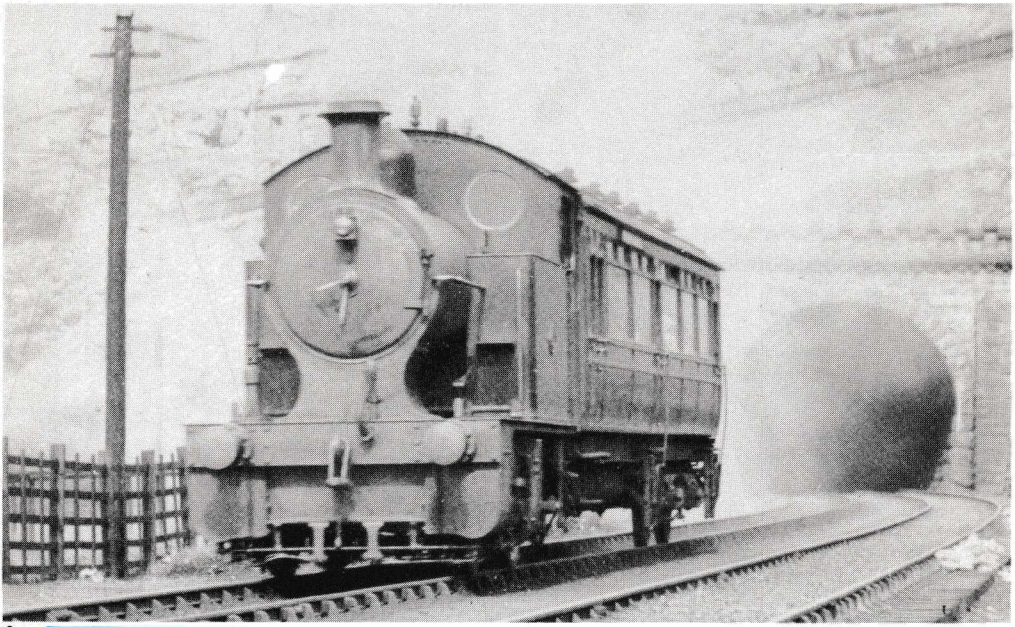
ISSN 0143 - 8875

PLATFORM FIVE



THE JOURNAL
OF THE
Lancashire & Yorkshire
Railway Society

Platform Five is the fifth journal of the L. & Y.R. Society and is published twice yearly at present, this being the Summer 1980 edition. The society also issues several news letters at regular intervals and has much other historical material available to members at additional cost. Back numbers and further information is available from the Hon. Secretary:

T. Wray, 30 Mossway, Middleton, Manchester M24 1NS.

COVER PHOTO:

Railmotor No.1 paired with one of the later trailers makes a fine sight as it leaves the tunnel from Sowerby Bridge. It approaches Watson's Crossing Halt on the Rishworth branch in the later period of the L. & Y.R. The train used what would normally be thought of as 'wrong line' on this branch because the special halts for the railmotors were on the one side only and the 'spare' line was later used as a siding. Higher up the branchline, the trains ran on the opposite line for the same reason. The loco carries the wide chimney of later days and is the 1909 replacement No.1 of the original Kerr Stuart railmotor loco. Although the unique carriages that went with the Kerr Stuarts remained on the branch with the new No.1 for some time, it is one of the standard Newton Heath carriage units that is running here and might be numbered anything between 3 and 18.

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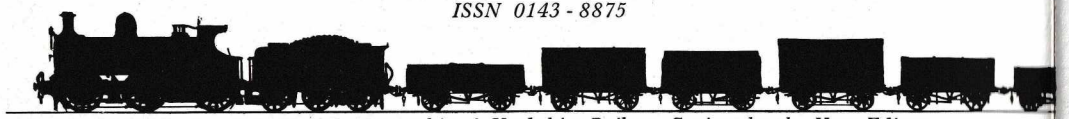
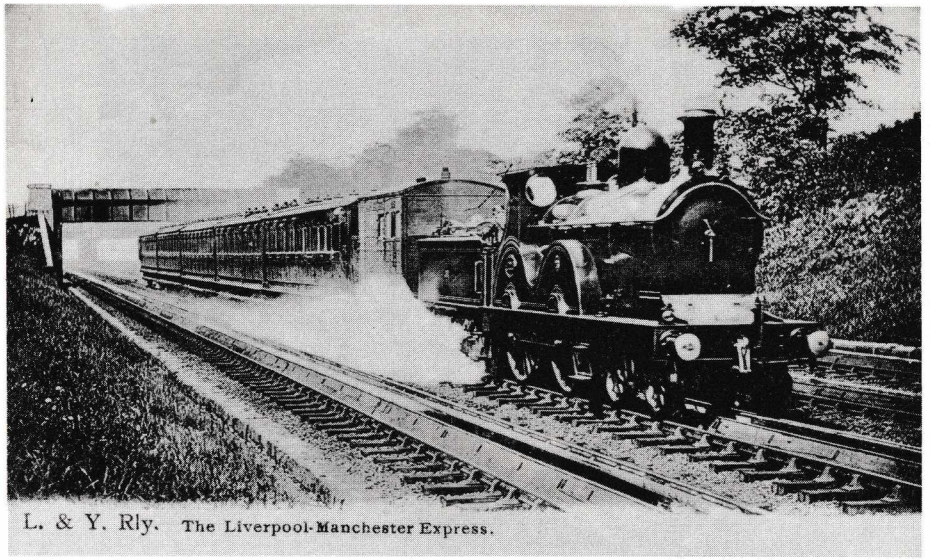


Published on behalf of the Lancashire & Yorkshire Railway Society by the Hon. Editor, B. C. LANE, 26, The Hawthorns, Sutton-in-Craven, Keighley, Yorks.



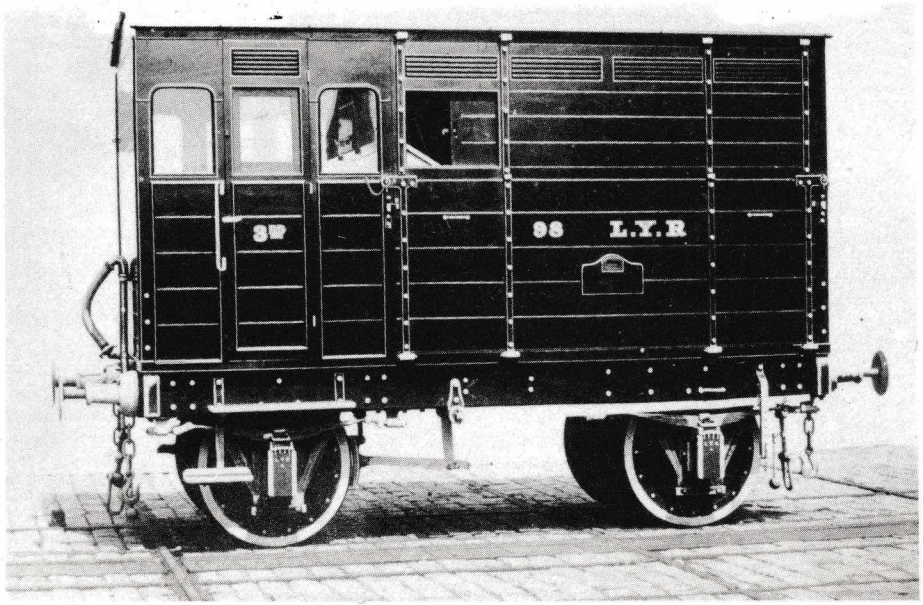
L. & Y. Rly. The Liverpool-Manchester Express.

Horse Box Diagram No. 108

B. C. LANE

THE EARLIEST horse boxes recorded are ten examples built in 1870/1/2 at a cost of £143 each by the L. & Y. R. No doubt earlier vehicles existed before this time but nothing at all is known of them. It is safe to assume that the oldest types were of the usual early type with a hay and/or dog locker at either end. Due to the difficulty in repair and building at the Miles Platting works nothing further was built for some years and 20 horse boxes were bought from the Midland Wagon Co. at a cost of £231. 14s. each in 1875. The railway followed by building another nine at £200 in 1876. None of the above vehicles appear in the 1895 carriage diagram book but they all existed on the duplicate list. The stock list at this date shows no other older horse boxes other than the ones mentioned and built since 1870.

