre post.



The new rail-motor introduced on the Rishworth branch in March 1907 standing at Sowerby Bridge branch platform. This set is a good example of the original condition of the rail-motors with the narrow chimney and 'plain' smokebox door while the carriage roof is graced with a roof-board naming the stations on the service. Not visible is the corridor connection on the far end which was fitted to Nos. 9-15 as diagram 82.



The Fleetwood to Blackpool T.R. service was introduced in October 1908 and the condition of this unit, No.12 complete with trailer car at Fleetwood suggest that this view was taken soon afterwards. Both carriages are supported on the standard 8ft. bogies which were later changed to new wide-bearing type to improve the riding of the vehicles. Within a few years the chimney would be changed to a wider pattern and the smokebox door altered too.

Photo courtesy - A. G. ELLIS

Ellesmere Sidings

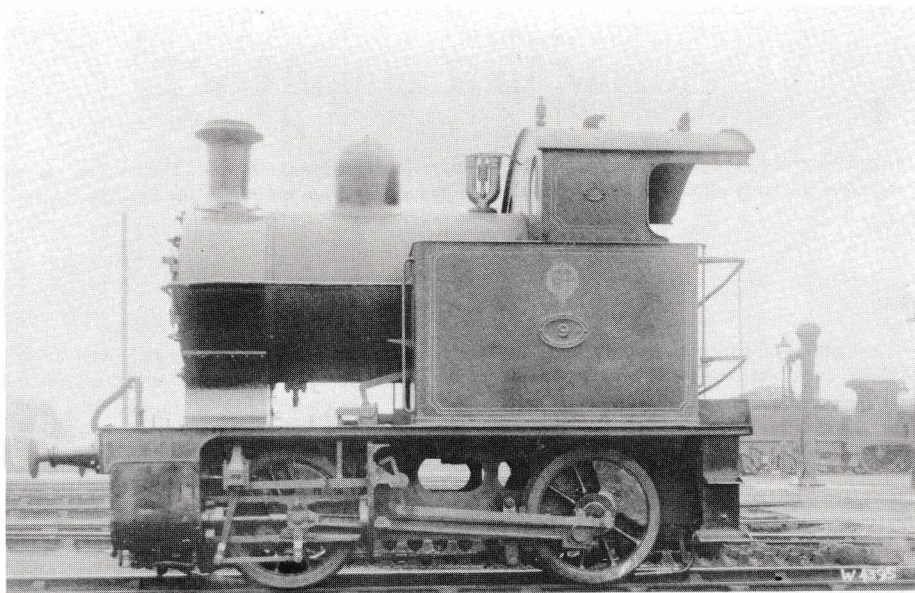
Bridgewater Collieries' Sidings

Roy Chapman

The sidings which lay between Miles Platting and Park were private sidings belonging to the Bridgewater Collieries and in the heyday of steam-driven mills had a daily throughput from the drops of 200-300 tons.

The wagon hoist which was hydraulically operated connected at the road level with other works who bought coal by the wagon load rather than cart it away from the 'shoots'.

No trace remains of the sidings now, the area being occupied by a scrap yard. The sidings provide an interesting prototype for a modeller seeking to fill a limited area of a layout.

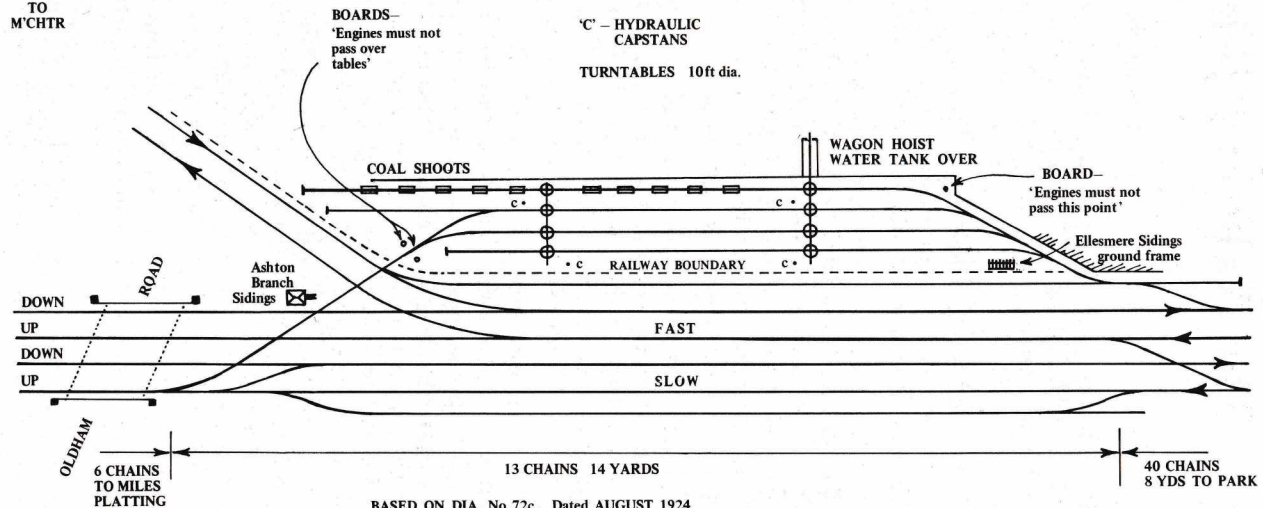
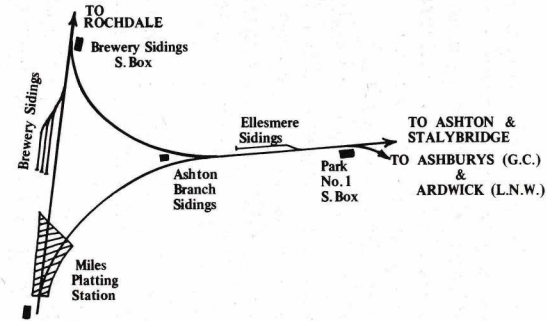


