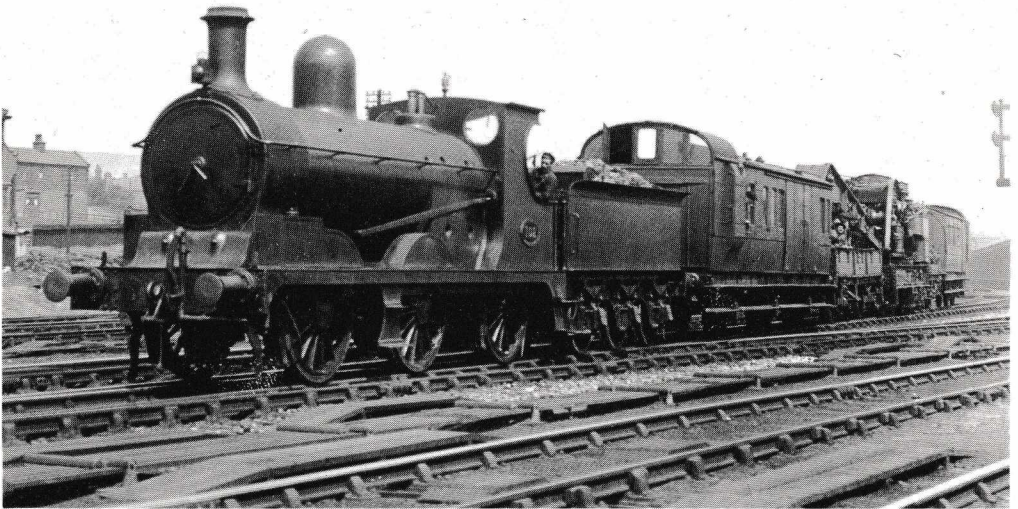


PLATFORM SIX



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

PLATFORM SIX is the sixth journal of the L. & Y. R. Society, this being the Winter 1980 edition. Back numbers are available to members from the Secretary: Mr. T. Wray, 30 Mossway, Middleton, Manchester M24 1NS.



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COVER PHOTO

*Aspinall 0-6-0 No. 102 bringing a breakdown train back home.
It has not been possible to identify positively which crane it is
though it is most likely to be from Newton Heath. (Real Photos No. W3539)*

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'THE GOLDEN AGE OF RAIL TRAVEL'

By the late R. B. O. BRINDLE
Reprinted from Newsletter No. 61.

LOOKING back down the years it is nice to remember the days when the premier form of transport was the Railways; everyone travelled by Rail; by far the greatest bulk of the Nation's freight also travelled *BY RAIL*; there was never a dull moment by the lineside in those far off days.

The Railway Stations always seemed busy, and at weekends the smallest Wayside Station came to life as the inhabitants of the nearby village 'went to market.' (Most Companies had special Cheap Fares for every event, and Market Day was one of them). Do not imagine, however, that the Country Station was only used on Market Day. Far from it—all the milk, crates of eggs, chickens, farm produce went by RAIL to the nearest Town or City; the Postman often picked up the Mails at the Station, and Commercial Travellers 'came by rail.'

A favourite holiday of mine was visiting my Uncle who resided at 'Brindle Lodge'; one arrived there by a trip on the good old L. & Y. from Preston, we left the train at a station long defunct called Hoghton, there was a special path alongside the line, and thence through the woods to the Lodge. My younger brother accompanied me on these visits, and we spent many hours beside the Railway at Brindle Village watching the L. & Y. trains hauling huge loads up the bank en route from Liverpool Docks to Yorkshire.

The motive power used the big 'Aspinall' and 'Hughes' 0-8-0s known to us as 'Coal Engines,' but whilst they came *down* the bank heavily loaded with coal (for ships' bunkers at Liverpool), the return loads were wool, timber, and general freight, the empty coal trains loaded to seventy-two (a brake at each end), and most of the heavy trains were banked up Hoghton Bank by Lostock Hall locos. They used 0-6-0 saddle tanks or 0-6-0 Aspinall tender engines, but I have seen other types pressed into service, as the traffic was very heavy during the 1914-18 war (this being the period of my story).

One day no banker was available and the big superheated 0-8-0 attempted to 'go it alone.' Alas, tragedy struck—the train broke in two, and the rear portion gaining speed shot past us at our vantage point and was derailed at some trap points near Hospital Crossing. Both lines were blocked, and a big breakdown crane came from Bank Hall complete with crew . . . how the men worked and the crane slung the waggons over the fence or anywhere to get the line clear at the earliest possible moment. (They came at weekend and loaded up the 'Demics' as they called them, on to low loading wagons, and off they went to Newton Heath for repairs or scrapping.

Immediately the lines were cleared, a continuous stream of freights passed—hour after hour they came; I even noted two L. & Y. 0-6-0 tender locos double heading an empty coal wagon train; it was very unusual to see L. & Y. trains double headed in those days. If the job was too big for an 'A' Class (0-6-0) then a big 'Hughes' 0-8-0 came on, and she needed no pilot (except a rear banker on certain very steep banks, and the L. & Y. had its fair share of these.

We used to visit Blackburn, and I always remember the L. & Y. 2-4-2 'Radial' tank speeding down Pleasington Dip; what fantastic speeds it seemed to attain to us boys; we thought them the finest and fastest trains in the world. Our acquaintance of other types and companies' locos was a further joy we had to look forward to.

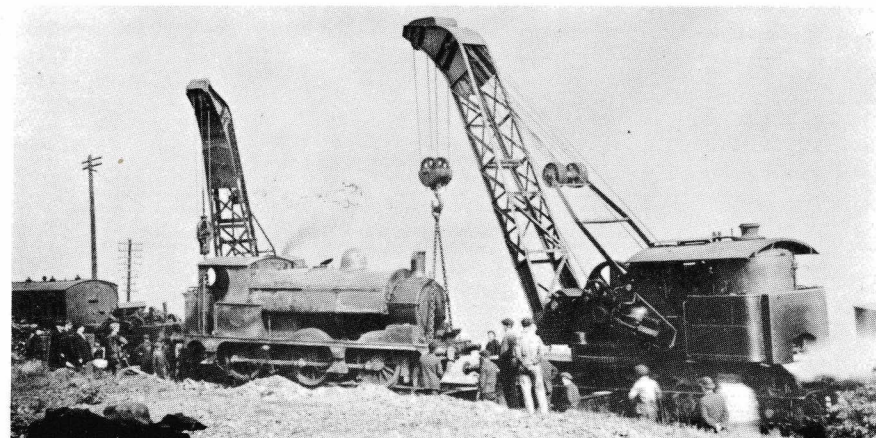
We did, however, see the Midland's *Scottish Express* at Blackburn; a Midland 4-4-0 in all its crimson splendour arrived from Manchester with about three clerestory-roofed coaches, followed by another Midland loco and similar train (which we used to see at Brindle), the two were made up into one train and left for Hellfield 'double headed'—load six or seven coaches; what a 'Toff' the Midland Guard seemed with his waxed moustache, and the drivers too seemed quite different from the L. & Y. men who often wore leather-soled *clogs*. Good old days—happy days—the smell of steam always there.

—From the 1869 Rule Book.

112.— Every engineman must provide himself with a good watch and shall have with him at all times in his tender, the following tools, etc., for which he will be held responsible; and on losing them, he must immediately get them replaced, viz:—

1 complete set of lamps*	1 large and 2 small oil cans with a supply of oil and tallow.
1 complete set of screw keys.	
3 cold chisels	
2 hammers	plugs for tubes
1 crow bar	2 fire buckets
2 coupling chains with hooks	a packet of detonating signals and 2 red flags
1 screw jack	and the necessary fire tools.
A quantity of flax and twine	
1 tunnel board	

*Head lamp or lamps, tail lamp, gauge or hand lamp.



BREAKDOWN TRAINS

The diagrams reproduced in the text below are from the official diagram book kindly loaned by Mr. P. Gibb who also supplied the photographs from his collection.

BERNARD FIELDING LL.B.

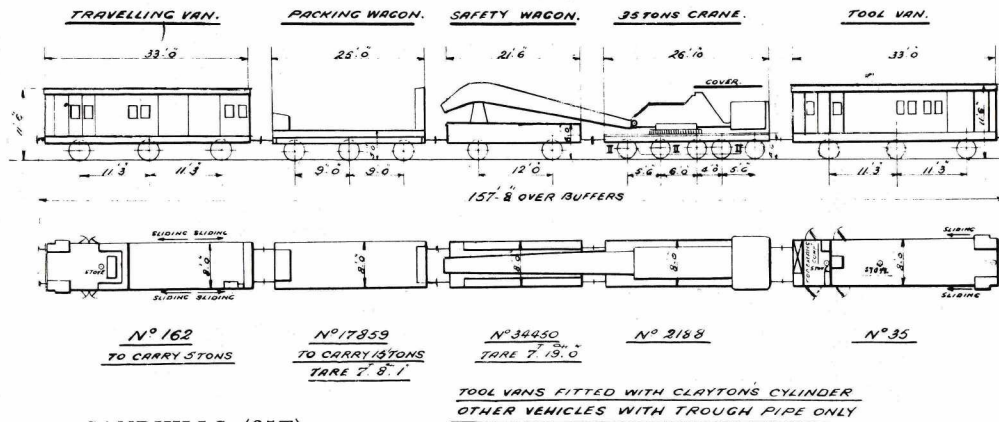
IT SEEMS rather surprising that very little has appeared in print on the subject of breakdown trains. Most L. Y. R. textbooks give the matter only a passing mention and the only reference I can trace in the Society's newsletters is a short summary (Sept./Oct. 1975) extracted from the company's 'Control Arrangements' book dated August 1915, which lists briefly the equipment at 19 engine sheds on the L.Y.R.

It was therefore with great satisfaction that I recently obtained a copy from our member, Peter Gibb, of the Company's 'Diagram of Locomotive Breakdown Trains 1913'. This lists the equipment at each of the 19 sheds, giving details and a small drawing of each vehicle. Unfortunately it does not give building dates, which is a pity, as much of the rolling stock appears to be 'pre-historic'. I have traced eleven tool vans which appear to be old 4-wheel carriages of the 1860 period design, eleven other 4-wheel carriages of 1876-78 period and numerous old 6-wheel carriages of later period (Attock) design. Many of the hand cranes I would judge to date from the Barton-Wright era.

One matter which strikes one immediately on studying the details, is that out of three steam cranes, two were stationed in Lancashire (Newton Heath and Sandhills) and one in Yorkshire (Wakefield). Out of eleven hand cranes, no less than eight were stationed in Lancashire (Accrington, Lostock Hall, Bolton, Wigan, Agecroft, Bury, Fleetwood and Lower Darwen), as against only three in Yorkshire (Low Moor, Goole and Mirfield). In addition, five Lancashire sheds (Aintree, Bacup, Blackpool C., Rose Grove and Southport), had tool vans but no crane, whereas no Yorkshire shed was similarly equipped. I can only assume that these allocations were based on sound reasons, possibly on the relative route miles or number of engines in the two counties.