The new 'standard' horse box was introduced in 1879 to the design of the new carriage superintendent, Mr. Attock. They cost £170 18s. 3d. which was much less than the previous ones built at Miles Platting. The new ones were of course built at the new works at Newton Heath and the first batch totalled 25 to order No. B2. By 1888 a total of 65 had been built and the table shows further details of these. All were 7'-6" wide and 16'-1" long on a 10ft wheelbase. They had no lights of their own and used an oil lamp only, possibly until withdrawal. The vacuum brake was piped only, for passenger train use and a hand brake on one side only. All were fitted with Attock's

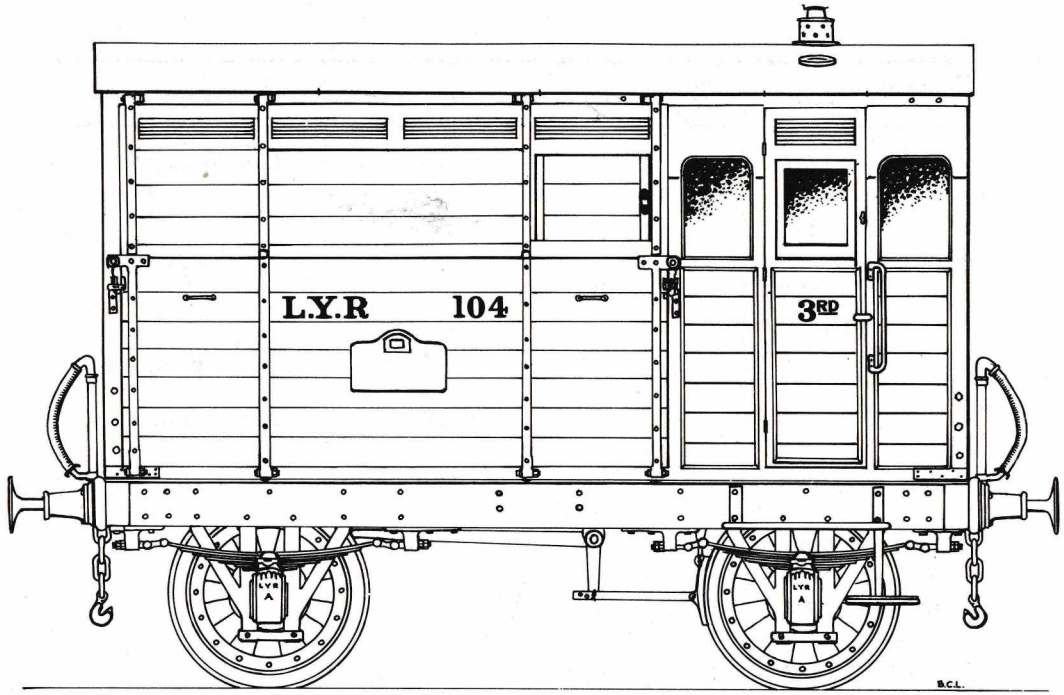


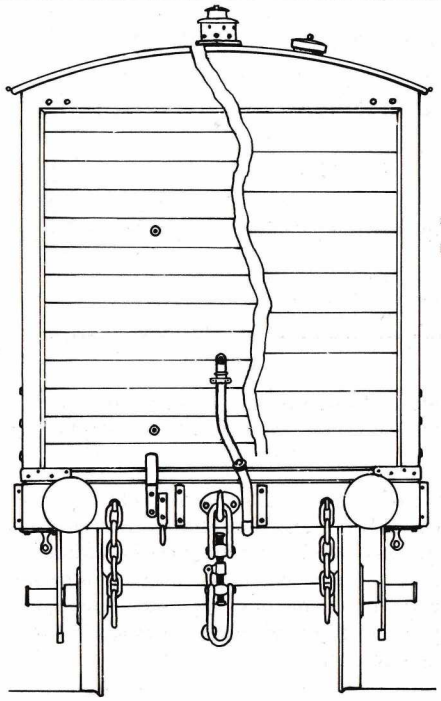
patent grease axleboxes and although it is possible that conversion to oil boxes took place much later, it in unlikely that this would happen. Indeed this is possibly the reason for their withdrawal in the early L.M.S. years. The 1921 diagram book shows that all existed then, in fact another vehicle had been added to the total. This was common practice and the extra one would be a horse box of similar size but not necessarily design that had been absorbed from another railway.

Later horse boxes followed in 1892 which were of the same general size but of more modern design. The horses section was a foot shorter and the compartment 11" longer. The 1892 (diag.109) design may have had oil bearings, the 1901 (diag.109A) certainly had.

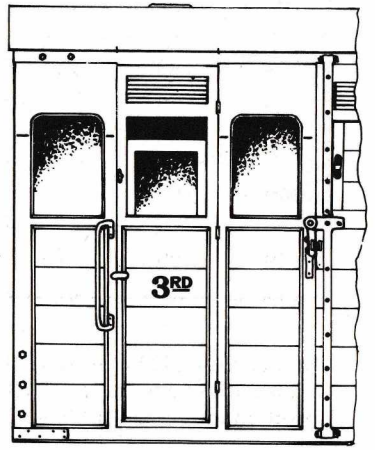
The livery of the horse boxes was all over body in the purple/brown carriage colour with transferred markings as used on carriages. The 'official' photograph reproduced shows much lining applied so that details show up well. It never ran in service with each bolthead picked out and a white brake handle! The windows and vents in the early 'Aspinall' days would be lined as shown with a very pale orange line. Photographic evidence shows that headstocks and hinges were not lined in later years (Hughes period).

The drawing has been taken from the original drawing No.457 signed by Attock 29.12.81. (In those days, drawings were always drawn and dated after the vehicle was built and always appear to have been signed in the last days of December each year!). An interesting note is that the drawing shows the new standard 'narrow' planks (which were probably used on later batches) but the actual vehicle built has the older size of broad planks which would be available from the works stockpile.





SCRAP DRAWINGS SHOW WIDER PLANK SIZES AS APPLIED TO POSSIBLY ALL HORSEBOXES OF THIS TYPE AND CERTAINLY TO THE EARLIER EXAMPLES.



L.Y.R. HORSE BOX DIAG. 108

DIMENSIONS TAKEN FROM L.Y.R. DRAWING Nº 457
LENGTH 16'-1" WIDTH 7'-6" WHEELBASE 10'-0"
TO CARRY 3 TON 10 CWT 65 BUILT

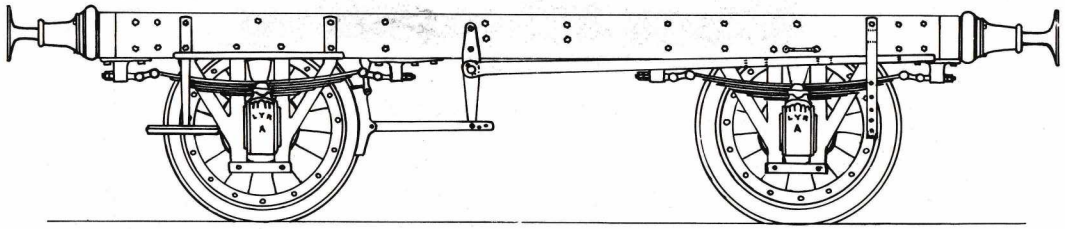
0 1 2 3 4 5 6 7 8 9 10

Diagram No.	*Date*	*Order No.*	*Qty.*	*Drawing*	*Cost*	*Notes*
—	1870	—	1	—	143. 0. 0	Miles Platting L.Y.R.
—	1871	—	8	—	143. 0. 0	"
—	1872	—	1	—	143. 0. 0	"
—	1875	—	20	—	231. 0. 0	Built by Midland Wagon Co.
—	1876	—	9	—	200. 0. 0	Miles Platting L.Y.R.
108	1879	B2	25	457	170.18.0	Newton Heath L.Y.R.
108	1880	Y2	12	457	196.16.6	"
108	1883	03	6	457	182.12.11	"
108	1885	G5	20	457	182.14.11	"
108	1888	L6	2	457	182. 5. 7	"
109	1892	K8	25	2662	193.13.0	
109	1892	T8	2	2662	172.17.6	"
109	1894	P9	10	2662	195. 2. 6	"
109	1895	H10	10	2662	193. 4. 1	"

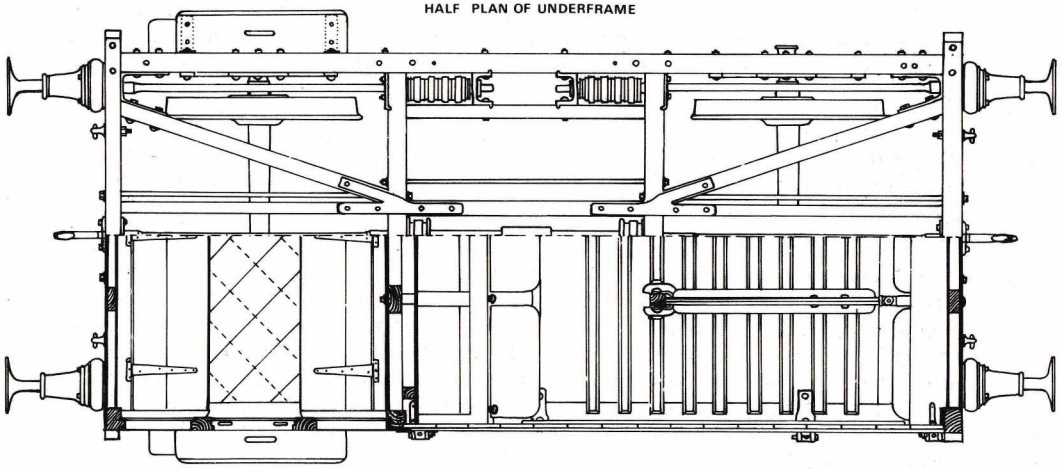
No further horse boxes were built until an enlarged version of diag. 109 was ordered in 1902 of which a total of 73 were eventually built. Three ex-W.L.R. horseboxes were absorbed into diag. 109 in 1897.

The official drawings do not show any steps on either end giving access to the roof. Examination of all known photographs show plain ends and so there is some mystery as to how staff could get to the oil lamp on the roof, without using another adjacent vehicle everytime. It is possible that the 'standard' three footsteps and curved hand-rail was fitted to the other end to the ones visible in the photographs but as no proof exists I have not shown them on the drawing. Later types of horseboxes tended to have the steps at the opposite end to the compartment.

It has been stated in the past that horseboxes were painted in the two colour livery as carriage stock but I have been unable to find any proof of this. The two colours would be separated by a thin orange line and the photographs are clear enough to show no such line on L. & Y. horseboxes.