A late view of loco No.9 fitted with guard rails so that the engine unit could be transferred to another shed or to Horwich for overhaul. When the Hughes class plate (1) was fixed to the cab sides the transfer of the crest was applied above the number plate.

Photo courtesy - REAL PHOTOGRAPHS

ELLESMERE SIDINGS

Miles Platting



BASED ON DIA. No.72c. Dated AUGUST 1924



GREAT
HOWARD STREET
GOODS YARD

8th August 1913



Photo courtesy

Liverpool City Engineers Department.

Notes by N. G. Coates

North Docks was a loading and despatch centre for Liverpool and it handled a considerable amount of cattle traffic.

The picture has several general impressions which strike one before moving in to examine the individual vehicles. Firstly there is the lack of clutter, only the small bay holding barrels seems partly untidy. Next there is the lighting, which appears to be the recent addition of electric lamps on standard signal posts, certainly the ladder



and painting style suggest this. The sets themselves are worth careful scrutiny to show how the model should be laid out and in the middle distance the camera has caught some capstan working in action. Although it is 1913 there is a large proportion of high capacity goods stock waiting to go out whilst quite a few left hand brake levers can be seen. And now to the individual vehicles.

It is possible to identify most vehicles as far as the second light tower. The four vehicles broadside on just beyond the barrels are two Dia.3 Covered Goods but with different roof profiles and planking widths, the shallower roof line and wider planks being earlier stock; a large Refrigerator Van (Dia. 48) chalk marked Ormskirk and on the line behind Vacuum fitted Dia. 73 Covered Goods No. 20933.

In the collection of vehicles closest to the photographer there are, on the nearest track, two double end door 10T or 20T 21'-6" opens, a Dia. 62 Covered Goods No. 1688 (Chalked Penrith) and a Large Cattle Van, tare 6.19.1 and chalked Dewsbury. The Cattle Van appears to have no tarpaulin covering on its roof, presumably the planks were sealed with pitch and the roof is not covered because of the RCH regulations regarding the conveyance of livestock and there having to be no internal projections which might cause injury to the livestock, it being possible for the odd nail to project through the 1" sheeting. Two wooden strips nailed through the roof sheeting into the ends hold the whole thing together.

On the next track an early Dia. 3 Covered Goods No. 3791 is furthest away, then a Dia. 73 Covered Goods and, almost totally hidden, a Dia. 5 Loco Coal Wagon probably doing merchandise duty. The difference in roof outlines between the large Covered Goods (Dias. 62 and 73) can be clearly seen. The four vans on the next track are three Dia. 48 Refrigerator Vans and a solitary Dia. 49 Meat Van (with the ventilators). The hatches of the ice boxes on the Refrigerators show up very well for modellers.

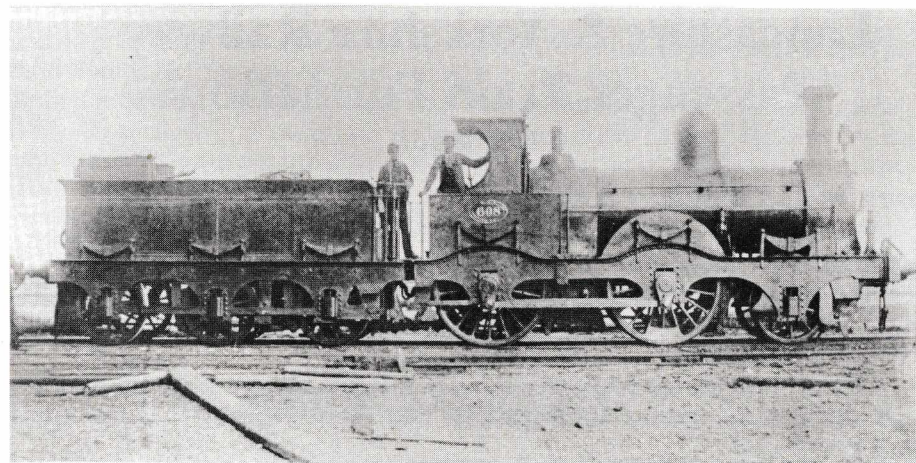
The next two tracks are more difficult to decipher as the wagons are partially obscured by the Refrigerators; an open goods and two Dia. 3's are closest to the Meat Van, only the sheets on the others definitely identify them as L & Y and they probably cover a Dia. 52 and a couple of Dia. 1 one-plank opens. Two wagons, probably Dia. 52 opens, are behind the Dia. 3's and the track ends with two Dia. 1's sheeted over.