I had hoped to trace the identity of the old carriages but they all appear to have been renumbered upon entering breakdown train service. However, two of Fay's high birdcage-ended brake vans of 1860 design are included, and by some miracle, I am told, these survived to carry B.R. numbers.

STEAM CRANES

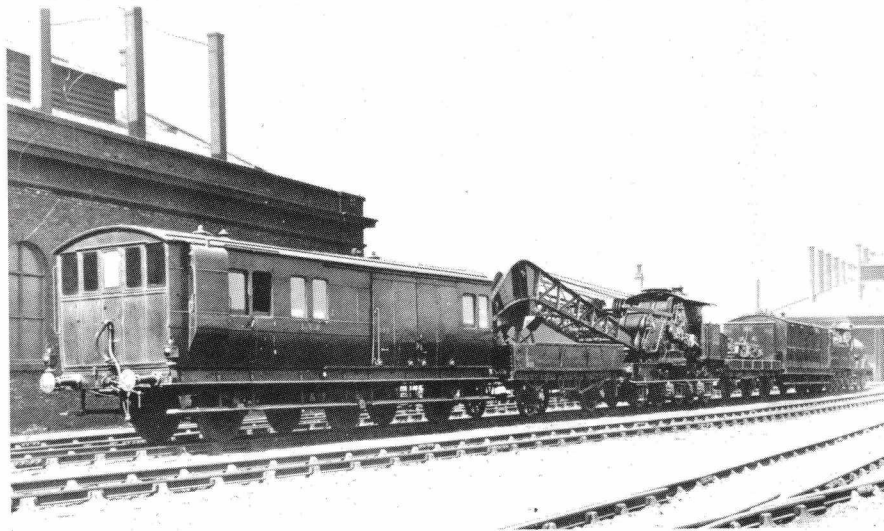


SANDHILLS (35T)

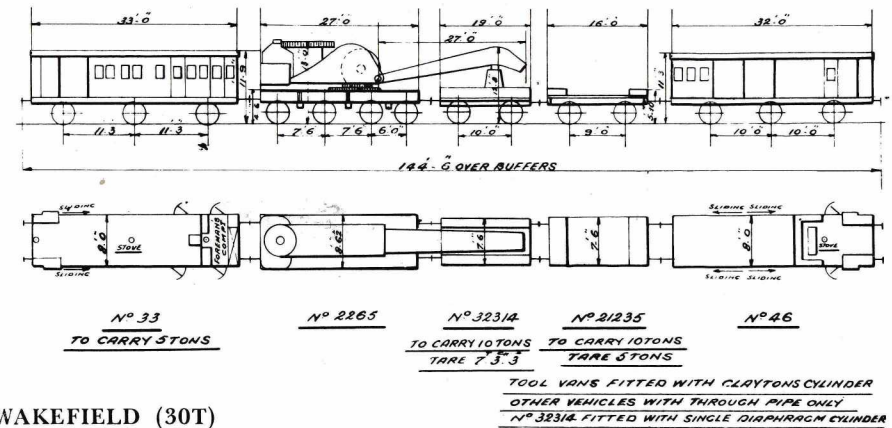
This was, in 1913, the largest crane on the system and was kept in instant readiness to travel to any part of the L.Y.R. system. It consisted of:-

- Travelling Van No. 162 (ex 33'-0" 6-wheel low roof passenger brake).
- Packing Van No. 17850 25'-0" 6-wheel flat
- Safety wagon No. 34450 21'-6" 4-wheel low sides
- Steam Crane No. 2188 10-wheel (Craven Bros., March 1911)
- Tool Van No. 35 (ex 33'-0" 6-wheel low roof passenger brake).

This crane was transferred to Edge Hill when the shed (Sandhills, later Bank Hall) closed down October 1966 and was scrapped the following year.



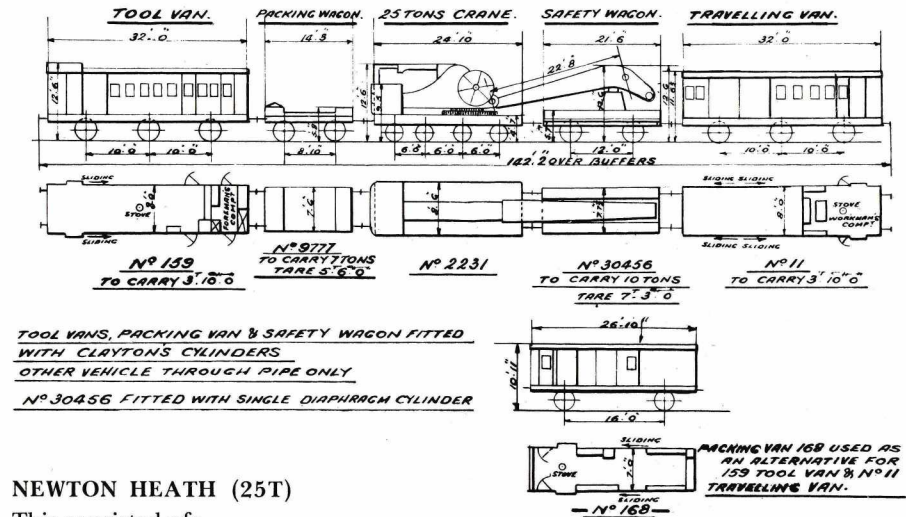
Sandhills breakdown train headed by 0-6-0 No. 1068 (A G. Ellis)



WAKEFIELD (30T)

This consisted of:-

- Tool Van No. 33 (ex 6-wheel 33'-0" low roof passenger brake)
- Steam Crane No. 2265 8-wheel.
- Safety Wagon No. 32314 4-wheel 19'-0" low sides
- Packing Wagon No. 21235 4-wheel flat 16'-0"
- Travelling Van No. 46 (ex 32'-0" 6-wheel low roof passenger brake).



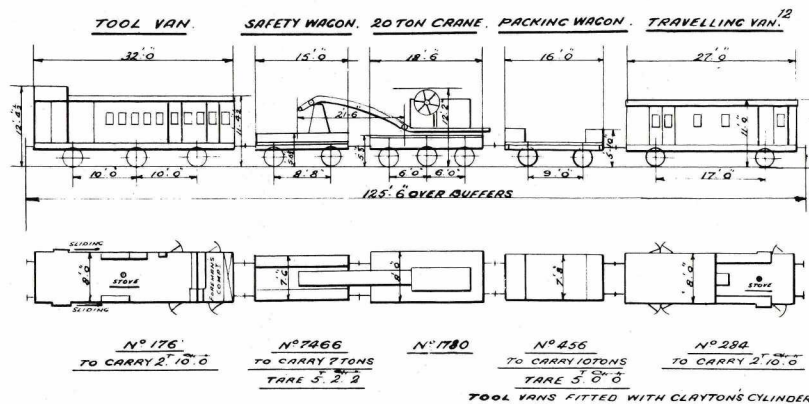
NEWTON HEATH (25T)

This consisted of:-

- Tool Van No. 159 (ex 32'-0" birdcage passenger brake)
- Packing Van No. 9777 14'-3" 4-wheel flat
- Steam Crane No. 2231 8-wheel (Cowans, Sheldon, 1906)
- Safety Wagon No. 30456 4-wheel low sides
- Travelling Van No. 11 ex 32'-0" 6-wheel low roof passenger brake.

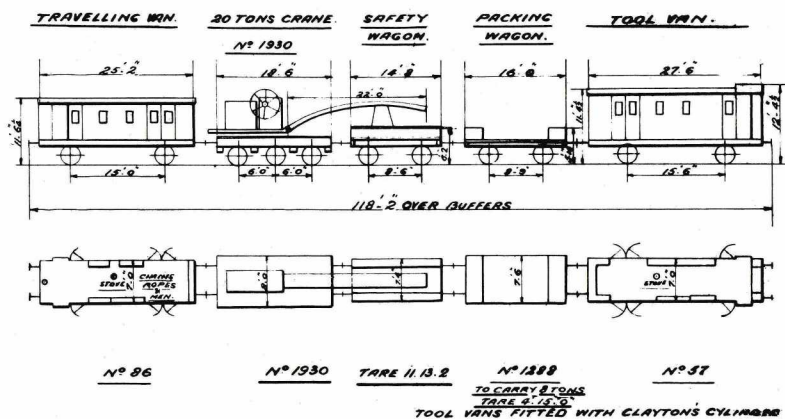
I understand that this crane went to France in World War I and later went to Wakefield Shed.

20T HAND CRANES (Curved Jib)



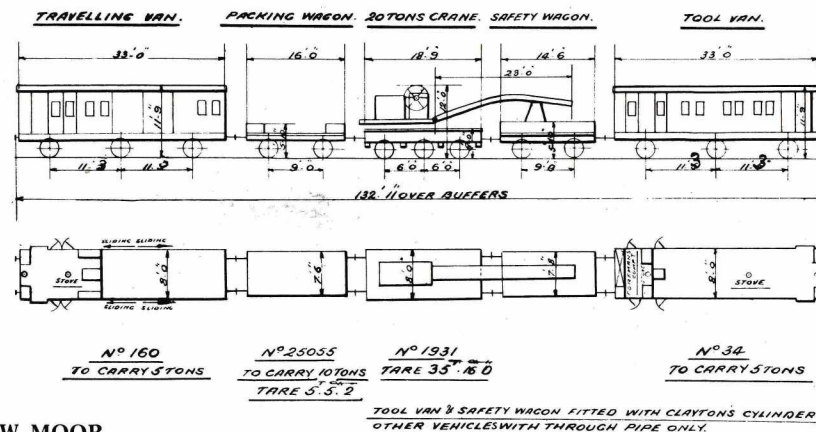
LOSTOCK HALL

Tool Van No.176 (ex 32'-0" 6-wheel birdcage roof passenger brake)
 Safety Wagon No.7466 15'-0" low sides
 Crane No.1780 6-wheel
 Packing Wagon No.456 4-wheel 16'-0" flat
 Travelling Van No.284 (ex 1860 4-wheel 27'-0" passenger brake van).