HALF PLAN OF UNDERFRAME



HALF SECTIONAL PLAN OF BODY

Horse boxes were numbered separately from other carriage stock and it is acceptable to place the earlier pre-1879 (Newton Heath) in the lowest number series of their numbers. Thus numbers below 40 would be the old stock that we know was on the duplicate list in 1895. The following 65 numbers (40—105) would be allotted to diag. 108 vehicles as they were built and the only one we have actual record of is 98. The next design which was built in 1892 is known to have included number 117 in its series and the series would have continued in order until the original Miles Platting horse boxes were eventually withdrawn. After that event, their numbers would be allotted to new vehicles and the numbers would continue 'out of series order' after that.

L.M.S. numbers are known for vehicles 48—53, other numbers have not been traced. 48 became 5810, and the numbers ran consecutively through to 5815.

The Duplicate List

BERNARD FIELDING LL.B.

(a) General Principle

Perhaps it is because I am not an accountant that I have never really understood why certain engines got on the duplicate list, how so many classes of L. & Y. engines were numbered partly in a consecutive "High" number sequence, and partly in a "rag-bag" of "low" numbers, which has been used previously.

One of the basic principles of railway accountancy, apparently is that the cost of engines replacing those "worn out" is charged to *Revenue Account*, whilst the cost of engines which increases the total number of engineering stock, is charged to *Capital Account.*

The locomotive Committee met twice a year, to decide which engines should be scrapped during the next six months. Their numbers were then allocated to new engines under construction. If the number of the engine condemned was less than the number of new engines being built, then of course some (high) numbers, not previously used, had to be used as well.

This system worked well enough, provided condemned engines were scrapped immediately, but it led to confusion if such was not the case. In practice many old engines "replaced" in this way were good for several more years work, and if traffic was such that their services could not be dispensed with, then it became necessary to differentiate between the two engines. This was normally done by adding a prefix "0" or a suffix "A" to the condemned engine's number, and it was then placed on a 'duplicate List', together with a note of the mileage still to be run, and the type of work permitted to it.

This simplified the keeping of the "Locomotive Register." This was a large hand-written Register, with details of all original engines recorded on the left hand pages, (number, maker, wheels, cylinders etc).

When an engine was scrapped, these details were neatly ruled out in red ink (but leaving them still legible), and similar details of the replacement engines were recorded on the right hand page against the corresponding engine number. When an engine was placed on the duplicate list, its details remained where they were, with entries for the replacement on the opposite page. With new engines constantly being added, the locomotive register remained in use for many years.

In a few instances engines sometimes took on a new lease of life after being placed on the Duplicate List. I have heard of a Midland Kirtley 2—4—0 which ran for another 60 years; similarly the three L.S.W.R. Beattie 2—4—0T well tanks were running on B.R. 60 years after being placed on the Duplicate List.

(b) How it is applied to the L.Y.R.

Marshall (Vol. 3) states that many old L. & Y. Locomotive Lists do not give withdrawal dates, but that a considerable number of engines were placed on the Duplicate List. No duplicate list has survived, and as it is necessary to know both (a) withdrawal date and (b) the replacement date, to establish whether an engine was on the duplicate list, the information in the Appendices must only be a small part of the full story. However, in researching such an obscure subject as this, I feel that "half-a-loaf is better than none".

Although some authors quote certain L. Y. engines on the duplicate list with the suffix "A" after the number, I have never seen a photograph of an engine with such a number.

According to the "Aspinall Era", when Horwich Works commenced building engines in 1889 the directors limited the number of new engines to be charged to Capital Account to 15 per annum, any excess to be treated as renewals. This, no doubt, is why the L. & Y. numbering system is so untidy.

(i) EARLY ENGINES

Marshall (Vol. 3) states that on 17th March 1875 there was a wholesale condemnation of old engines, 14 of which were on the duplicate list. These are thought to be:—

Ex-M. & L.R. Bury Type	On duplicate list
195	2/73—3/75
184	12/74—3/75
191	1/73—3/75
193	12/74—3/75
Ex-M. & L. R. Fairburn type	
162	12/68—3/75
198	12/74—3/75
210	2/72—3/75
199	2/73—3/75
201	11/71—3/75
Jenkins 2—2—2	
106	3/73—3/75
40	12/72—3/75
44	2/73—3/75
48	2/75—3/75
58	3/73—3/75

(ii) Ex-E.L.R.

640 Fireking 2—4—0 — 9/82—C/85-6 Departmental Eng.

(iii) YATES ENGINES

4-ft 0—6—0ST

502 — 5/93—4/94

2—4—0WT

637 Sunbeam — 5/86—11/89

(iv) Ex-E. & W. JUNCTION ENGINES

2–4–0T

517–519 12/85– (?)

518 (returned to Capital Stock in 1910, when the replacing 0–4–4T 518 was scrapped)

(v) BARTON WRIGHT ENGINES

After the 1914–18 War it became L & Y policy to phase-out the remaining Barton Wright engines as soon as possible, and they received only the minimum of repairs and repainting. By 1922 the following were on the Duplicate List:

0–6–0

The entire 1887 batch (928–977)

0–6–0ST

18 engines including the five Horwich Works shunters, (11304/5/24/68/94).

4'-6" 0–6–2T

145, 146 (the two survivors).

(vi) ASPINALL ENGINES

By 1922 even the following Aspinall engines were on the Duplicate List:

6 ft 4–4–0

The entire batch, (978–1007) apart of course from 987 scrapped in 1907 after an accident at Todmorden.

0–6–0

96 engines with 18" cylinders, 9 with 17½" cylinders, and 18 with larger saturated boiler.

Pug 0–4–0ST

916 (Vulcan F)

It would almost seem as if the formation of the L.M.S. in 1923 in fact gave a reprieve to many of these Barton Wright and Aspinall engines, as a goodly number even survived nationalisation in 1948.

One wonders which engines officially "replaced" them and why so many Aspinall 0–6–0's were ever put on the Duplicate List.

****

–From the 1869 Rule Book

180.– The doors of the carriages on the OFF SIDE are always to be LOCKED, and guards are charged, in case of any stoppages on the road, to request the passengers to keep their seats, except when necessary to alight; and also to prevent, as far as possible, any passenger alighting at a station until the train has been brought to a stand at the platform.

281.– No lurry is, under any circumstances, to be attached to the END OF THE TRAIN.

TURNTABLES FOR LOCOMOTIVES 1921

Locomotive turntables are situated as follows:–

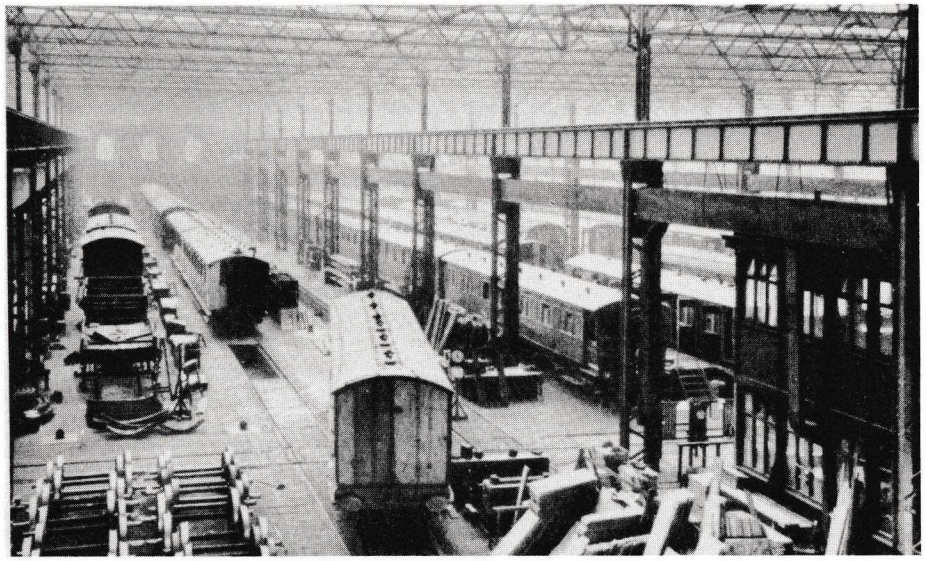
		Dia.	
AGECROFT	Loco Shed	50 ft	
ACCRINGTON	Loco Shed	55 ft.	
AINTREE	Loco Shed	50 ft	Electrically Operated
BACUP	Loco Shed	50 ft	
BANK HALL	Loco Shed (1)	50 ft	Electrically Operated
" "	Loco Shed (2)	50 ft	
BLACKBURN	Station	50 ft	
BLACKPOOL (CEN)	Bloomfield Carr. Sidings	60 ft	
BLACKPOOL (CEN)	Loco Shed	55 ft	Electrically Operated
BLACKPOOL (TALBOT RD)	Loco Shed	65 ft	
BOLTON	Loco Shed	50 ft	Electrically Operated
BRADFORD L & Y	Loco Shed	50 ft	
BRADFORD G N		50 ft	
BURY (BOLTON ST.)		50 ft	Electrically Operated
COLNE L & Y		55 ft	
FLEETWOOD	Loco Shed	50 ft	Electrically Operated
GOOLE	Loco Shed	50 ft	
HELLIFIELD	Loco Shed	50 ft	
HOLMFIRTH	Station	45 ft	
HORWICH		50 ft	
KNOTTINGLEY	Loco Shed	44 ft	
LEEDS		55 ft	
LIVERPOOL	Stn. East	50 ft	Electrically Operated
LOSTOCK HALL	Loco Shed	50 ft	
LOWER DARWEN		50 ft	Electrically Operated
LOW MOOR	Loco Shed	50 ft	
MANCHESTER VIC.	East End	55 ft	
" "	" "	50 ft	
" "	West End	50 ft	
" "	Red Bank	50 ft	Electrically Operated
" "	Newtown Sidings	50 ft	
MILES PLATTING	Collyhurst Street Sidings	50 ft	
MIRFIELD	Loco Shed	50 ft	
"	Station	42 ft	
NEWTON HEATH	Loco Shed	45 ft	Electrically Operated
" "	" " (Dean Lane)	55 ft	Electrically Operated
ORMSKIRK	Loco Shed	50 ft	
PRESTON (L & Y)	Station	50 ft	
ROCHDALE	Station	50 ft	
ROSE GROVE	Loco Shed	55 ft	
SALFORD	Hope Street	50 ft	
SOWERBY BRIDGE	Loco Shed	50 ft	
SOUTHPORT	Loco Shed	50 ft	
WAKEFIELD	Loco Shed	65 ft	
WIGAN	Loco Shed	55 ft	Electrically Operated
"	Station	50 ft	