The sixth and last track is most interesting with large Refrigerator Van (Dia. 48) No. 36958, a Dia. 15 3-plank dropside, a Dia. 1 with a badly folded sheet and finally a Picric Acid van whose recent visits had included Bury. The latter also displays an alternative positioning of the letters 'L' and 'Y'.

Over by the Goods Shed itself is another 21'-6" double end door wagon and a Dia. 1, whilst a later Dia. 3 stands half in and half out of the shed.

The knot of vehicles in the middle distance beyond the turntables include from left to right Dia. 73 and Dia. 62 Covered Goods, a Dia. 48 Large Refrigerator Van and a six-wheeler Dia. 31, a sheeted-over Dia. 1, the Tin Tab Break, another sheeted Dia. 1, a Dia. 15 three-plank dropside and a later Dia. 3.

Beyond the wagon being turned, in the further distance, is another selection of vehicle types already encountered, many of the opens being sheeted over. On the original print Dia. 1, Dia. 3, Dia. 48, Dia. 55 and Dia. 73 are identifiable. The single foreigner, a LNWR 10T Covered Goods is in this group and so is one of the L & Y Bogie Open Goods.



608 'JUPITER'

This interesting view of an ex-East Lancashire Railway 2-4-0 came to light recently. According to Marshall's lists this loco was replaced in 1876, having been built by Sharp Bros. in 1846 and running as E.L.R. No. 8. Rush shows in his lists that a replacement entered service in 1876 and ran until 1893 (partially confirmed by Ahrons lists) and the engine shown must be this loco as running sometime between 1886 after Aspinall started to remove all nameplates and 1893 when it was withdrawn. The number was used again that same year on a new 0-6-0. Just visible is the lining with 'in-turned corners' and the company crest on the cabside. In view of the latter, it seems probable that the loco was painted black. Funnily enough, photos of the locos usually show them in the earlier livery and condition. The last of this type is believed to have run until 1901.

B.C.L.

continued from page 14

The depth of field on the print is excellent and has allowed positive identification of a great deal of the wagon stock. One feature of North Docks was its Cattle traffic and two or three lines of whitewashed empties wait in the sidings to the left of the inclined plane leading out of the yard.

If this scene is typical of its time then it presents a good opportunity to weigh up the relative merits of the merchandise wagon types for the different loads carried—barrels, crates, bales, sacks etc.

Lancashire & Yorkshire Railway Passenger Train Formation

J. B. Hodgson

FOUR WHEEL STOCK : CIRCA 1880

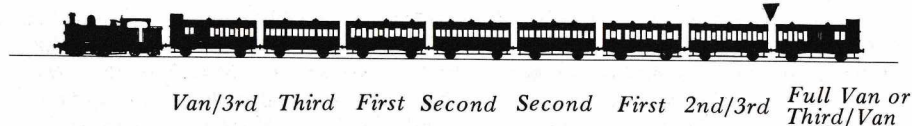
By 1880 the pattern of industrial life had become more settled and apparent. In Lancashire and Yorkshire many of the smaller mills had become grouped around the centres of towns, whilst much of the population had begun to move from surrounding areas into the larger towns to work.

The L & Y geared itself to cater for this movement of traffic and in each area it soon became apparent that to do this certain train formations were necessary.

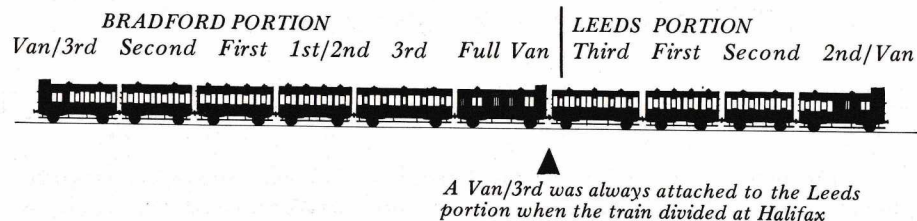
With the introduction by Barton-Wright of the new four-wheel carriage stock and his 0-4-4 tank engines the express trains took on a new image and style whilst still retaining a preponderance of first and second class accommodation. The main expresses were the Manchester-Liverpool and the Manchester-Bradford/Leeds trains which were the first to be composed of the new stock. Typical trains are shown below.