ACCRINGTON

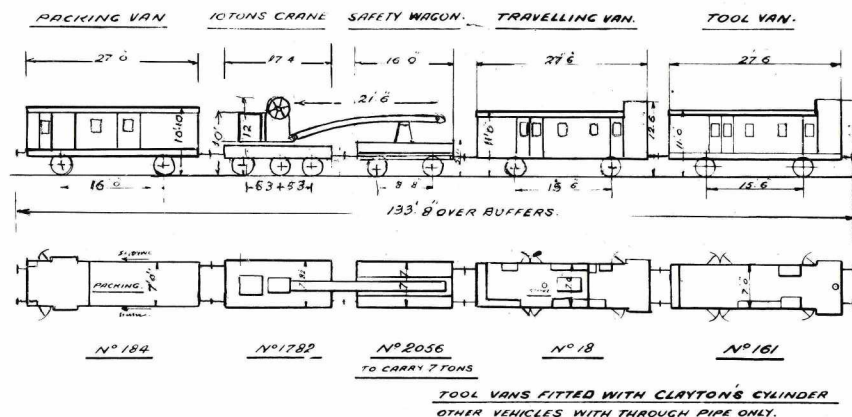
Travelling Van No.86 (ex 1860 period 4-wheel 25'-2" passenger brake)
 Crane No.1930 6-wheel.
 Safety Wagon (no number) 4-wheel low sides 14'-8"
 Packing Wagon No.1288 4-wheel flat 16'-0"
 Tool Van No.57 (ex 1878 period 4-wheel 27'-6" birdcage roof passenger brake)



LOW MOOR

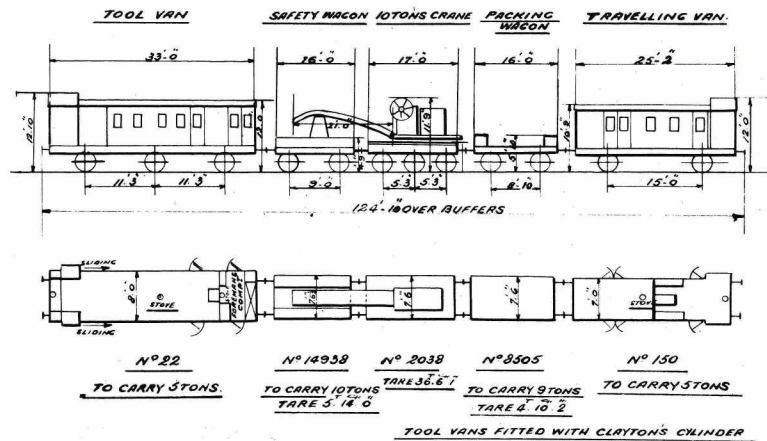
Travelling Van No.160 (ex 6-wheel 33'-0" low roof passenger brake)
 Packing Van No.25055 4-wheel flat 16'-0"
 Crane No.1931 6-wheel
 Safety Wagon (no number) 4-wheel 14'-6" low sides
 Tool Van No.34 (ex 6-wheel 33'-0" low roof passenger brake).

10T HAND CRANES (Curved Jib)



WIGAN

Packing Van No.184 (ex 1860 period 4-wheel 27'-0" passenger brake)
 Crane No.1782 6-wheel
 Safety Wagon No.2056 4-wheel 16'-0" low sides
 Travelling Van No.18 4-wheel 1878-type birdcage passenger brake
 Tool Van No.161 " " " " " "

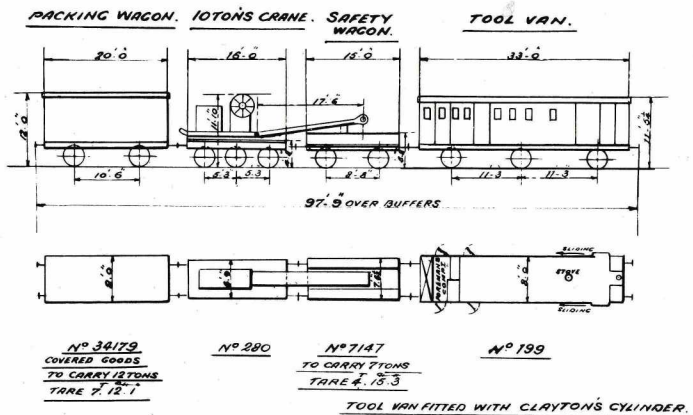


BOLTON

Tool Van No.22 (ex 6-wheel 33'-0" birdcage passenger brake)
 Safety Wagon No.14938 4-wheel 16'-0" low sides
 Crane No.2038 6-wheel
 Packing Wagon No.8505 4-wheel 16'-0" flat
 Travelling Van No.150 (ex-1860 design 4-wheel 25'-2" Fay Birdcage brake).

10T HAND CRANES (Straight Jib)

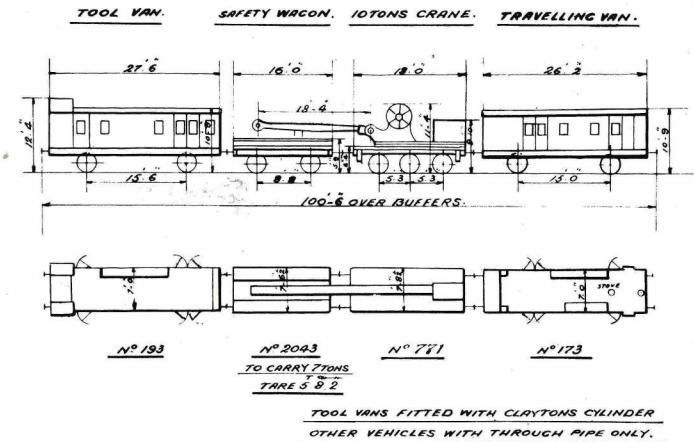
I have listed these separately from the 10T curved jib cranes, as their running numbers would seem to indicate that they were of somewhat earlier vintage.



GOOLE

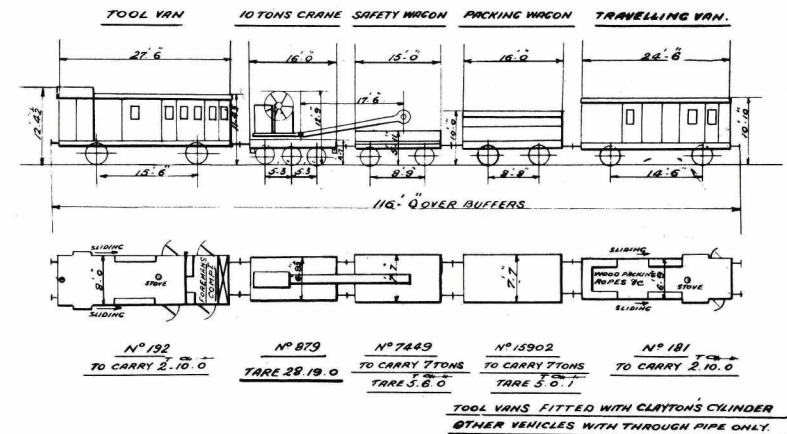
Packing Wagon No.34179 4-wheel covered wagon 20'-0"
 Crane No.280 6-wheel
 Safety Wagon No.7147
 Tool Van No.199 (ex 6-wheel 33'-0" low roof passenger brake)

The low number of the crane could possibly indicate that it was the oldest outfit on the system, which may indicate why it was relegated to Goole, at one time a 'home' for worn-out engines.



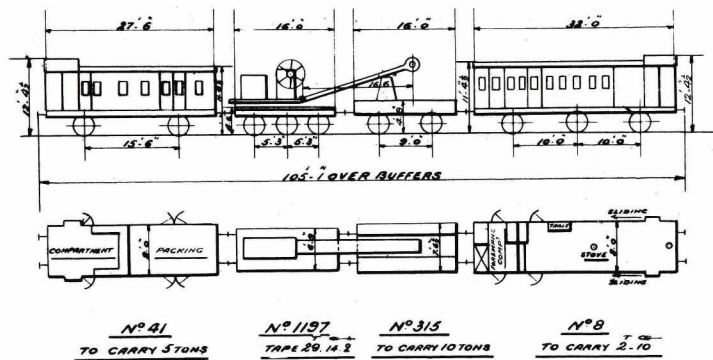
BURY

Tool Van No.193 (ex 4-wheel 27'-6" 1878 birdcage passenger brake)
 Safety Wagon No.2043 4-wheel 16'-0" low sides
 Crane No.771 6-wheel
 Travelling Van No.173 (ex 1860 design 26'-2" 4-wheel passenger brake).



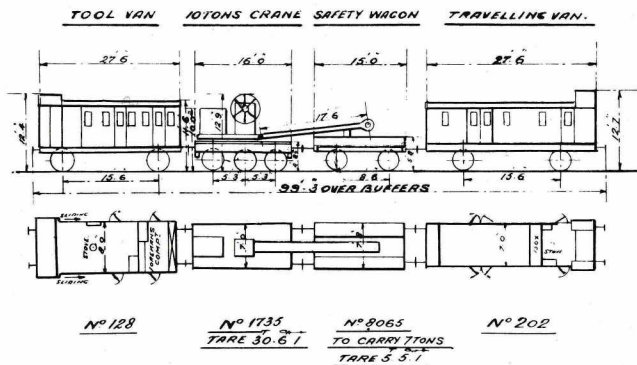
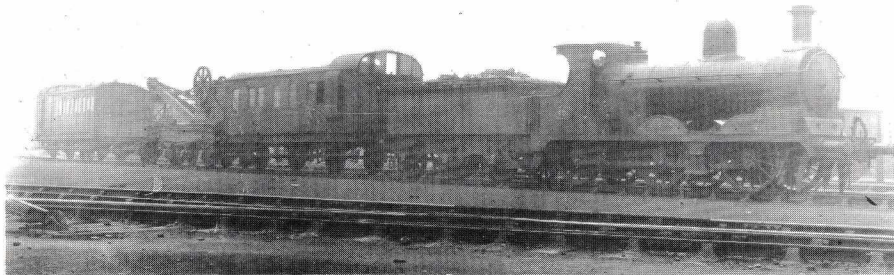
FLEETWOOD

Tool Van No.192 (ex 1878 4-wheel 27'-6" birdcage passenger brake van/2nd)
 Crane No.879 6-wheel
 Safety Wagon No.7449 4-wheel 15'-0" low sides
 Packing Wagon No.15902 4-wheel 16'-0" low sides
 Travelling Van No.181 (ex 1860 4-wheel 24'-6" passenger brake)



AGECROFT

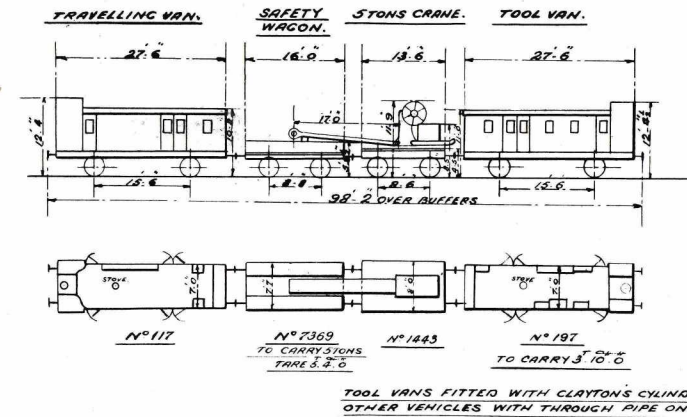
Travelling Van No.41 (ex 4-wheel 27'-6" birdcage passenger brake)
 Crane No.1197 6-wheel
 Safety Wagon No.315 4-wheel 16'-0" low sides
 Tool Van No.8 (ex 6-wheel 32'-0" birdcage, 3 compt. passenger brake)