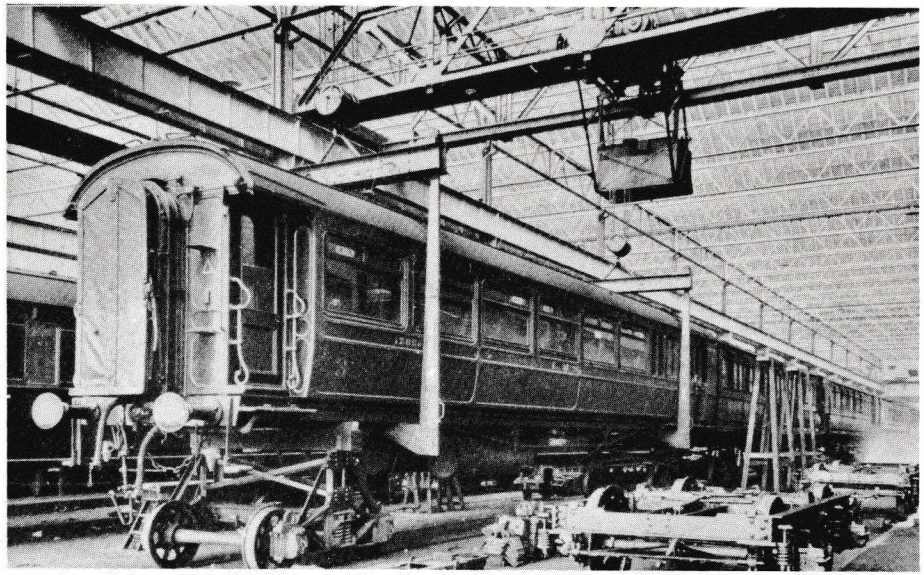
NEWTON HEATH

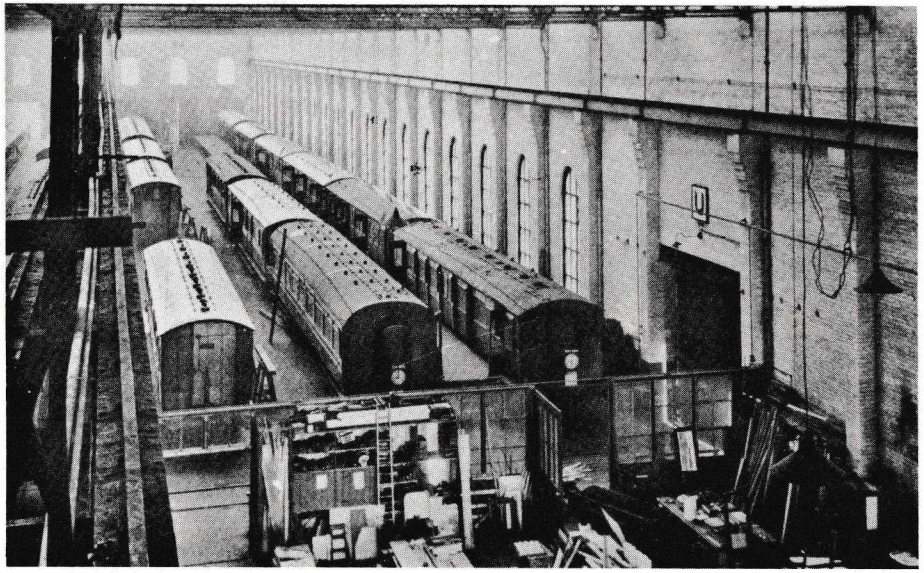
The company opened its new carriage works at Newton Heath in 1877 and the 'standard' pattern of L. & Y.R. carriage designed by Attock dates from this event. By the turn of the century, one new bogie carriage and eight new wagons were the average output of every working day in addition to maintenance of the other stock. Notable amongst the works managers was Mr H. N. Gresley (1902–5) and his wide-bearing bogies for the G.N.R. and L.N.E.R. obviously were related to the L.Y.R. type developed at that time. Until the end of the pregrouping period, the railway was one of the leaders in carriage and wagon design and production. The works were closed by the L.M.S. in 1932. The photographs show work in progress on a great variety of carriages in the early L.M.S. period and apart from the 'clock' signs (showing when stock in that section would be moved to another section for other work to be done on the conveyor belt principle) very little has changed since the L. & Y. days.

A third class saloon/brake carriage is lifted off its bogies onto temporary bogies on which it will progress down the centre road for attention to paintwork and revarnish. The bogies will go into the steaming tank (far right) for stripping before going on for repairs and repaint. There was a constant interchange of bogies on carriages which suggest that the refitting of running gear at the end of this road was not synchronised to work on the other roads on each side of it.

The body repair roads full of activity. The road on the far left was for lifting six-wheeled stock and dining cars while the adjacent road deals with general bodywork repairs. The arc roof bogie carriage in the foreground has been drawn up on capstans and is now being sent down No.7 road for finishing and priming. The selection of stock through the pillars is being painted and varnished. In the foreground are bogies from the wheel lathes in the next shop and the stack of parts next to the office was known as the panel stores.





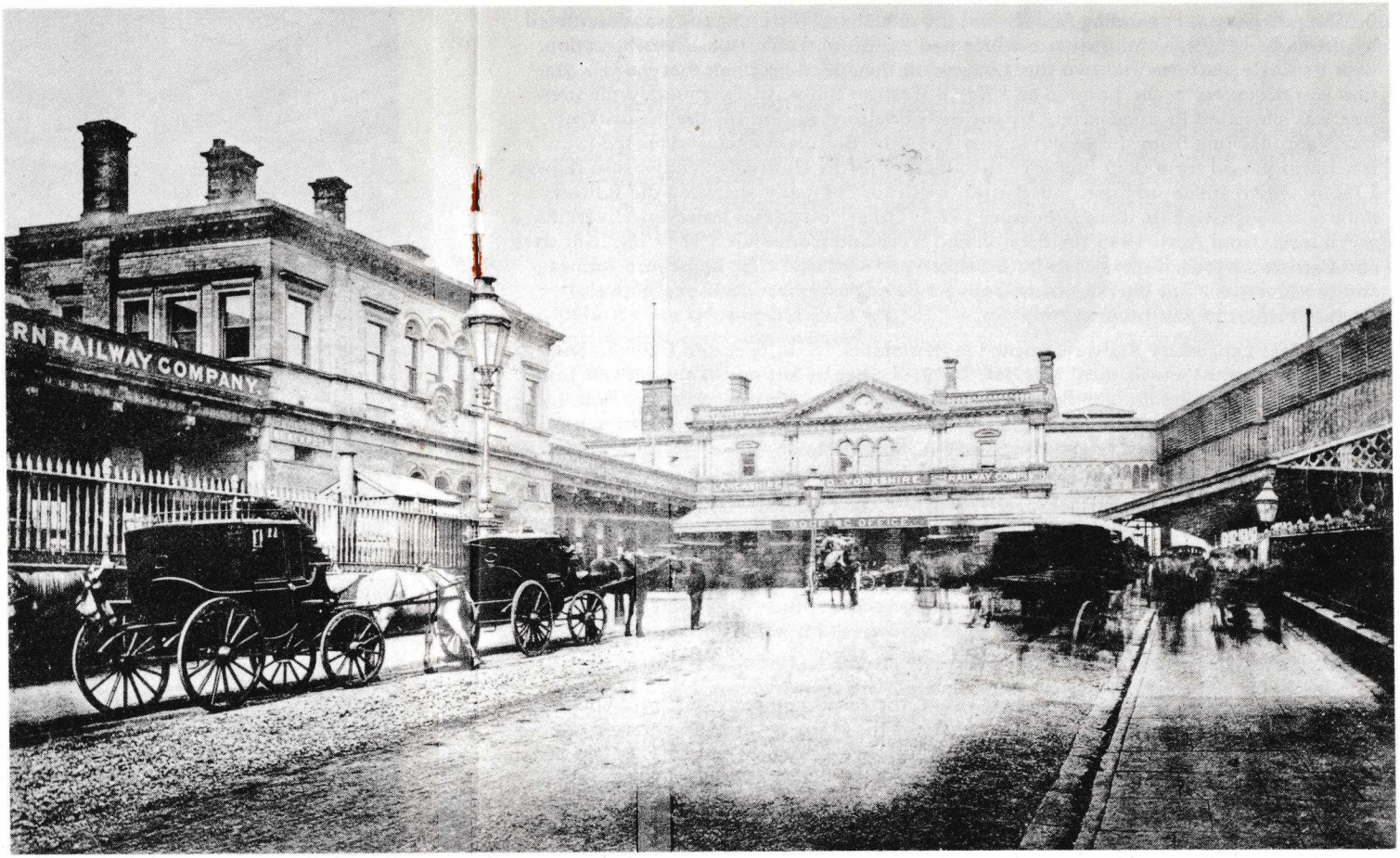


A general view of the 'stripping' roads. The stock on view covers the whole selection of styles built by the L. & Y. Corridor carriages with low and elliptical roofs occupy the centre roads while older low roof types surround them. It is interesting to note how few are lit by electricity.