Manchester-Liverpool Express

Strengthening vehicles
up to two at this point



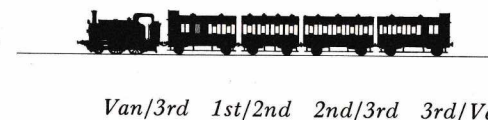
Manchester-Bradford/Leeds Express



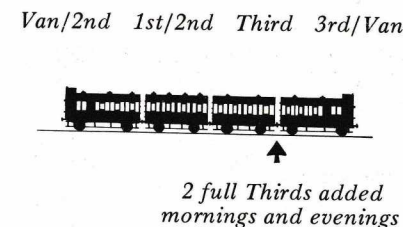
With the introduction of more of this 'modern' stock, additional trains for local and 'all-stations' use were introduced and the old Fay carriages and even earlier vehicles were at last taken out of service. It appears that although no official policy statement was issued, the area

carriage sidings such as Low Moor (Bradford), Red Bank (Manchester) and Sandhills (Liverpool) soon started to marshall trains and parts of trains into 'sets', keeping these together as much as possible with spare vehicles available to maintain the agreed layout in case of failure. From the study of photographs, four-wheel sets were apparently made up into four-vehicle units, one of which was usually a break-end or full van whilst others obviously fulfilled local conditions such as 'all-third' sets used on the Manchester-Oldham circuit.

Trains to and from Holmfirth-Bradford and Holmfirth-Halifax were supplied by Mirfield carriage sidings and were made up thus:—



whilst the Holmfirth-Huddersfield trains also supplied from Mirfield were of a different set.



SIX WHEEL STOCK : CIRCA 1890

Four wheel stock was soon superseded by very similar six wheel stock which again had a very short 'main-line' life of about five years before being replaced by bogie stock. Main line trains now included lavatory stock (first class only) although some four wheelers might be mixed in to the set. Express trains didn't really cater for the third class passenger and the mainstay of the public was still the 'all-stations' trains. Commuter traffic around both Manchester and Liverpool was large and in certain instances 'close coupled' sets of fixed make-up were introduced. Local conditions still qualified the make-up, but sets were generally of four carriages with vans in the outward ends.

Southport/Liverpool 'close-coupled' sets

LIVERPOOL END

Van/3rd 2nd 2nd 1st 1st 1st 3rd 2nd/Van

--	--	--	--	--	--	--	--

Bury-Manchester sets

Van/3rd 2nd 1st 1st 2nd 3rd/Van

--	--	--	--	--	--

Oldham-Manchester sets

Van/3rd 3rd 1st/2nd 2nd 3rd 3rd 3rd/Van

--	--	--	--	--	--	--

Sowerby Bridge-Bradford locals

Van/3rd 1st/2nd 2nd 3rd 3rd/Van or Full Van

--	--	--	--	--

Bradford-Manchester 'All stations'

MANCHESTER END

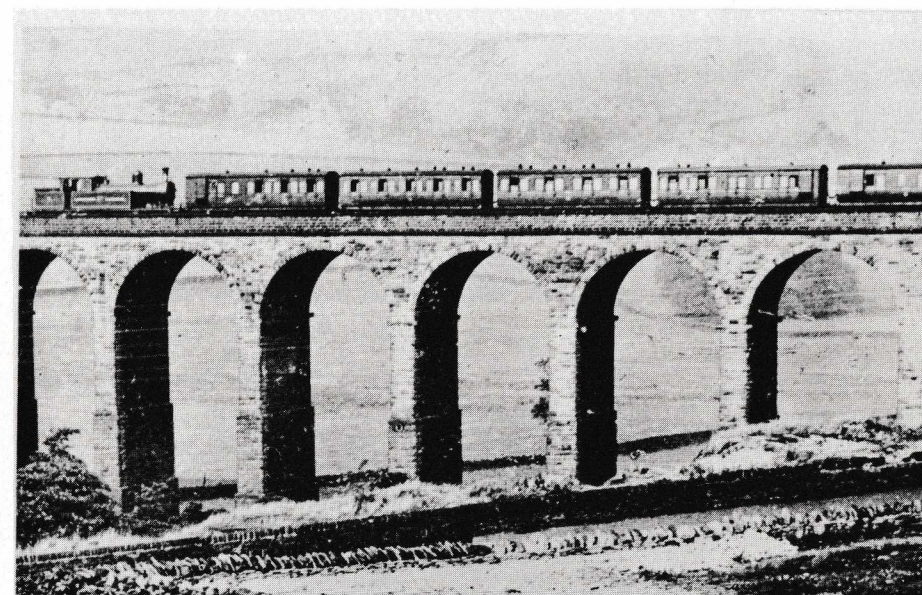
Van/2nd 2nd/3rd 1st/lav. 3rd/Van Van/3rd 1st/2nd 3rd 2nd/Van

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Photographs of six-wheel stock are more common and local as well as seasonal requirements can often be studied from these. Sets were of three or four vehicles. Strengthening was carried out within the set . . . retaining the vans as the end vehicles.