LOWER DARWEN

Tool Van No.128 (ex 4-wheel 27'-6" 1878 birdcage passenger brake/2nd)
 Crane No.1735 6-wheel
 Safety Wagon No.8065 4-wheel 15'-0" low sides
 Travelling Van No.202 (ex 4-wheel 27'-6" birdcage passenger brake)

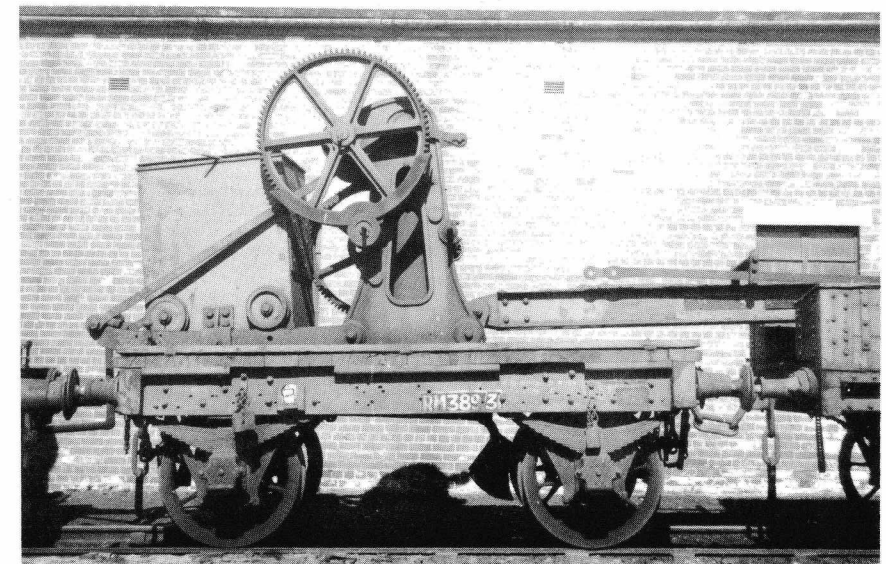
5T HAND CRANES (Straight Jib)



MIRFIELD

Travelling Van No.117 (ex 4-wheel 27'-6" birdcage passenger brake)
 Safety Wagon No.7369 4-wheel 16'-0" low sides
 Crane No.1443 4-wheel
 Tool Van No.197 (ex 4-wheel 27'-6" birdcage passenger brake)

This outfit must also be of considerable antiquity, being the only 4-wheel breakdown crane on the system and of only 5T capacity.



TOOL VANS FITTED WITH CLAYTONS CYLINDER.
PACKING WAGON WITH THROUGH PIPE ONLY.

Tool Van No.9 (ex 6-wheel 32'-0" birdcage passenger brake)
Packing Wagon No.24999 4-wheel 16'-0" flat
Travelling Van No.174 (ex 4-wheel 26'-2" 1860 design passenger brake)

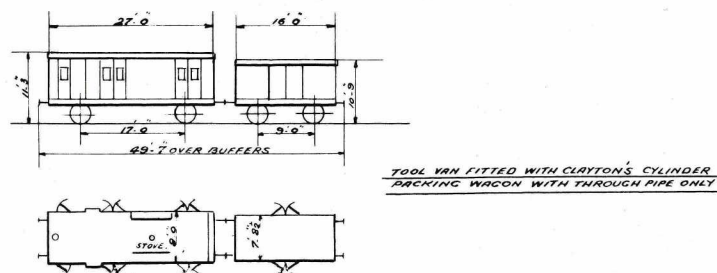
[illegible]

The diagram illustrates the four stages of a steam engine cycle:

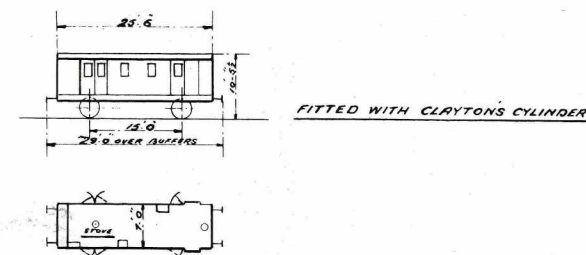
- 1. STROKE**: The piston is at the left end of the cylinder, compressing the steam. The connecting rod is at an angle.
- 2. FALLING SIDES**: The piston moves to the right, and the steam expands, pushing the piston further.
- 3. FALLING SIDES**: The piston is at the right end of the cylinder, and the steam continues to expand.
- 4. STROKE**: The piston moves back to the left, compressing the steam again.

Labels in the diagram include "SLIDING" and "FALLING SIDES" above the piston, and "STROKE" and "FALLING SIDES" below the piston. The connecting rod is shown in various positions corresponding to the piston's movement.

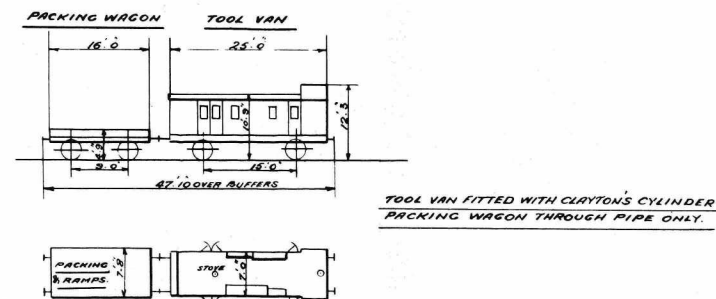
Travelling Van No.188 (ex 6-wheel 32'-0" birdcage passenger brake)
Packing Wagon No.11503 4-wheel 16'-0" (appears to have a roof like a
'salt' wagon)
Tool Van No.123 (ex 4-wheel birdcage passenger brake)



Tool Van No.288 (ex 4-wheel 27'-0" 1860 design passenger brake)
Packing Wagon No.63 4-wheel 16'-0" covered goods wagon



Tool Van No.78 (ex 4-wheel 25'-6" 1860 period passenger brake van



Packing Wagon No.24998 4-wheel 16'-0" flat
Tool Van No.148 (ex 4-wheel 25'-0" Fay birdcage brake

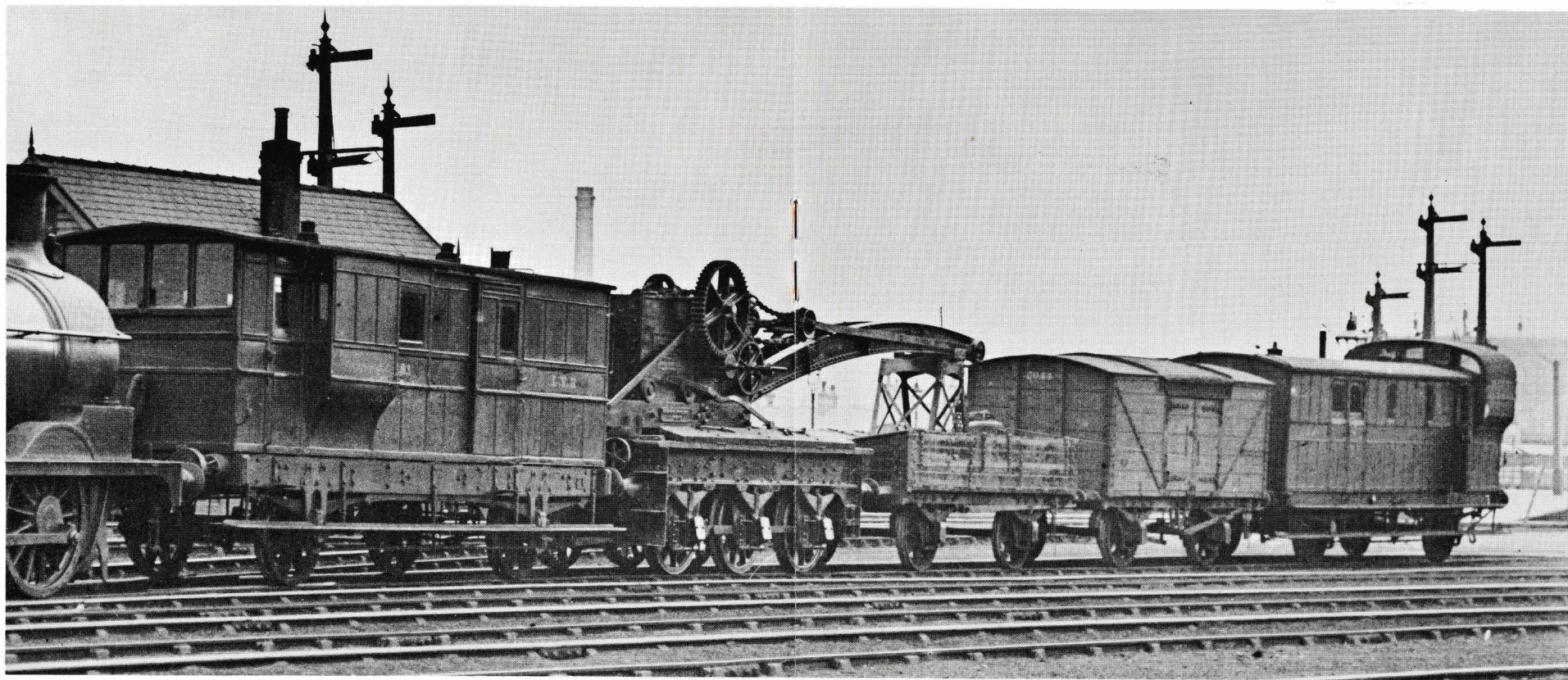
This diagram contains a manuscript note “for use with crane”, so this outfit presumably acted as ‘back-up’ support for the Sandhills (Bank Hall) steam crane if called out to the Southport area.

It is of interest to note that the '1860' period carriages come in lengths of 24'-6", 25'-2", 25'-6", 26'-2", 26'-10" and 27'-0" and even the two Fay 'birdcage' brakes (sometimes referred to as 'gasometer' vans) are recorded as being 25'-0" and 25'-2".

This article deals with the situation in 1913, but as in all human institutions, changes were constantly taking place. Thus the L.Y.R. '*Control Arrangements Book*' dated 1915 shows Newton Heath as having a 5T hand crane as well as a 25T steam crane. As the Mirfield 5T hand crane is still in use, this infers an additional 5T hand crane (presumably for dealing with wagons which did not justify calling out the steam crane). When the Newton Heath crane went to France in World War I, there would doubtless be various changes in the other parts of the system.