Manchester Victoria Station

PART THREE

Tom Wray



THE ADMINISTRATION of the Manchester & Leeds Railway prior to 1847 was carried out at various places in Manchester, including Oldham Road station, a mansion at Hunts Bank and offices in the Clowes and Palatine Buildings, Hunts Bank. With the completion of Victoria station it was natural to concentrate the headquarters of the railway company at Hunts Bank but before this was accomplished it was decided to arch over the river Irk and resite Walkers Croft above it. The Manchester Guardian wholeheartedly supported the work as a public service in excluding the river's offensive stench which, particularly in the summer months, was exceedingly offensive.

The river Irk at this period was, to quote Frederick Engels writing in 1844, "a narrow coal-black, foul smelling stream full of debris and refuse. . . . . In dry weather, a long string of the most disgusting, blackish-green slime pools are left . . . . . from the depths of which bubbles of miasmatic gas constantly arise and give forth a stench unendurable even on the (Ducie) bridge forty or fifty feet above the surface of the stream. . . . . (There are on the banks) heaps of debris, refuse and offal; standing pools for gutters, and a stench which alone would make it impossible for a human being in any degree civilized to live in such a district. The newly built extension of the Leeds railway, which crosses the Irk here, has swept away some of these courts and lanes."

It has been noted previously that the river Irk had been arched over for a distance of some thirty yards to accommodate the Hunts Bank approach.(1) The Leeds company planned to cover a further ninety yards of the river for which negotiations had been completed with the Chethams Hospital and the Grammar school who owned the land on the southern bank. They had stipulated that the bed of the river be thoroughly cleansed out before it was covered. Work on the culverting was in progress in July 1845 and the construction of a block of offices, in the angle between Hunts Bank approach and the new Walkers Croft, was started shortly afterwards. When this building was actually completed has not been established, however when the half-yearly meeting of the company was held in March 1847 there was a display of a presentation to the company chairman, Henry Houldsworth, in the boardroom of the new offices. It was at this meeting that the directors suggested that the future title of the company be 'The Lancashire and Yorkshire Railway Company'.

The railway was expanding rapidly and the nucleus of the company was completed by the early 1850's, a circumstance which had a profound effect on Victoria station with its single platform and two short bays with the added problem that half the station was occupied by the London and North Western Railway. Fortunately the pressure was alleviated to some extent by the use of Salford station for the majority of trains approaching from the west. In July 1844 the Bolton company reported that few trains passed from their line over the junction to the Hunts Bank extension railway, a factor which apparently continued after the Leeds company absorbed the Bolton railway in August 1846, until December 1851. Other companies however sent trains to Victoria, from April 1846 the Preston and Wyre and from March 1847 the Lancaster and Carlisle advertised services to both Salford and Victoria. The Blackburn Railway and the Liverpool and Bury Railway from June and November 1848 respectively operated trains to Salford only.

The East Lancashire Railway, opened in September 1846, operated trains to and from Salford and Victoria until May 1st, 1849 (2) when as a result of the Clifton Junction dispute the company announced that all trains would arrive and depart from Salford. By September 1850 all L.Y.R. trains from the western division used Salford as well. As a consequence of the continuing dispute between the L.Y.R. and the E.L.R. over the future of the Salford to Clifton railway the terminus was the subject of a division agreement in August 1851. By the end of the year further negotiations were concluded with the result that as from January 1st, 1852, all L.Y.R. services were transferred to Victoria station giving the E.L.R. sole use of Salford station.

To the east of Manchester the expanding traffic came from the newly opened branch railways, Oldham in 1842 and 1847, Stalybridge in 1847, Bury and Ardwick in 1848 and further developments in Yorkshire together with the London and North Western line from Stalybridge to Huddersfield and Leeds in 1849.

To accommodate the anticipated expansion the Leeds company, in 1846, obtained an Act of Parliament authorizing the purchase of the Walkers Croft Cemetery from the Churchwardens of Manchester for £9,874, this in addition to the £3,125 paid in 1842 for part of the cemetery required when the Hunts Bank extension was planned. The cemetery had been opened in 1815 and even in November 1847 interments were taking place. Passengers to and from the station were, we are told, subject to pestilential vapours coming from graves containing fifty to sixty coffins often covered with "a few boards to await the next coffin" and then covered with a minimum of earth. A decision taken in 1847 by the L.Y.R. to suspend work on new lines due to the economic situation delayed, until 1855 when the Parliamentary powers were about to expire, a start on the extension. By March 1855 work was in progress on a new bridge over the river Irk and a second bridge under Cheetham Hill Road and by May part of the cemetery had been cleared, that however appears to have been the extent to which the company were prepared to go. At the same time a passenger traffic department and a parcel delivery depot was established on the eastern side of Ducie Bridge where stables were erected to accommodate the horses.

In conjunction with the alterations planned at Ducie Bridge, Manchester Town Council, in January 1846, received a report suggesting the extension of Todd Street to Victoria station and a new road to regain Cheetham Hill Road by the railway bridge. The Leeds company engineer in communication with the council pointed out that the company had plans to extend the station and that the proposed road would prevent

them from doing so. In view of this the council revised their plans and proposed the extension of the new Corporation Street to Ducie Bridge involving the demolition of some property and a viaduct over the river Irk.

Between the original and new arches carrying Cheetham Hill Road over the railway the L.Y.R. in December 1855 opened a new entrance to the station as a result of demands from the inhabitants of the Cheetham district who previously had the choice of two circuitous routes to the station. From the entrance a wooden staircase descended to within a few yards of the platform and to prevent it becoming a public thoroughfare it was only open between 8.00 a.m. and 8.00 p.m.

A new platform was brought into use at the east end of the station sometime at the end of 1857 (3). It has been difficult to establish the extent of the work but a letter published in December 1857 to the L.Y.R. directors stated that the want of a shed over the new platform was essential.

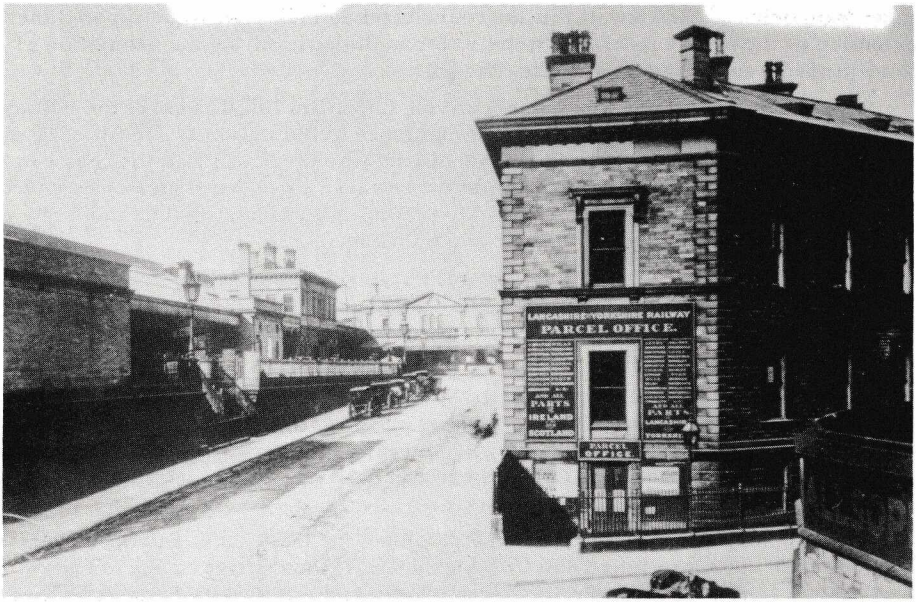
Between 1849 and 1858 alterations to the track layout at the east end of the station were made when the two dead end sidings on the north side were connected to the main line beneath the over line bridge. Also at an as yet undiscovered date a turntable was installed on the north side of the line between the bridge and that over the river Irk.

In conjunction with the Manchester City Council the L.Y.R. built and opened a wholesale fish market in June 1856 fronting on Great Ducie Street on the low level between the station and New Bridge Street. One of the sidings outside the train shed on the north side was utilized to allow fish wagons to reach the covered market which had an area of about 2,000 square yards. The market was leased to the Markets Committee for a period of twenty-one years at a rental of £200 per annum.

In August 1858 the Manchester Improvement Committee reported than an agreement had been reached with the L.Y.R. to improve the access to Victoria from Long Millgate with the erection of a footbridge over the river Irk but owing to one of the owners of adjacent property retaining the power to call for the removal of any such bridge upon notice the plan was postponed much to the chagrin of pedestrians who suffered the poor condition of the passage aggravated by the offensive small coming from the river.