Much of the six wheel stock was used for 'party' traffic and as such continued to be used in longer movements, often onto foreign lines during the summer seasons. Records show that special vehicles such as Picnic Saloons, Football Saloons and Family Saloons wandered far and wide into Wales and Scotland with some frequency, whilst the more mundane

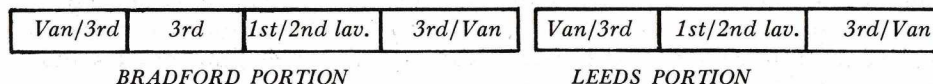
stock was often used to carry family groups going away for their holidays to the east or west coasts and would be attached to ordinary trains. Generally, carriages used for such traffic were those with a built-in luggage compartment and continued their useful life well into the 'bogie' period. In 1899 when six wheel stock was being taken out of general service in favour of the new bogie stock, eight more first class saloons of Diagrams 20 and 21 were built at Newton Heath and these must have been the last such vehicles to be built. When out of general use, much six-wheel stock was retained for use as holiday trains, being stored for much of the year. Other stock was converted to parcel vans and departmental vehicles and as such lasted well into L.M.S. days.



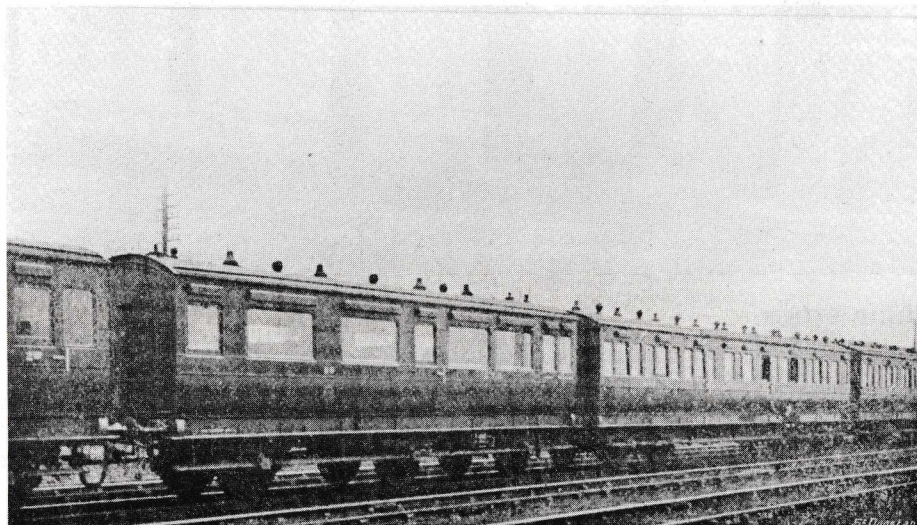
BOGIE STOCK

Due to the very nature of the line with its many curves and junctions, the directors very soon came to the decision that six-wheel stock had to be superseded by bogie stock. The new bogie stock was to the same 'standard' pattern as the previous carriages, identical in cross section and compartment sizes and were mounted on 6'-6" wheelbase bogies with transverse spring bolsters. Although the first bogie carriages were built in the mid-eighties, they were mounted on six-wheel bogies and were only tried in small numbers. The building of the bogie stock proper started in 1893/4 with eight-wheelers and the first few had their six wheel bogies replaced with the standard four wheel bogies at this time. *

The bogies were introduced on the express trains and following the 'modern' image of Mr. Aspinall's management, certain carriages included internal corridors. About this time it appears that sets received their first official recognition with the introduction of the 'LBL' sets — these were trains of fixed formation for use on the Liverpool-Leeds/Bradford expresses and were made up as shown below:—



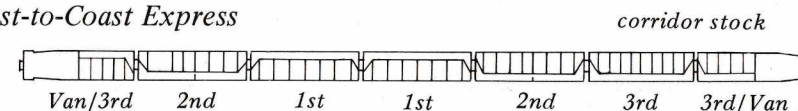
Strengthening was always carried out within the Bradford portion as accommodation at Leeds Central was restricted. Strengthening carriages were generally added at Low Moor (eastern) or Red Bank (Manchester). Similarly the expresses between Liverpool and Manchester were quickly turned over to bogie stock, followed by the 'all-stations' trains and the heavily-loaded local services giving increased capacities although the proven percentages of class requirements were basically maintained.



The saloons of the Blackpool Club Train until replaced with elliptical roof stock in 1912.