'*L. & Y.R. Album*' (Ian Allan 1971) contains a picture of the Preston district 40T steam crane. This must have been acquired after 1915 as it is not mentioned in either of the 1913 or 1915 lists.

I have photographs of the Sandhills and Agecroft breakdown trains which match the 1913 diagrams exactly. The other photographs available do not always show the 1913 arrangements. If any member can help me further with new information I would be very glad to add to the above article in a future issue of 'Platform'.



LOW MOOR BREAKDOWN TRAIN

*Photograph reproduced
by the kind permission of
David & Charles Ltd.*

Notes by Barry C. Lane

Our centre page illustration shows the breakdown train that existed at Low Moor prior to 1913 and the train listed in Bernard Fielding's article based on the diagram book issued in that year. The photograph cannot be accurately dated but must have been taken well after 1902 when the full company name was being applied to loco tenders as the loco on the train shows traces of the lettering under much grime. The loco is Barton Wright 0-6-0 No. 946 built in December 1887 by Vulcan. Much more of it can be seen on the original photo (L. & G.R.P. No. 28299) and another view of the loco alone is also available (No. 28298) but our illustration concentrates on the train alone.

The first vehicle is of great interest as it is of the type of carriage built in Fay's time as C. & W. superintendent when all passenger stock was panelled and beaded. Very few photographs exist of Fay's stock although some of it was still in use for excursion traffic in the first years of the twentieth century. The van at the head of the train embodies all the features of Fay's designs. They always had the broad waist panel and half round beading. The chassis is also typical of the day with outside horn plates and individual steps to each door. The design of the ducket shows its relation to the birdcage van at the end of the train, but no other carriage is known of to this writer with such a ducket. Oil lamps remain in use and a stove has been added . . . note the tall pipe chimney just visible in front of the signal box chimney. The small size of the body shows its date too, for it is only 6'-9" wide and 10'-10" high. By 1913 the van, No. 181 in the service stock list, had been transferred to the Fleetwood breakdown train.

The crane is one of two 20-ton hand-operated machines built in 1897 at Horwich and is most probably No. 1931 as shown in the 1913 diagram book. At least one of these cranes lasted to the end of steam on B.R. although the match truck with its grease axle boxes and early pattern of break would not last too many years. The large square section could be rolled outwards on the runners to counterbalance the load being lifted by the jib, but would always travel in the position shown.

The van is numbered 6844 on the end and must be one of the earlier examples of Diagram 3 covered goods wagons judging from the broad planking. By 1913 this van had probably been withdrawn and only one other similar van existed in the breakdown stock list, as No. 63 at Blackpool.

Bringing up the rear is one of those most characteristic 'birdcage' ended vehicles that everyone recognises as L. & Y.R. yet about which most people know very little. They were built in two distinct types over nearly twenty years up to the middle 1870s. The later examples had higher roofs, there being an extra panel horizontally over the doors and windows on these vehicles. Other variations will be noted in another issue of 'Platform'. Many of the high roof vehicles lasted into L.M.S. days and the Mirfield breakdown train used two oil-lit ones in the 1930s. Oddly enough the older van in the photograph has been fitted with gas lighting.

The Peculiar Circumstances Leading to the Construction of Hall Road Station

by C. D. SMITH

IN THE early days of the Lancashire and Yorkshire Railway, when that Company first began to operate its Liverpool and Southport services, there lived in a great house near Blundellsands a formidable gentleman, Joseph Gardner by name; a timber merchant by trade.

Now the Lancashire and Yorkshire Railway had not seen fit to build any station between Blundellsands and Hightown, on account of the area being sparsely populated, and this omission caused Mr. Joseph Gardner some considerable annoyance. After all, did it not mean that, when he wished to make a journey by train to attend to his business interests in Liverpool, he had a walk of some fifteen minutes from his home to Blundellsands station?

Clearly, a station was needed at Hall Road!

However, when approached on this matter, the L. & Y. Railway proved reluctant to share Mr. Gardner's views. They pointed out, most courteously, that they could hardly be expected to build a station for the benefit of one man, but they would be prepared to reconsider, if and when the area around Hall Road became built up.

Now most men would have been content to let matters rest there, but Joseph Gardner was made of sterner stuff.

"What," he wanted to know, "would the Railway consider a sufficiently populated area?"

The L. & Y. Railway conceded that a further five houses would be needed, and that was enough for Mr. Gardner. He set to and built five more houses at Hall Road!

Faced with this, the L. & Y. could do nothing else but build a station for the triumphant Mr. Gardner.

It is not hard to imagine the feelings of the directors of the Lancashire and Yorkshire Railway when they saw the receipts from the first day in operation of Hall Road Station.

..... *TWOPENCE*, being the excess fare from Blundellsands, paid by Mr. Joseph Gardner!

—Reprinted from 'The Merseyside Express'

MANCHESTER VICTORIA STATION

PART FOUR

By TOM WRAY

CONGESTION seems to have been the operative word for any description of Victoria Station throughout the nineteenth century. Even following the developments of 1865 it was apparent that there were problems from increased traffic on the limited available facilities. One of the most serious obstacles was the double track Hunts Bank incline and the bottleneck at Miles Platting station, indeed at the half-yearly meeting held in February 1873 it was stated that it was becoming impossible to work traffic through the station. Congestion at Victoria station was formidable with only two main line platforms and the London and North Western Railway using a single platform at the west end.

To resolve the first problem powers were sought from Parliament to build a new railway from the east end of the station through Cheetham Hill to regain the main line just short of Newton Heath station, thereby completely avoiding Miles Platting. From the Manchester Loop Line as this railway became known, another railway was projected to pass through the northern suburbs of Prestwich and Whitefield to make junctions with the former East Lancashire Railway main line at Radcliffe and the Bury to Bolton line at Bradley Fold, thus relieving the pressure on the Manchester to Bolton and Bury lines. A third new railway was planned from Newton Heath to Oldham, thereby diverting all the local traffic to Oldham off the main line between Newton Heath and Middleton Junction. Also included in the application but not proceeded with was a railway from the Manchester Loop Line tunnelling beneath Miles Platting to the Ashton branch and the quadrupling of the railway between Victoria station and Newton Heath.

The Loop Line was built with four tracks throughout, on viaduct and in cutting in roughly equal proportions, the southern pair of tracks being the Slow lines leaving the original main lines at Victoria East Junction just east of the Cheetham Hill Road bridge. The northerly pair, being the fast lines, were initially intended to enter an extension to the station on the north side, which will be discussed later, and had no connection with the original main line. The Loop Line was already in use for goods traffic before the half-yearly meeting held in February 1878 and passenger traffic started on August 1st in the same year. When the Prestwich line was opened, first to Whitefield in September 1879 and to Radcliffe in December, a temporary terminal station called Ducie Bridge, was opened on the north east side of Cheetham Hill Road bridge, roughly on the site of Victoria East Junction Signal Box, the services between Manchester and Bacup formerly routed via Clifton Junction were transferred to the Prestwich line. The method of working Ducie Bridge station gave some cause for concern especially after an accident there in 1883. It seems that because of the shortness of the platforms over half the trains arriving there could not be accommodated with the engine. So, as a train approached it was customary for the engine to be detached whilst still in motion and run forward, ahead of the train, which was then diverted into the station under the control of the guard. Though this practise was in complete variance with the rule book it had been found that if a train was brought to a stand and the engine detached in the correct manner it was difficult, or impossible, to start the train.

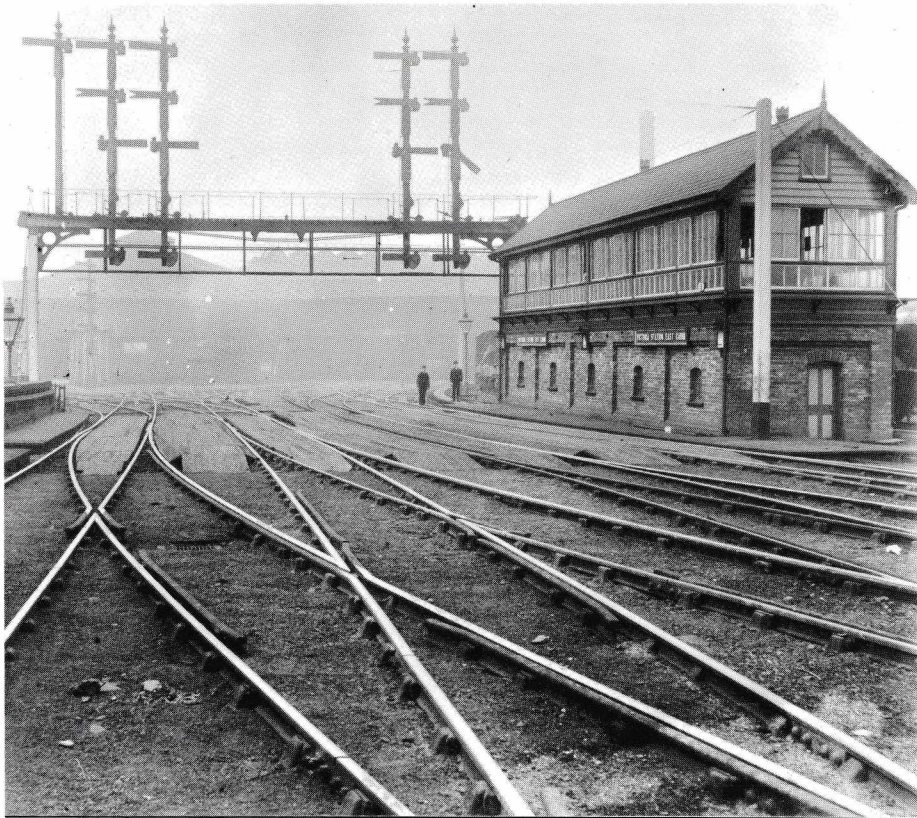


Photo courtesy N.R.M.

Provision for carriage storage had been provided at Newtown, half-way up the Hunts Bank incline, at an early date, being shown on a plan dated 1849 (updated to 1866). After the Loop Line had been opened contracts for a carriage shed at Cheetham Hill were advertised in May 1882. Red Bank carriage sidings were opened only after a cutting on the south side of the railway was opened out and contracts for the carriage shed were advertised in September 1884.