Pressure on the L.Y.R. to enlarge Victoria came from both inside and outside the company with shareholders complaining about the confusion and lack of facilities and from the L.N.W.R. who promoted a bill to extend the station in 1858. In November 1860 the L.Y.R. gave notice of an application to Parliament for powers to build a new railway from Salford station to Victoria and to extend that station. Opposition came mainly from two quarters, firstly the L.N.W.R. who, whilst accepting the need for improving the station felt that the complete renewal of the station was the only acceptable solution to the problem, secondly from Salford Town Council, who in a thinly veiled threat of blackmail accepted £25,000 from the L.Y.R. to be used on improvements in the town as the price of withdrawing their opposition. One of the improvements was the extension of Chapel Street and the construction of a new bridge over the river Irwell to Victoria Street opposite the Palatine Hotel and near the foot of the station approach and completed in August 1864.

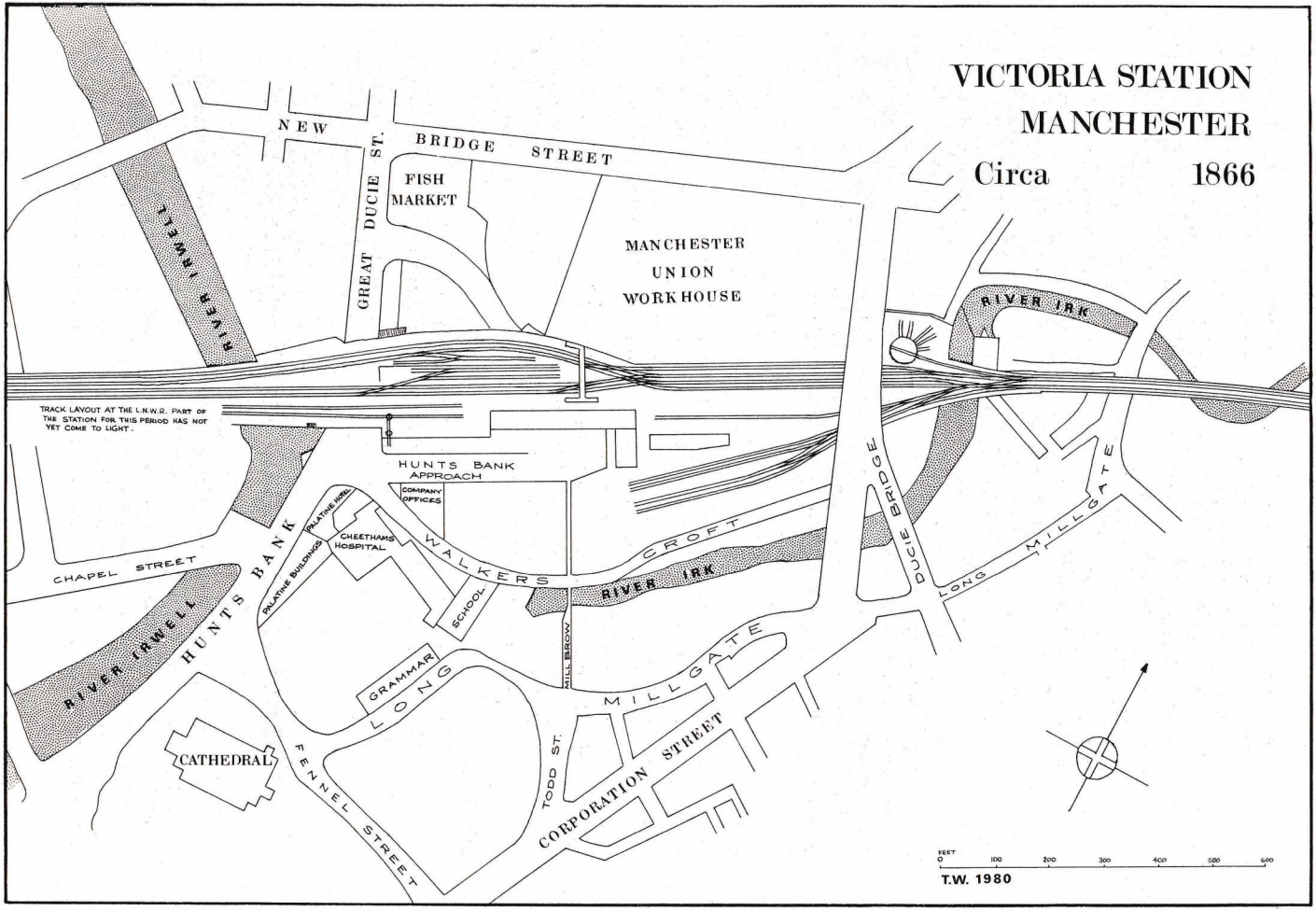
The contract for the new railway was advertised in June 1863 and work was in active progress by February 1864. On August 1st, 1865 the new railway and station



extensions were opened. The work had included a double track brick viaduct extending from the former terminus in New Bailey Street and adjacent to the L.N.W.R. viaduct. New bridges were erected over the river Irwell and Great Ducie Street with the new line passing the outside of the train shed at the L.N.W.R. end of Victoria station and through an opening made in the north wall into the L.Y.R. half of the station. The workhouse retaining wall was raised about twelve feet, the station roof being raised correspondingly. A new platform, about 670 feet long, was erected on the north side of the new line between the river bridge and the workhouse, access to which was by a staircase from Great Ducie Street and a carriage approach from the same street. The extension required the removal of the wholesale fish market to a new location at the corner of Great Ducie Street and New Bridge Street.

The original 1844 platform was widened by the removal of the former platform road and a new track curved sharply across the L.N.W.R. through lines to gain the new extension. Between the old and new platforms the L.Y.R. erected a footbridge opposite the original station building.(4) At the same time the L.N.W.R. extended their platform as far as the west side of the river Irwell and built an additional bay by widening the south face of the Irwell bridge, the work included a staircase rising from Great Ducie Street.

At the east end of the station the L.Y.R. erected a new iron bridge supported by columns to replace the two bridges carrying Cheetham Hill Road over the railway. By erecting a retaining wall between the old cemetery and Walkers Croft it was possible to build a suburban station on the site. Four platform faces, about 450 feet long, were brought into use and on one platform was erected a block of waiting rooms and other


VICTORIA STATION
MANCHESTER
Circa 1866
NEW BRIDGE STREET
GREAT DUCIE ST.
FISH MARKET
MANCHESTER UNION WORKHOUSE
RIVER IRWELL
RIVER IRK
TRACK LAYOUT AT THE L.N.W.R. PART OF THE STATION FOR THIS PERIOD HAS NOT YET COME TO LIGHT.
HUNTS BANK APPROACH
COMPANY OFFICES
PALATINE HOTEL
PALATINE BUILDINGS
CHEETHAMS HOSPITAL
WALKERS CROFT
SCHOOL
CHAPEL STREET
HUNTS BANK
RIVER IRWELL
RIVER IRK
DUCIE BRIDGE
LONG MILLGATE
MILL BROW
GRAMMAR
LONG MILLGATE
CATHEDRAL
FENNEL STREET
TODD ST.
CORPORATION STREET
FEET
0 100 200 300 400 500 600
T.W. 1980

conveniences, 168 feet long and 30 feet wide. The whole of this part of the station between Walkers Croft and the Workhouse was covered by a roof of three spans. A new block of station and booking offices, of two storeys and a frontage of seventy feet, was erected at right angles and adjacent to the east end of the 1844 buildings; it is probable that an additional storey was added to the central section of this latter building at the same time.

In spite of the fact that the new works more than doubled the size of the station it was soon obvious that more extensions would have to be undertaken for in the early 1870's plans were being formulated for new railways, in particular to Oldham, via Hollinwood, and Prestwich. Working the station was difficult and inherent design faults produced delays and accidents. It was as a result of one such accident that, in a report to the Board of Trade, an inspector stated that "a one-sided station, which necessarily converts a double line into a single line, at a place where trains meet from various directions, must always be dangerous. It is to be hoped that the L.N.W.R. and L.Y.R. companies will take the first opportunity to improve Victoria station, Manchester. The station, as now divided and apportioned between the two companies, is bad and dangerous. If rearranged and worked as a joint station, it could be very much improved." As is well known the station remained divided by the L.N.W.R. line from Exchange station until the closure of that station in 1969.

NOTES:

1. *Platform Four, p.16.*
2. *Though Marshall, Vol.1, p.116, states that E.L.R. trains terminated at Salford from February, newspaper advertisements were published in May.*
3. *Marshall, Vol.2, p.59, gives the date of opening as 'the end of 1855' and called Ducie Bridge station, the present writer has not been able to substantiate either statement.*
4. *Marshall, Vol.2, p.52, states that the 'L.Y.R. fitted a couple of additional platforms' between the workhouse and the existing station but a station plan of 1866 shows differently and has been used in compiling the map accompanying this article.*

SOURCES:

"The Conditions of the Working Class in England." F. Engels 1892.
"The Lancashire and Yorkshire Railway." J. Marshall 1969-1972, 3 vols.
"Manchester Guardian," 1845-1872.