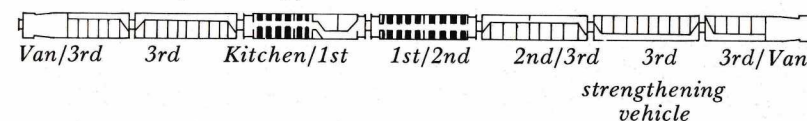
With increased ease of travel it became easier for the upper classes to live away from their job and the L & Y were quick to introduce 'Club Cars' on the Blackpool and Southport expresses from Manchester. These business expresses became one of the publicity points and stock was specially built for it. This was still in the same outer pattern and profile but was fully gangwayed and mostly of open saloon type, being one of the first trains of this kind to run in the country. These trains were replaced in 1908 with new elliptical roof stock which was all saloon type and fully vestibuled. All doors were inset and provided with polished brass handrails. The same year, a train complete with 12-wheel dining car was built for the through Liverpool-Newcastle express which was run in conjunction with the N.E.R. who also supplied a complete train. Each train did a round trip each day and returned to its home terminus each night. Another rake was provided for the Hull-Liverpool express and the 'Fleetwood Boat Train' (which had included the unique 10-wheel kitchen/second) was provided with another rake complete with 12-wheel dining car. There is evidence that the dining cars of these three 'pride' expresses changed about from time to time as the first 12-wheeler was a clerestory type built in 1904 and it can easily be spotted on early photographs. The 10-wheeler was kept as a spare vehicle for a few years until the fourth 12-wheeler was built in 1910 after which it was withdrawn. Thus the matching rakes of the new coaches were maintained. Strengthening vehicles to the set rakes were always added between the leading Brake/third and the rest of the train.

Coast-to-Coast Express

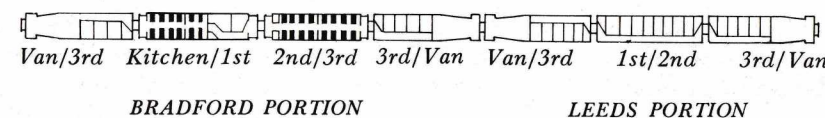


Although a Dining Car featured in this train, it is not included on the official diagram as shown here.

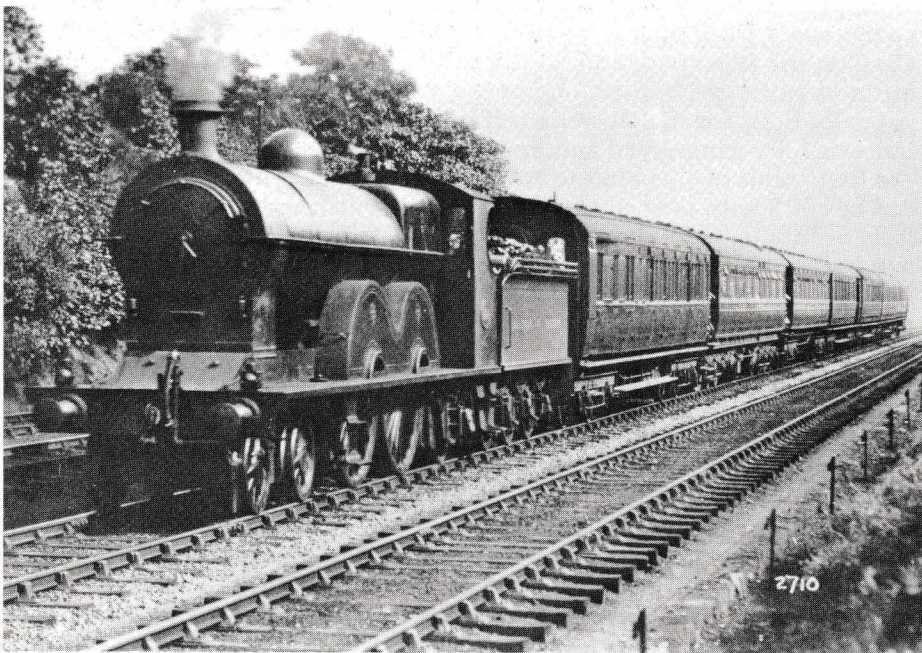
Newcastle-Liverpool Express



Fleetwood Boat Train



Please note that all second class became third class on January 1st, 1912.



The afternoon trip to Liverpool and back to Leeds of the Boat Train set as the 'Tea Car' Express

Photo courtesy : Real Photographs Ltd.

Local trains were generally composed of a three or four carriage non-corridor set with a Van/third at each end, varied to suit local conditions. The van section varied to suit the service it provided; the larger vans (with fewer compartments) running on the mainline stopping trains. Elliptical roof stock was introduced onto the suburban trains but low roof stock continued to be built for certain services where clearances were tight. The 'Oldham' bogies even had their door handles recessed and a bar fitted to the partially opening drop-lights but later examples had more normal fittings. These carriages were the first to be lit by electricity in 1904. Some of the stock reverted to gas at a later date and the mainline express stock and even the dining cars were built with gas lighting only.