When the 1865 extension to Victoria station was planned it had been necessary to obtain a small portion of land belonging to the Manchester Board of Guardians whose workhouse, as we have seen, abutted the station. Though the Guardians were reluctant to part with any it was stated at one of their meetings held in October 1864 that they would "not refuse to entertain any proposition" to purchase the whole of the workhouse property by the Lancashire and Yorkshire Railway. Though the L.Y.R. appear to have been reluctant to take advantage of this offer a report by the Guardians, in 1867, that it would be inadvisable for any capital expenditure to be made on the premises because the L.Y.R. may require the site, implies that the railway company were involved in some negotiations with the Board. It was not, however, until May 1872 that the L.Y.R. brought the subject into the open when it was reported at a meeting of the Board of Guardians that a letter had been received from the railway

company authorizing the chairman, Mr. T. Dugdale, to arrange the purchase of the workhouse property. Negotiations proceeded and by September 1873 a purchase price of £95,000 had been agreed upon for an area of 18,618 square yards, the administrative buildings remained in the ownership of the Board. An indenture of the conveyance was signed and sealed in February 1874 but deleted, it was not until July 1881 that the transfer was finalised. The principal cause of the delay was the fact that a replacement workhouse infirmary had to be provided. In 1854 the Guardians had purchased an estate in Crumpsall upon which to build a new workhouse owing to the overcrowding at New Bridge Street and so it was decided to build the new infirmary at the same place. Plans for the new infirmary were announced in September 1874 but then approval had to be obtained from the Local Government Board in London who were in no hurry. Even after the foundation stone had been ceremoniously laid in November 1876 the weather and a long strike of joiners and carpenters contributed to delay completion. Meanwhile the L.Y.R., who had been promised access to at least a portion of the property were frustrated beyond measure. At last, following the completion of some buildings at the New Bridge Street offices in September 1880, the L.Y.R. were able to start work on the extension of their station.

Work included the demolition of the workhouse infirmary, building a new retaining wall, the excavation of the intervening earth, foundations, platform walls and roofing for a large part of the station. A new Cheetham Hill Road bridge enabled the extension of the rails from the Manchester Loop Line into the station. Once started, work proceeded with alacrity, so much so that it was possible to open the first part of the extension on Monday, 31st March, 1884, Ducie Bridge station having been closed the previous day and trains formerly using that station transferred to platform 7 (platforms 14 and 15 under the later renumbering). Before the remainder of the extension could be opened the 1865 platform had to be removed. When the whole of the new extension was opened on Thursday, 1st May, 1884, it consisted of two long island platforms, numbers 6 (12/13) and 7 (14/15), one single platform and a shorter bay 8 (16/17.) On each of the island platforms were erected booking offices, waiting rooms and other facilities, platform 8 was intended as an arrival platform only and had no booking office. A subway, 24 feet wide connected the "Blackpool departure platform" number 5 (11) and the new platforms with stairs, inclined passages and hydraulic luggage hoists. Other entrances were from New Bridge Street directly to platform 8 and a road approach from Great Ducie Street beneath part of the station and an incline to the booking office on platform 6 where there was space for twenty or thirty cabs. On the incline on one side was space for an excursion booking office and on the other for a cabmen's shelter. On the south side of the station developments were also taking place, the most important being the completely new Victoria Station Approach from Long Millgate, replacing the existing inconvenient footway and along the east side of the road were erected fourteen shops, contracts for these two developments were advertised in March 1884 and February 1886 respectively. Important extensions to the head offices in Hunts Bank were taken in hand during this period when the contracts for the new offices were advertised in March 1884. The new building extended from the building of 1847 up the Hunts Bank approach to the new Victoria Station approach as far as Walkers Croft. A date for the completion of the new building has not been established but the half-yearly meeting in February 1886 was the first to be held there.

The London and North Western Railway were not inactive during these years in alleviating the congestion in their part of Victoria station. We have seen already that the company were dissatisfied with the arrangement of the station for some years and in 1861 had suggested a complete replacement. The extension of the station in 1865

by the L.Y.R. was of little advantage to the L.N.W.R. apart from segregating the traffic of the two companies between Salford and Manchester and the marginal enlargement of their part of the station. With the increased traffic from the new lines opened by the L.N.W.R. in the region the company was forced to make arrangements for a new station and the quadrupling of the railway between Manchester and Barton Moss, west of Eccles. The new station was to be erected on a site of about 5½ acres west of Victoria and to the south of the existing viaduct. After about four years work the station was sufficiently ready to be opened on 30th June, 1884, though it was far from complete. The station consisted of three through platforms and three bays with the station buildings at the east end at the top of an approach road from Victoria Street opposite Manchester Cathedral, another approach descended to the junction of Chapel Street and Blackfriars Street. At the time when the station was in the planning stage an alternative scheme was put forward by a committee of Manchester businessmen headed by Henry Boddington of Strangeways Brewery. It was suggested that the river Irwell be covered over between Victoria Station and Victoria Bridge Street and that a new station of eight terminal platforms and three through platforms be built up to the west bank of the river. It was suggested that such a station would be more in keeping with a prosperous city but the L.N.W.R. were not impressed. Although not finished, the L.N.W.R. announced that all traffic would be transferred to the new Exchange Station from Victoria Station after two or three postponements. Communication between the two stations was reported as in need of improvement, a situation which was no doubt rectified when Exchange station was completed. The widened lines from Ordsall Lane to Barton Moss were opened to all traffic on 1st January, 1883.

The fish market which had been opened in 1856 by the L.Y.R. in conjunction with Manchester Corporation had to be moved to the junction of Great Ducie Street and New Bridge Street as a consequence of the 1865 extension was finally closed when the Corporation opened a new retail and wholesale fish market adjacent to the Smithfield fruit and vegetable market on 14th February 1873. For some years the volume of fish dealt with had declined and since 1865 severe congestion frequently occurred in Great Ducie Street because of the enforced transshipment of fish from Ordsall Lane by road.

A curiosity was the bridge over Great Ducie Street, erected in 1865, which was provided with a roof, though for what purpose an explanation has not been discovered.

SOURCES:

The Lancashire and Yorkshire Railway, J. Marshall 1969—1972.

Manchester Guardian, 1864—1886.

Memorial for the Hunts Bank Scheme. H. Boddington, 1881.

Middleton Albion, 1884.

Railway Reminiscences. G. P. Neele, 1904.

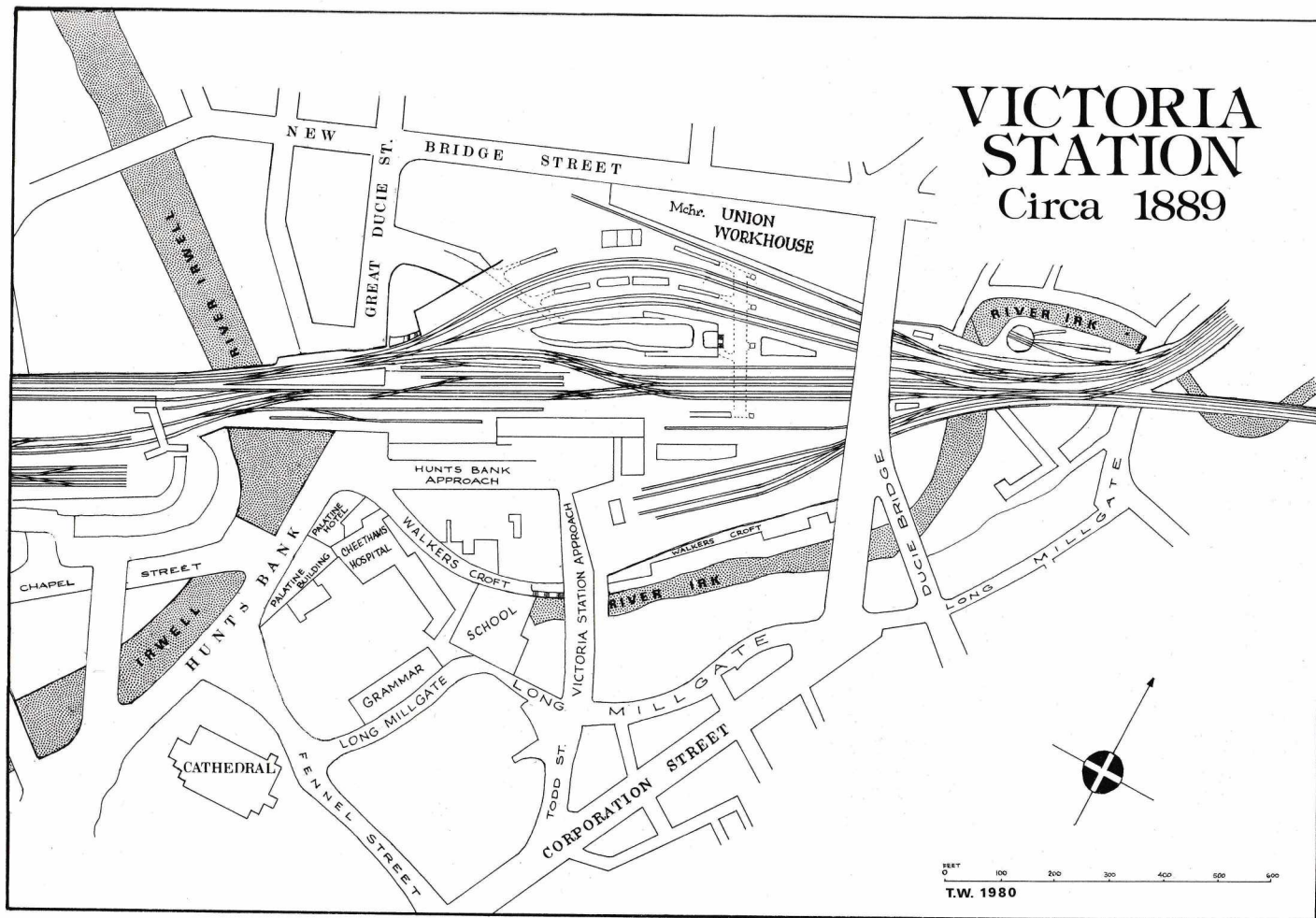


From the MARCH 1901 copy of 'Locos & Railways'

"Old No. 68 six-coupled saddle tank has been cut up and is being fitted up for carriage heating purposes".

VICTORIA STATION

Circa 1889



THE 16ft COVERED GOODS WAGONS

J. B. HODGSON

THESE were the standard covered goods wagons of the L & Y for well over fifty years until the advent of the much larger vans built after the turn of the century.

It must be appreciated that in the early days (circa 1850)—covered goods wagons were virtually non-existent. In fact, as the following figures from the "1874 Rolling Stock Returns" show—the statement still applied at that time:—

Goods Wagons, (i.e. One-plank wagons)	9,804
Half-Box Wagons, (i.e. 3ft Sides approx.)	19
Covered Goods Wagons	5

The first production wagons appeared in 1875, when an order was placed on Miles Platting for 20, closely followed by an order on the Beverley Wagon Co. for a further quantity (53 were built in 1875 and 109 in 1876—possibly an order for 180 rather than 162??)

To date no drawing earlier than 1880 has been found and this one numbered 479 was probably made after the wagons had been built for a number of years. This drawing shows a single sledge brake operating on one wheel only.