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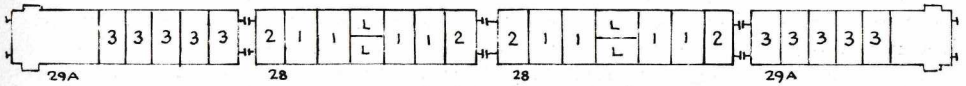
Yorkshire Branch Sets—conclusion

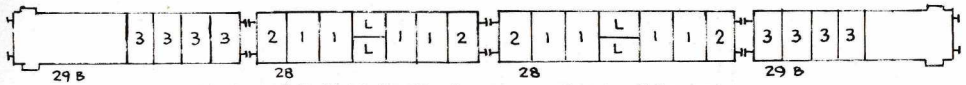
When the last 'Platform' was being prepared for the printer, I overlooked a second set of carriage diagrams that were to go with Mr. Hodgson's article on the Yorkshire branch sets. The diagrams shown on page 21 of the last issue are the first four lots of sets as tabulated on the opposite page. Therefore, the 2 sets allocated to Low Moor were of the type shown at the top of the layouts on p.21. The following 3 types of sets (Mirfield, Leeds & Mirfield) are of the types in the same order as drawn.

No. 643 on a typical branch set as detailed in this article. *Photo by the late G. W. Smith.*

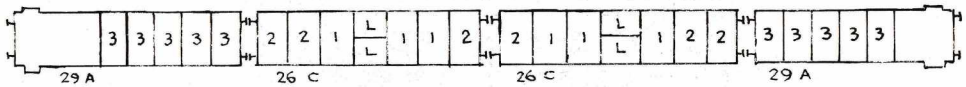
The other 4 types of sets are shown below and are the layouts of the latter Low Moor, Mirfield, Loow Moor & Wakefield sets in the table in the article. My apologies to Mr. Hodgson for the omission and confusion caused. (Editor)



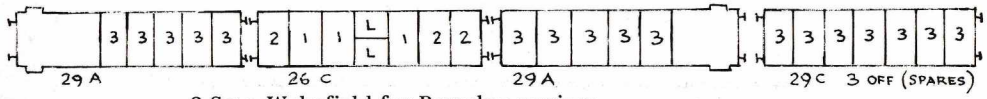
5 Sets Low Moor for Manchester services



10 Sets Mirfield for Penistone services and branches



7 Sets Low Moor for Manchester services



2 Sets Wakefield for Barnsley services

Cattle Traffic

J. B. HODGSON

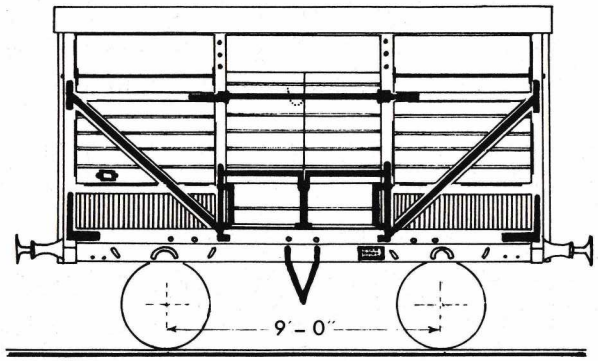
IRISH CATTLE TRAFFIC into England really started about 1830. As far as the L. & Y. was concerned there were three main entry points for this traffic; Fleetwood, Preston (both of which catered for low numbers) and Liverpool, where most came in.

The L. & Y. catered mainly for the Manchester & Wakefield markets with secondary traffic from these to individual stations. Most of the traffic was in young beasts intended for slaughter. With the growth of population, the need for more and more meat meant the growth of this traffic and in the eighties and nineties it had reached very large proportions—so much so that the L. & Y. built their own cattle depot in the Salford area, called Windsor Bridge, which included a large slaughterhouse.

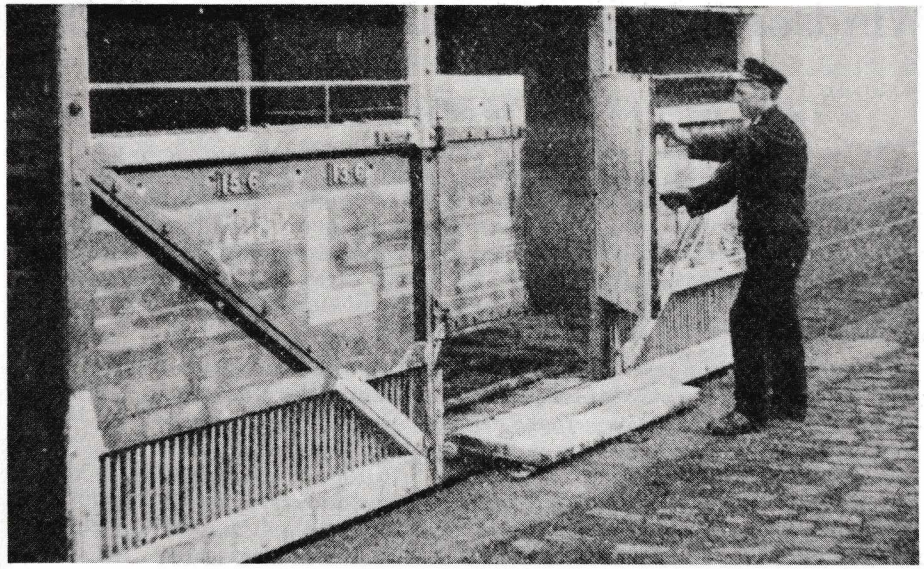
However, the traffic was affected by a particularly nasty outbreak of 'Foot and Mouth' which was traced right back to Ireland. After this, new regulations were introduced which meant that all Irish cattle had to spend a minimum of 5 days in 'pounds' on the Irish side with two veterinary examinations in the 96 hours prior to shipment and a further examination before being landed.

This had two effects. The traffic was restricted in numbers and the railways often had to run 'specials' in order to get the stock to the Manchester and Wakefield markets. This restriction caused the Irish to make new demands upon the railway. Stock was slaughtered in Ireland and instead of live animals, the railways were called upon to handle 'carcases' or 'sides'. This meant that meat vans rather than cattle wagons were now needed and to cater for this, ordinary vans of Diag.3 were converted, until special meat vans were designed and built, later to be added to by true ice-carrying refrigerator vans.

'Meat on the Hoof' continued to come in through Liverpool but was often intended for other markets. The L. & Y. ran cattle trains to York, Normanton or Doncaster for despatch to other fairs and markets. Much of this traffic was accompanied by the owner or his 'man' who was charged third class fare and travelled on a 'Drovers Ticket' in the guard's van. These people were not popular with the guards. They generally had nothing with them and lived on the guards' tea and food!



DIAG. 17 TO CARRY 10 TONS



Traffic for York market generally travelled all the way in L. & Y. vans but traffic for the south via the Great Northern (Doncaster) or Midland (Normanton) were generally transhipped at those places, for watering purposes and the L. & Y. cattle trucks' release.

As opposed to the 'Irish' traffic there was the 'ordinary English' traffic which as far as the L. & Y. was concerned originated from two points—York (both Scotch & N.E. animals), and Preston (Scotch). These animals were of both kinds, stock and slaughtered and in the 80's and 90's were not numerically as large as the Irish traffic. They were however spread much wider in their destination pattern. This kind of traffic was generally dealt with by normal goods trains rather than specials.

The third kind of cattle traffic was the 'show' or pedigree stock. These usually travelled in the 'Special Cattle Trucks' which were classed as passenger stock and included a passenger compartment for the drover. These vehicles might be included in 'Horsebox Specials' or were attached to passenger trains and were much more rigidly organised by the 'Control'.

Regulations affecting Cattle Traffic were very full and caused local staff quite a headache where there was little or no regular traffic. The instructions contained within the 'Appendix to the Working Timetable' ran to more than six pages detailing the cleaning, washing and whitewashing of the interiors of the cattle vans after every trip, water stops for the beasts and the length of time they could be contained within the vans etc.

Windsor Bridge: Tuesday: 'Special' Day

by

NOEL G. COATES

IN AUGUST 1915 the L & Y brought out a handbook to control and regulate the supply of goods rolling stock, break vans and the workings of all goods trains on the system (but excluding foreign goods trains exercising running powers over part of the L & Y). The local workings covered by the different control sub-offices and the composition of the four areas under the main Manchester office were included as were maximum loading of freight trains, the classification of engines and, for good measure, what to do in the event of an accident and who to call out.

Each goods train, however near or far its destination, was given an individual reporting number and the four classes of train were each allocated a block of numbers. Right Away goods was Class R, they were the most important on the system and were allowed to take precedence and run in front of stopping passenger trains. They carried 2A headlamps and had reporting numbers from 1 to 400. Special express merchandise was Class A with Number 5 headlamps and reporting numbers from 401 to 1200. Class B Express merchandise had Number 6 headlamps and the numbers 1201 to 2000. Finally there was Class M or Fast merchandise and Miscellaneous merchandise with Number 8 and 9 headlamps respectively and the reporting numbers 2001 to 4000. In the handbook yards despatching freights were listed alphabetically with train times generally chronologically from midnight.

After digestion of the relevant information it became obvious that the L & Y didn't run 4000 freights per day and it was necessary to count up to see how many they did run. The result was:—

Class R	112
Class A	249
Class B	247
Class M	827

which, with the 82 spare numbers allocated gave 1517 individual trains. However, even this wasn't a true picture of the number of freights operated in one day for the Control Arrangements book detailed seasonal trains and it was possible to work out the trains operating on only one or two days per week. By also pairing those trains which operated at slightly different times or to slightly different destinations on different days a more accurate picture of the freights was built. The results this time were:—

Class R	106
Class A	129
Class B	142
Class M	529
Total	906 per weekday.