After the Great War, the railway continued to build its own design of saloon stock well into the early L.M.S. period and new sets were built for the Southport and Blackpool business expresses from Manchester. The replacement Club car No.47 was to the identical pattern and the train must rank as the smartest and most advanced of the period.

* It is generally assumed that one of the six wheel bogies was used in the building of the 10-wheeled kitchen car in 1901.

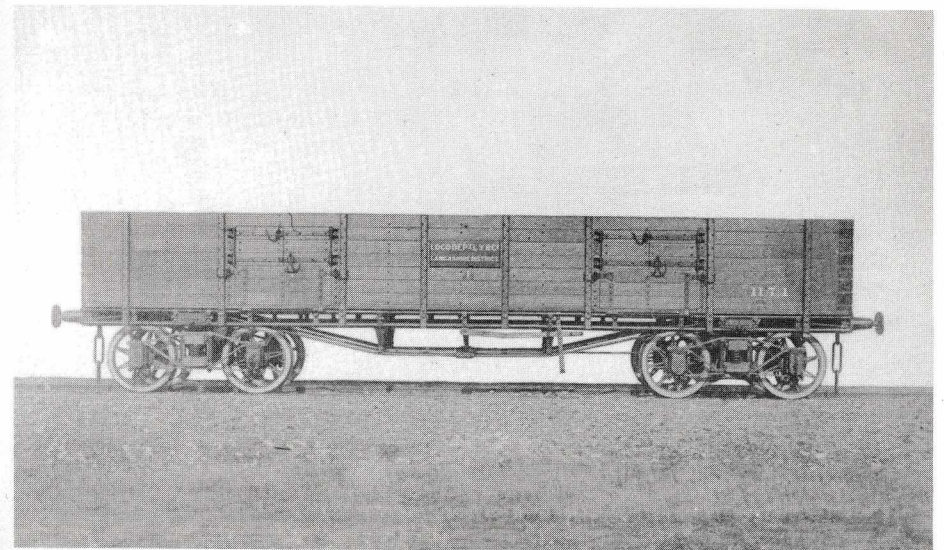
UNIQUE RAILWAY TRUCK

The Lancashire and Yorkshire Railway Company have lately been experimenting with a new type of railway waggon primarily intended to run between Fleetwood (or Liverpool) and Todmorden with grain for Mr. W. Sutcliffe, Stansfield Mill.

The body of the truck is about three times the length of that of an ordinary waggon, is 1½ yards deep, and carries about 270 sacks weighing 30 Tons as compared with the 50 sacks, weighing something over 5 Tons carried by the common truck. For convenience in discharging, side doors can be used at each end of the waggon. The truck is supported at both ends by a four-wheeled bogie; a central pivot connects each of the two bogies with the body of the waggon, thus permitting the curves incident to crossings and junctions to be readily rounded. This latter principle is not new, being doubtless familiar to our readers as the method adopted with some of the larger carriages on our express trains.

Should the new truck prove a success for the particular work we have named and about which there seems no doubt, 30 others will probably be built and possibly the holding capacity may be somewhat augmented. The line of rails running through a warehouse is valuable space and if 30 Tons can be placed for discharging purposes over the area at present occupied by 15 Tons, an advantage will have been gained; not to mention such matters as reduced shunting and transit expenses.

*From The District News (Todmorden), Friday 21st April 1893
Contributed by Arthur Butterworth.*

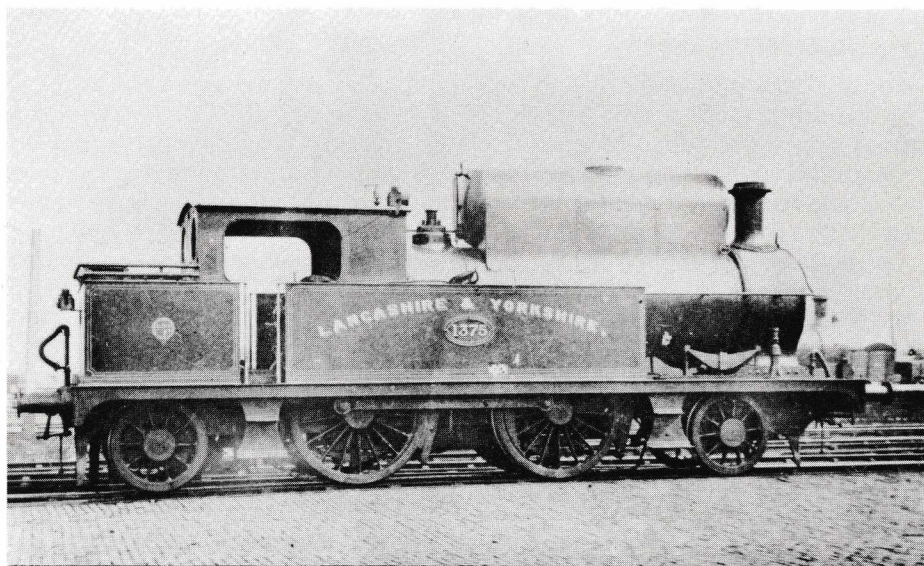


Manchester to Harrogate by the L.Y.R.