The design is very much a 'covered goods wagon', being of similar construction to an open wagon plus the addition of a roof. The sides and ends are 2 1/8" thick comprising an outer horizontal plank 1 3/8" thick, with a lining of vertical planking 3/4" thick. The walls are supported by 1/4" iron corner plates, diagonal braces and plates at the door openings, supporting the 'Cupboard' Door Hinges. The roof had a single opening over one of the doors which was covered with a roll-up canvas cover. The basic dimensions were 16ft long outside x 7ft—6 1/2 ins wide outside, maximum inside height 5ft—11 1/2 ins.

A photograph of such a van—No. 6666—exists and shows the body to be either unpainted or painted light grey, whilst all ironwork is painted black. The L & Y 'illiterate' symbol is carried on the outer panels above the diagonal braces. The brake is different from the drawing, being a single-sided one with pads on both wheels, the axle boxes are grease, 'Attock's Patent', (He was Works Manager at Miles Platting). Although the background has been painted out, the writer's opinion is that the yard on which the wagon is standing—with its multi-gauge track—is that of the Metropolitan Carriage & Wagon Co. of Birmingham—thus begging the question—who built these early vans?

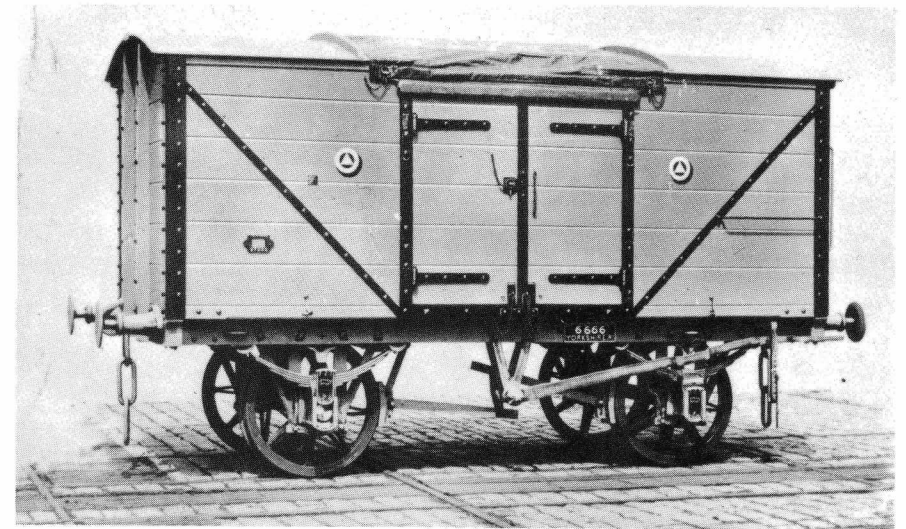
Notes added to Drg. No. 479 show that the same basic van was being built up to and beyond 1883 but that prior to that date the wheelbase was 8'—8".

With the issue of the Wagon Stock Book in 1893, the covered goods became Diag. 3, and by that time various modifications have taken place.

In this grey area are records of two drawings—one numbered 2762 has so far eluded us, but the other, No. 3003, came into use with Lot No. N14 which was built in 1894.

With the change of venue from Miles Platting to Newton Heath we are more certain of the lot numbers but there are still a lot of unknowns.

By 1897 there were over 2,350 vans which were nominally in existence but of these many were built as replacements, others were variants such as the Meat Vans, Tranship Vans and those seconded to the Engineering Dept. for use as packing vans etc.



Drawing No. 3003 shows narrow planking (6 1/4" wide), and the arch of the roof has been increased, giving an internal height of 6'—7", although the height of the sides remains the same. 'Either side' brakes are fitted, with both levers at the same end of the wagon.

Legislation was brought in about the turn of the century whereby all brake levers had to be at the R.H. end of the wagon—this was supposed to be implemented by 1904, but many wagons were not altered until 1910 onwards!

Various modifications to the underframes took place—the individual 'Rubber Springs' fitted to Drawbar and Buffers were replaced by a transverse leaf spring carried in the drawbar—with the outer ends working against the Buffer Stocks.

A small number of vans were built with iron underframes, and (unconfirmed by any evidence to date) some were reputed to have been fitted with vacuum brakes.

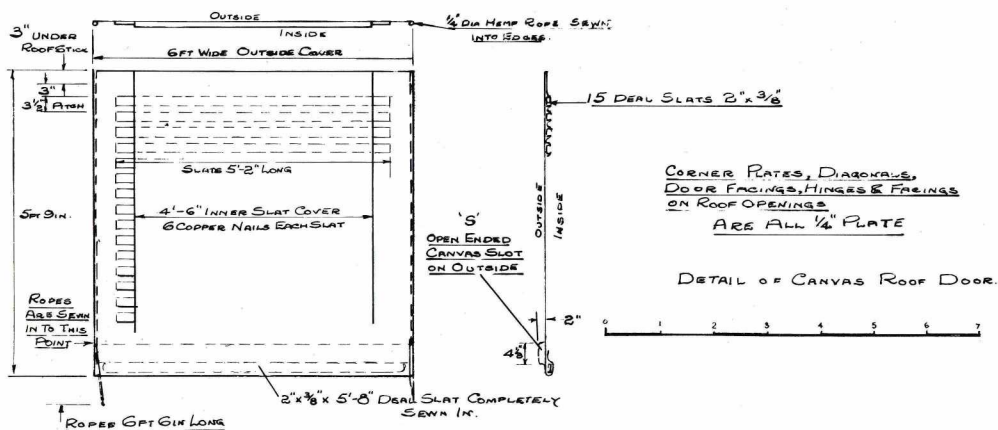
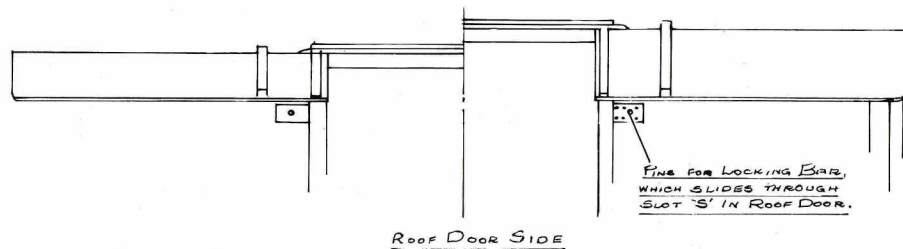
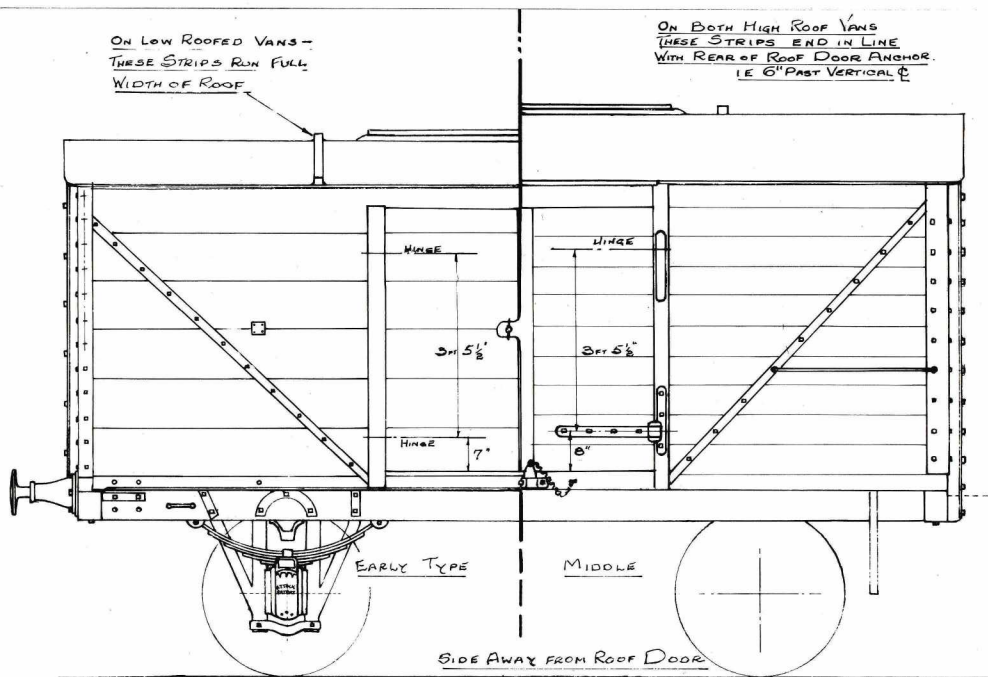
Many of these modifications are shown on Diagram No. 3466 which was the basis of most of the Newton Heath build.

About 1902 the need was felt for a bigger van and as an interim measure a number of vans were built to an internal height of 7'—7".

Another drawing No. 5135 was completed showing an increase in overall width from 7'—6 1/2" to 8ft again with the increased height—but records (to date) do not record any built to this drawing.

All vans had one roof door which was of canvas, reinforced with wooden slats. This was fastened below the edge of the roof by a wooden bar which was locked in position by bar and cotter. The canvas was wider than the door opening and was held down by ropes which were sewn into the canvas. These were protected by roof sticks on the outside of the roof.

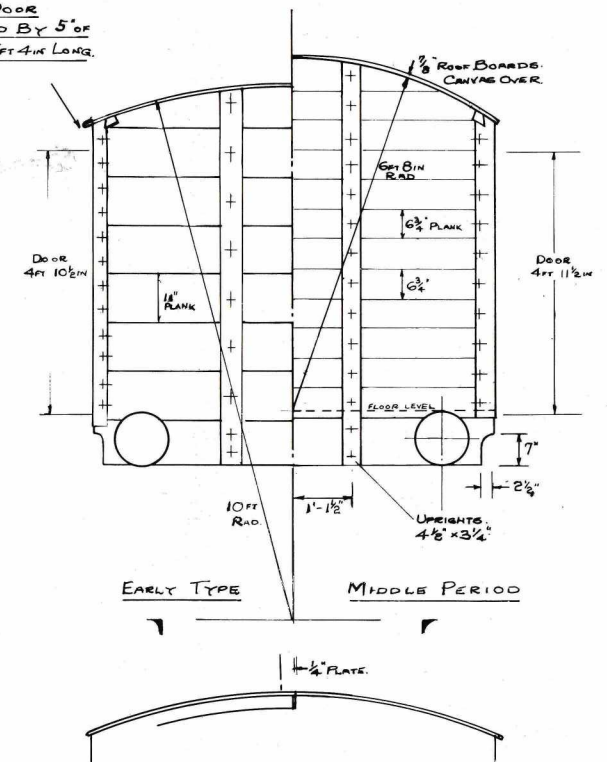
The single roof door was no great handicap as numerous wagon turntables existed in every depot or yard, enabling the 'right' side to be offered to the crane or dock for loading and unloading.



EARLY & MIDDLE
ON SIDE AWAY FROM ROOF DOOR
EDGE OF ROOF IS PROTECTED BY 5\"/>



7mm scale
for 'O' gauge.