In addition there were 163 trains operated on a once-a-week basis and 95 extra freights working during the summer season only of which 21 were daily, the rest once a week.

NUMBER AND CLASS OF TRAIN				TITLE OF TRAIN
R.	A.	B.	M.	
				AINTREE SORTING SIDINGS—*continued*
...	416	...	...	3.15 a.m. Aintree Sorting Sidings to Ashton Moss (S O)
...	417	...	...	3.45 a.m. Aintree Sorting Sidings to Rochdale (M Su)
...	418	...	...	... ...
...	...	...	2012	4.30 a.m. Aintree Sorting Sidings to Blackburn (M Su)
...	...	1216	...	6.30 a.m. Aintree Sorting Sidings to Wigan (M Su)
...	...	...	2013	7.15 a.m. Aintree Sorting Sidings to Bryn Hall (S Su)
...	...	...	2014	9.00 a.m. Aintree Sorting Sidings to Skelmersdale (Su)
...	...	...	2015	12.05 p.m. Aintree Sorting Sidings to Marsh Lane (Su)
...	...	...	2016	6.55 a.m. Aintree Sorting Sidings to North Docks (M Su)
5		...	...	4.55 p.m. Aintree Sorting Sidings to Wakefield (S Su)
...	419	...	...	6.15 p.m. Aintree Sorting Sidings to Wigan (S Su)
	420	...	...	7.30 p.m. Aintree Sorting Sidings to Leeds (Su O)
6	...	...	...	7.45 p.m. Aintree Sorting Sidings to Healey Mills (Su)
...	421	...	...	
...	422	...	...	9.45 p.m. Aintree Sorting Sidings to Oldham Road (S Su)
...	...	1217	...	10.40 p.m. Aintree Sorting Sidings to Hollinwood (S O)
7	...	...	...	10.40 p.m. Aintree Sorting Sidings to Wakefield (S Su)
8	...	...	...	10.55 p.m. Aintree Sorting Sidings to Leeds (via E.L.) (to Low Moor) (S Su)
...	423	...	...	11.10 p.m. Aintree Sorting Sidings to Wakefield (S O)
...	...	...	2017	11.25 p.m. Aintree Sorting Sidings to Fazakerley Junction (S Su)
9	...	...	...	11.50 p.m. Aintree Sorting Sidings to Royton (S Su)
...	...	1218	...	11.50 p.m. Aintree Sorting Sidings to Bacup (S O)
				ALTCAR
...	...	1227	...	2.30 p.m. Altcar to Meols Cop (M O)
...	...	...	2026	4.15 p.m. Altcar to Southport (Su)
				AMBERSWOOD
...	...	...	2030	5.00 p.m. Amberswood to Westhoughton (S Su)
				APPLEY BRIDGE
...	...	...	2035	1.25 p.m. Appley Bridge to Westhoughton (S Su)
...	...	...	2036	6.45 p.m. Appley Bridge to Wigan (S Su)

But why Windsor Bridge and why Tuesday? Quite simply it was cattle special day when, in addition to Salford's normal daily complement of three Class R, one Class A, one Class B and six Class M, ten Cattle Specials (all Class A) set off for various far-flung portions of Lancashire. Oh, to have been there!

FOOTNOTE

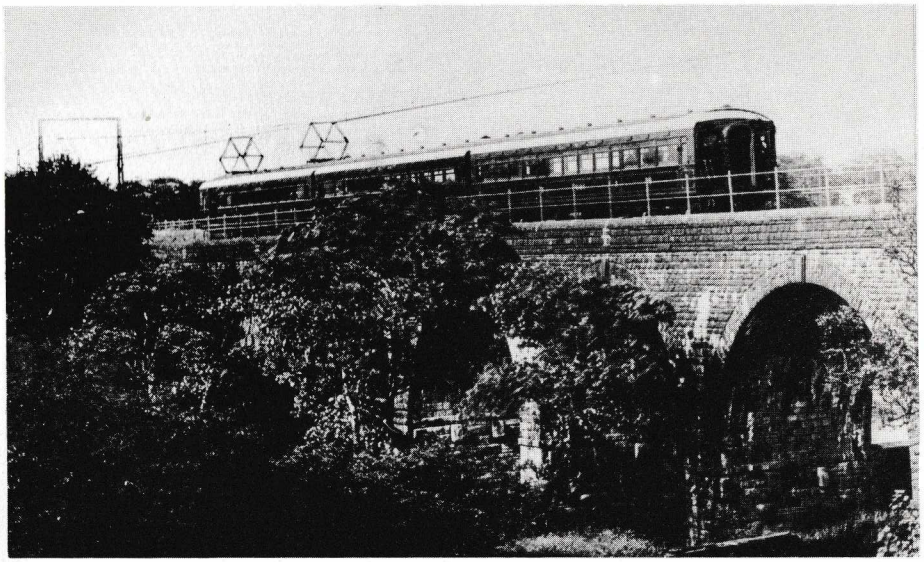
There is but one comment and that is that the system was brought out during wartime which might account for the 82 allocated but unfilled reporting numbers as trains discontinued 'for the duration'. Alternatively they could be just spare timetable paths.

ADDENDA

For the record the ten cattle specials were:–

1.30 to Bolton; 2.00 to Mumps; 2.32 to Burnley; 2.50 to Bury; 2.55 to Halifax; 3.10 to Sowerby Bridge; 3.30 to Blackburn; 5.00 to Burnley; 5.05 to Southport and the 5.43 to Rochdale, (all p.m. times).

The photograph reproduced above is taken from a small sepia tone print in the collection of Tom Wray who is unsure of its source. It is thought to be a print by W. H. Whitworth though this is very uncertain. The view is early enough to show the original 'narrow' chimney carried by the railmotors and is most probably pre-Great War. Many details are shown well in this unusual angle including the straight-sided bunker built onto the carriage end matching the loco contour and livery. The assortment of spanners on the ground suggests that the valve gear may have been receiving some attention. In 1906, when the unit was built, Walschaerts outside valve gear was something new to railways in general and the L. & Y.R. in particular.



BURY–HOLCOMBE BROOK

Extract from 'Electricity in Transport' by H. H. Andrews, M.I.Loco E. Published by the English Electric Co. Ltd., London 1951.
Reproduced by courtesy of the English Electric–A.E.I. Traction Division of G.E.C. Traction Ltd.

FOLLOWING the successful conversion of the Liverpool-Southport line to electric traction, the Lancashire and Yorkshire Railways had in mind the development of electrification in the Manchester area. Before determining the system to be employed, an experiment was put in hand to decide what was the highest practicable d.c. voltage of operation. In consultation with Dick, Kerr & Company Limited the railway decided to electrify a five-mile section from Bury to Holcombe Brook at 3,600 volts.

The stock consisted of two motor coaches and two trailers. Each motor coach was fitted with four 250-h.p. nose-suspended motors, connected permanently in pairs in parallel.

Each unit of motor coach and trailer was provided with a driving position at either end, the master controller of which operated control gear, consisting of electro-magnetic contactors with five series and three parallel notches. Control current was supplied at 120 volts from a small rotary transformer.

Power came from a substation at the Holcombe Brook end, using a Dick, Kerr motor generator giving 4,000 volts d.c. to the overhead line.

The line went into service in 1912 and proved very successful, but for reasons of standardisation was later absorbed into the 1,200-volt electrification of the Manchester-Bury line.

This experiment showed the practicability of operation at high d.c. voltages, and it was the first application in the world of traction equipment at what has since become a standard voltage for main line electrification.

Corrected Times.] No. 411

Lancashire and Yorkshire Railway.

CHEAP RETURN TICKETS

TO

SOUTHPORT

Commencing May 16th, 1891, and Every Saturday until further notice,

RETURN TICKETS,

Available for 10 Days

WILL BE ISSUED AS UNDER:—

FROM	Times of Starting.			Fares for the Double Journey.	
				FIRST CLASS.	THIRD CLASS.
	a.m.	a.m.	p.m.		
Cornholme	8 12	9 57	3 27	8/0	5/0
Portsmouth	8 16	10 1	3 31		
Holme	8 21	10 6	3 36	7/6	4/9
Towneley	8 27	10 12	3 42	6/9	4/6
Gisburn	8 40	9 57	1 38	7/9	5/0
Rimington.....	8 46	10 3	1 44	7/3	4/9
CHATBURN ...	8 52	10 9	1 50	6/9	4/6
CLITHEROE ...	8 57	10 14	1 55	6/6	4/3
Whalley.....	9 4	10 21	2 3	6/0	4/0
Langho	9 10	10 27	2 9		
Wilpshire	**9 17**	10 34	2 16	5/9	3/9
Daisy Field	**9 22**	10 39	2 21	5/0	3/3
Padiham	9 8	10 18	2 34	6/6	4/3
Simonstone	9 12	10 22	2 38	6/0	4/0
Great Harwood	9 18	10 28	2 44	5/9	3/9

The Tickets will be available for returning by ANY Train up to the Monday but one following.

Children, above 3 and under 12 years of age, Half-fares. Tickets not transferable, and only available by Trains named.

The Company will not be responsible for Luggage.

TICKETS, Bills, and all particulars may be obtained in advance at the Stations.

For information as to Excursion Trains apply to Mr. CHAS. J. NICHOLSON, Passenger Superintendent, Victoria Station, Manchester.

Manchester, May, 1891. [100-3000-17559] **J H. STAFFORD, General Manager.**

Henry Blacklock & Co., Printers, Albert Square,

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