S. SUTCLIFFE

For many years the L.N.W.R. was the only outside railway with running powers over the Leeds-Harrogate section of the N.E.R. An arrangement was then made with the L.Y.R. which resulted in the inauguration of a service from Manchester (Victoria) to Harrogate via Halifax and Leeds (Central) while the N.E.R. benefitted with running powers to Halifax. The L.Y.R. trains reversed at Leeds following the M.R. Leeds-Carlisle line before veering northwards to Harrogate. The L.Y.R. used its own locos and stock for these trains which usually consisted of 5 or 6 carriages which might be strengthened with further carriages at Leeds. Two trains each way comprised the Winter service, but in Summer a section of the Fleetwood Boat Train ran into and out of Harrogate. A few years prior to 1907 one of the 2-4-2Ts with 'thermal tanks' was employed on this service, possibly No. 1375 from Low Moor, but was taken off after a few months. The service was as follows in 1907:—

Manchester (Victoria) dep.	9.25 a.m.	2.25 p.m.	Harrogate dep.	10.15 a.m.	3.12 p.m.
Leeds (Central) arr.	10.44 a.m.	3.47 p.m.	Leeds arr.	10.50 a.m.	3.47 p.m.
Leeds (Central) dep.	10.50 a.m.	3.53 p.m.	Leeds dep.	11.00 a.m.	3.57 p.m.
Harrogate arr.	11.24 a.m.	4.27 p.m.	Manchester arr.	12.24 p.m.	5.20 p.m.



L.Y.R. No. 1375 at Low Moor shed between 1906 and 1911.

J. B. Hodgson collection.

FROM THE MINUTE BOOK

WORKING OF FOREIGN STOCK RETURNING HOME EMPTY

Special attention must be paid to the working of Foreign Stock returning home empty, and any difficulty in exchanging same before 6-0 a.m. on Monday must be specially reported to the Chief Goods Manager and the Superintendent of the Line, Manchester.

GOODS GUARDS' BREAK VANS PASSING OVER N.E. LINE

L & Y Goods Guards' Break Vans must not be allowed to pass over the section of the N.E. system signalled by automatic signals unless they have been previously tested by the N.E. Company, and branded with their distinguishing test mark, consisting of a small Maltese cross and the date of the test. L & Y Break Vans Nos. 5999, 18209, 18248, 20627, 20638, and 22740, are suitable, and have been so branded.

The sections of the N.E. Line between Normanton and York and Goole and Hull are not signalled by automatic signals, and it is not necessary for L & Y Goods Guards' Break Vans working over same to have been previously tested and branded.



HOLIDAY TICKETS

Among the many holiday resorts which the Lancashire & Yorkshire Railway afforded access were Blackpool, Lytham-St. Annes, Fleetwood, Southport and Morecambe. They were reached by most convenient train services and cheap fares. Weekend tickets were issued every Friday and Saturday by any ordinary passenger train from all the principal stations and passengers could obtain either 'short date' tickets available for return on the following Saturday, Monday or Tuesday, or 'long date' tickets available for return on any day up to and including the second Monday after issue. Visitors to all the chief northern holiday resorts could avail themselves of one day excursion tickets which were issued daily, and to certain places on Sundays. Full particulars of holiday travel on the L.Y.R. could be obtained from the illustrated guide to Hotels, Furnished lodgings, Golf Links etc. which was first issued by Mr. C. W. Bailey, the Company's Chief General Traffic Manager, Manchester, in 1907.

B. C. Lane.
See back page.

Cheap Bookings to BLACKPOOL

Day Excursion Tickets

are issued Daily from Lancashire Stations, and on Mondays and Saturdays from the principal Stations in Yorkshire.

Week-End Tickets

are issued every Friday, Saturday, and Sunday, by any Ordinary Train.

Short Date Tickets

issued on Fridays and Saturdays are only available for return on the following Sunday (where Train Service permits), Monday, or Tuesday, and those issued on Sundays are available for return the same day, or on the following Monday or Tuesday.

Long Date Tickets

issued on Fridays and Saturdays are only available for return on the following Sunday (where Train Service permits), or any day afterwards up to and including the second Monday, and those issued on Sundays are available for return the same day or any day afterwards up to and including the second Monday by any Train having a Through connection.

Tourist Tickets

available for Six Months are issued Daily.

For further particulars see Excursion, Week-end, and Tourist Programmes which can be obtained at any of the Company's Stations or Town Offices, or from Mr. Chas. J. Nicholson, Passenger Superintendent, Victoria Station, Manchester.

JOHN A. F. ASPINALL, *General Manager.*

Manchester, March, 1908.

10,000.—10/4/8