All vans were fitted with double full height doors although again it is known that variants existed with sliding doors or with $\frac{3}{4}$ doors and a drop platform—similar to cattle waggons. Whether these were original build or modifications cannot be confirmed (to date).

By the turn of the century, the need for larger vans was obvious, and so Drawing No. 5616 was prepared—the length being increased to 17'–6" but still on the 9ft wheelbase. Although this was not strictly a Diagram 3 van—its actual Diagram number was 66, it was certainly a variant.

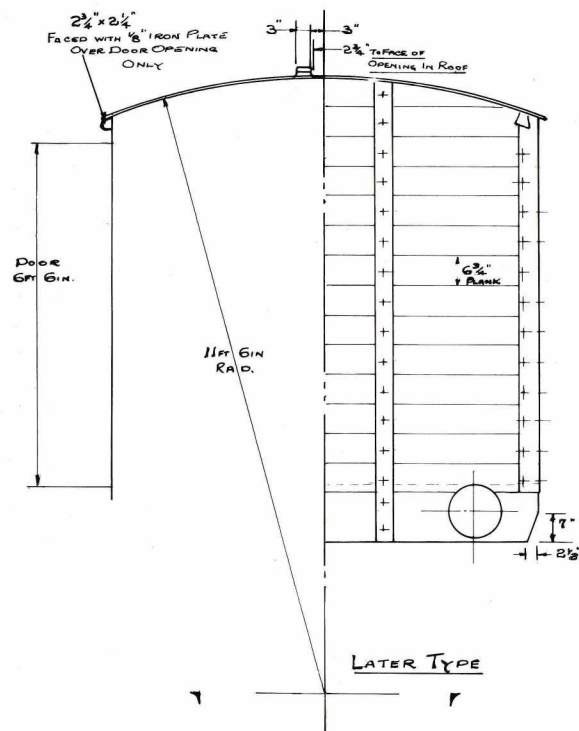
Even though fitted with double roof doors—its days were past—superseded by a 10'–6" wheelbase for steadier running at high speeds and by sliding doors too! Only 25 were built to this Drawing in 1906 to Lot No. P37.

And so the Covered Goods Wagon to Diagram 3 came to the end of build.

In 1922 the L.N.W. took 3,621 of them into stock, many lasted through into B.R. days, being scrapped with their successors, but two escaped into preservation!

The L.M.S. removed the roof doors, scrapped off the original low-roofed ones, and converted many of the survivors to L.M.S.-type 'oil boxes'.

With many thanks to N. G. Coates for his assistance!



Part only of photo No. 3055 as listed on page 30

DETAILS OF BUILD—16FT VANS

DATE	QUANTITY	DRG. No.	LOT No.	C or R	REMARKS
1875/6	20	479 (?)	NOT KNOWN	★	Miles Platting
1875/6	162 (180?)	"		C	Beverley Waggon Co.
1877	100	"		C	Miles Platting
1878	100	"		C	Miles Platting
1878/9	50	"		C	Miles Platting
1879	25	"		R	Miles Platting
1881	38	"		R	Miles Platting
1882	50	"		C	Miles Platting
1882/3	22	"		R	Miles Platting
1883	200	"		C	Miles Platting
1883	47	"		R	Miles Platting
1884/5	100	"		C	Miles Platting
1886	2	"		R	Miles Platting
1887/8	100	"		C	Miles Platting
1889	130	"		C	Miles Platting
1889/90	2	" ?		?	Meat Vans?
1890	3	"		R	Miles Platting
1890	50	"		C	Miles Platting
1891	26	"		R	Miles Platting
1891/2	100	"		C	Miles Platting
1891/2/3	40	2762		C	Miles Platting
1893	81	"		R	Miles Platting
1894	171 (175?)	3003	N14 (?)	C	Miles Platting
1894/5	5	" (?)			Meat Vans?
1895	175	"		C	
1896	318 (?)	3466		R (?)	
1897	160	"		C	Miles Platting
1897	250	3466	A18	C	Newton Heath
	50	"	F18	R (?)	Newton Heath
1898	100	"	G20		Newton Heath
	100	"	H20		Newton Heath
	40	"	W20		Newton Heath
1899	75	"	V22	C	Newton Heath
	75	"	W22	R	Newton Heath
	40	"	Y22	R	Newton Heath
	100	"	N24	C	Newton Heath
	60	"	O24	R	Newton Heath
1900	75	"	S25	C	Newton Heath
	75	"	T25	R	Newton Heath
	40	"	P26	R	Newton Heath
1901	160	"	M29	C	Newton Heath
	230	"	R29	C	Newton Heath
	300	"	S29	R	Newton Heath
	50	"	F30	C	Newton Heath

DATE	QUANTITY	DRG. No.	LOT No.	C of R	REMARKS
1902	200	5133	O32	★ C	Newton Heath
	275		S32	R	Newton Heath
	45		G33	C	Newton Heath
1904	64		E34	C	Newton Heath
	288		P34	C	Newton Heath
	50	„	G36	C	Newton Heath
1906	25	5616	Diag. 66 P37	C	Newton Heath

★ CAPITAL OR REVENUE ACCT.— Replacement Wagons were built under Revenue although the originals probably remained in service or use also !

▲ These wagons had 8'—8" W/B and wide-planked bodies although it is possible that the next two batches were similar also.

⊕ These three lots may have been to either 479 or 2762 Drg.

◆ These three lots may have been to Drg. 5133 also.

BIBLIOGRAPHY

DRG. No. 479

Drawn 8.7.1880

16ft long x 7'—6½" wide x Int. Height 5'—11½". Shows original wheel base as 8'—8" with note "Altered to 9'—0" as from 8.5.83." Also shows single sledge brake with note "Double Breaks Adapted 13.5.81—See Detail Book No. 2."

Outer horizontal planking shown as 11" wide, Inner (lining) planking—9" wide. India Rubber Springs on both buffers and Drawgear. Roof Door aperture to centre line.

Microfilmed—Prints available.

DRG. No. 2762

No details yet found

DRG. No. 3003

Drawn—circa 1890.

16ft long x 7'—6½" wide x Int. Height 6'—7"; wheelbase 9ft. shows Attock's Oil-Type Axle boxes, Double brakes, i.e. on one wheel each axle, with cross shaft—both levers to same end of van.

Shows both outer (horizontal), and inner (vertical) planking at 6¼" wide, outer being 1¼" thick, inner ¾" thick. India rubber springs on both buffers and drawgear. Roof Door aperture to centre line.

Microfilmed—Prints available.

DRG. No. 3466

Drawn—

Identical to 3003 except:— Leaf Springs fitted to Buffing and Draw gear.

NOTES STATE: a) Order Nos. A18 and F18

b) "Order No. A18 to have 6 plate Bearing Springs", Drg. shows 5 plate.

Microfilmed—Prints available.

DRG. No. 5133

Drawn Circa 1905.

16ft long x 8ft wide x Int. Height 7'—7". 9ft Wheelbase shows Std. L & Y-type oil boxes, 5-plate Brg. Springs. Shows Outer (Horizontal) planking as 6¼" x 1 3/8", Inner (Vertical) Planking as 6¼" x ¾"; Door aperture to Centre line. Leaf springs as 3466 for Drawgear.

NOTE STATES: Order No. P34.

Microfilmed—Prints available.

DRG. No. 5616

Drawn circa 1906 Diag. 66.

17ft—6in long x 8ft wide x 7ft—8ins high (Int.). 9ft Wheelbase. Shows Std. L & Y-type Oil Axle Boxes, 5-plate Brg. Springs, Outer (Horizontal) planking 7" x 5/8", Inner (Vertical) planking 7" x 5/8" with outside wooden framing to panels. Leaf Springs to Draw gear and Buffing gear to different design. Roof Doors both sides—Centre rail 7" wide x 3½" Deep.

Microfilmed—Prints available.

N.B. A 4mm scale drawing was published in the Railway Modeller, July 1972, as part of a series by N. G. Coates and A. Whitehead.



PHOTOGRAPHS

Numbers quoted are from J.B.H. collection—copies are available.

PHOTO No. 864

VAN No. 6666 9T CAPACITY 3/4 L.H. VIEW

Wide planking (11"). Low roof height. Possibly a photographic livery with black ironwork and 'illiterate' symbol back shaded. Single-sided brake on both axles.

PHOTO No. 2940

VAN No. —not known. In breakdown train at Low Moor c.1910.

A similar van to 6666 but in all-over grey.

PHOTO No. 802

VAN No. 26384 10T CAPACITY Full side view.

L & Y-type Oil boxes, high roof, single side brakes. In grey livery with 'LY' and numbers on side. Roof door open, side doors closed. Tare 6—2—0.

PHOTO No. 865

VAN No. 30864 10T CAPACITY Full side view.

L & Y-type oil boxes, high roof, single side brakes, levers to R. In grey livery with 'LY' on side. Roof Doors closed. Tare 6—2—3.

PHOTO No. 869A

VAN No. —not known. 10T CAPACITY. 3/4 R.H.view.

L & Y-type Oil boxes, high roof. Single side brakes, Levers to R. All closed up, in grey livery, 'LY' on side.

PHOTO No. 773

VAN No. 27288 10T CAPACITY 3/4 L.H. view.

Fitted LMS oil boxes, 5 leaf bearing springs. High roof. All closed up. In grey, 'LY' on side with number, either side brakes, shoes diagonal, levers to R.H. Circa 1927.

PHOTO No. 772

VAN No. 29634 10T CAPACITY Full side view.

Fitted LMS oil boxes, 5 leaf Brg. Springs. All closed up. In grey, 'LY' barely visible. Circa 1937.

PHOTO No. 863

VAN No. —not known. 10T CAPACITY. 3/4 R.H. view.

Fitted LMS oil boxes. 5 leaf Brg. Springs. Piped and with Lamp/rows for use in breakdown train (Blackpool Central). Circa 1937.

PHOTO No. 3055 *General view of part of North Docks Goods station, Liverpool. Four Diag. 3 vans visible.*

PHOTO No. 3056 *General view of part of North Docks Goods Station, Liverpool. Several Diag. 3 vans visible, one with Roof Door open, Side Doors closed, one with Roof Door closed, Side Doors open. (part shown below)*

PHOTO No. 3053 *General view of Great Howard Street Goods Station, Liverpool. Eleven Diag. 3 vans visible—mainly roof views.*

PHOTO No. 3051 *Great Howard Street Goods Station, Liverpool. Four Diag. 3 vans, 3/4 L.H. view in centre, two low roof, two high roof, three roof doors to front, one to rear—shows printed end numbers.*

PHOTO No. 3052 *As 3053—but different view point—better view of sides of vans.*

PHOTO No. 3054 *North Docks Goods Station, Warehouse end—Several Diag. 3 vans visible.*

