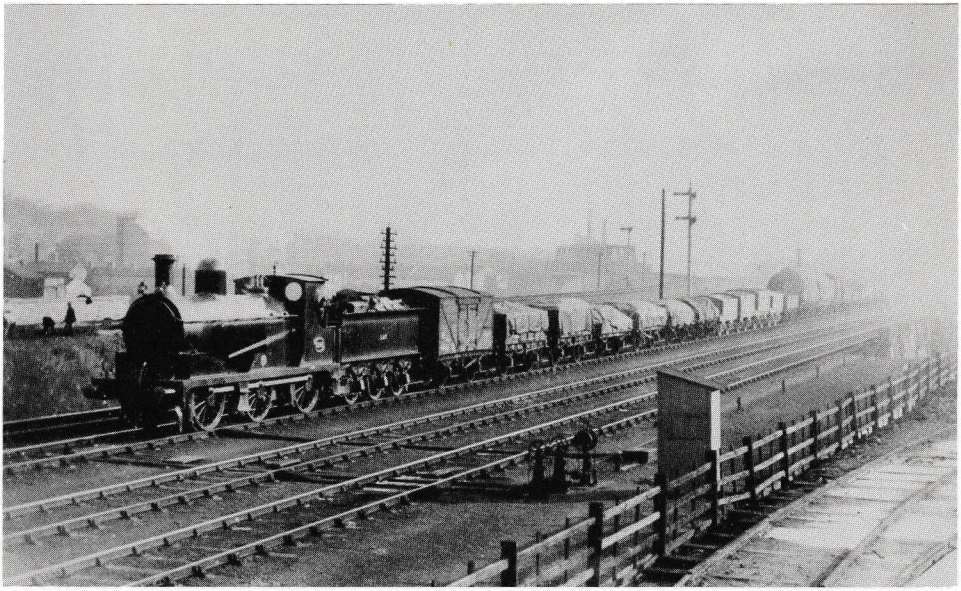
ISSN 0143 - 8875

PLATFORM SEVEN



THE JOURNAL
OF THE
Lancashire & Yorkshire
Railway Society

PLATFORM SEVEN is the seventh journal of the L. & Y. R. Society, this being the Spring 1981 edition. It is devoted to the dissemination of information about the Lancashire & Yorkshire Railway through its 75 years existence and the formation of a permanent record of the railway through the combined volumes of the journal. The society also produces a duplicated newsletter four or five times a year and a series of booklets on various branchlines of the railway, all of which are supplied to members at periodic intervals. For further details, please contact the Secretary: Mr. T. Wray, 30 Mossway, Middleton, Manchester M24 1NS.

L.&Y.R. SOCIETY 7 SPRING 1981

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COVER PHOTO .....

Photographs of goods trains in pregrouping times are not plentiful and L. & Y.R. examples are rarer than most although the goods train would be the most common of sights. Our subject is an early morning westbound 'Right Away' goods about the turn of the century, headed by an Aspinall 'A' class 0-6-0 No.1243. The loco is still in the livery with the short-lived block initials on the tender. The train, too, bears witness to the period, having wagons mostly with single brake shoes only and four private owner wagons with 'dumb' buffers amid what is mostly L. & Y.R. stock. The location is Heaton Lodge junction and the photographer is standing just to the east of the signal box. The lines at this point are just about to diverge. The line on which the train is running leads through Brighouse and on to Todmorden while the pair of tracks in the foreground will curve away to Huddersfield. The line in the background is the L.N.W.R. route to Leeds and has branched off the line in the foreground of the photo and crossed underneath the main line. It has to climb steeply, as can be seen, to cross the river Calder by the bridge in the centre of the picture and on through Battyeford station. The tracks in the immediate foreground are spoil sidings for Battye-Day-Hole coal mine which has an adit in the field where the photographer is standing ..... indeed he has set his position on a mound of spoil. The local people today remember the fog man's hut as it existed until recently and the fence still stands firm but no-one can remember the mine trackwork although the earthworks are plain to see.

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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, W. Yorks.

MANCHESTER VICTORIA STATION

Part Five

TOM WRAY

BETWEEN January 1881 and March 1882 an experiment was made with the lighting of the station by electricity. A generator was installed at the east end, by the Cheetham Hill Road bridge, to provide power for several arc lamps which were erected about the station. Unfortunately, because of its infancy, the reliability of the electric light was questionable and, though brilliant at times, all too often the system failed, plunging the station into darkness at the most crucial moments such as when a train had just arrived in the station. So on 12th March 1882 the gas lighting equipment, which had been prudently retained, was brought back into use. Another experiment had been started with electricity in March 1881, this time on the incandescent principle by Professor Swan of Newcastle, and installed in the Hunts Bank offices. The degree of success or failure has not yet been discovered but with several years experience another attempt at lighting the station was made in April 1891. Three dynamos made by Mather and Platt were installed in the engine house adjoining the Hunts Bank offices driven by two locomotives devoid of wheels. Four circuits of ten lamps were interlaced throughout the station, ensuring that in the event of a failure of part of the system, all the station would not be plunged into darkness. It was planned to extend the plant to include the whole of the station, offices and approaches, and an additional engine and generator were installed in 1897.

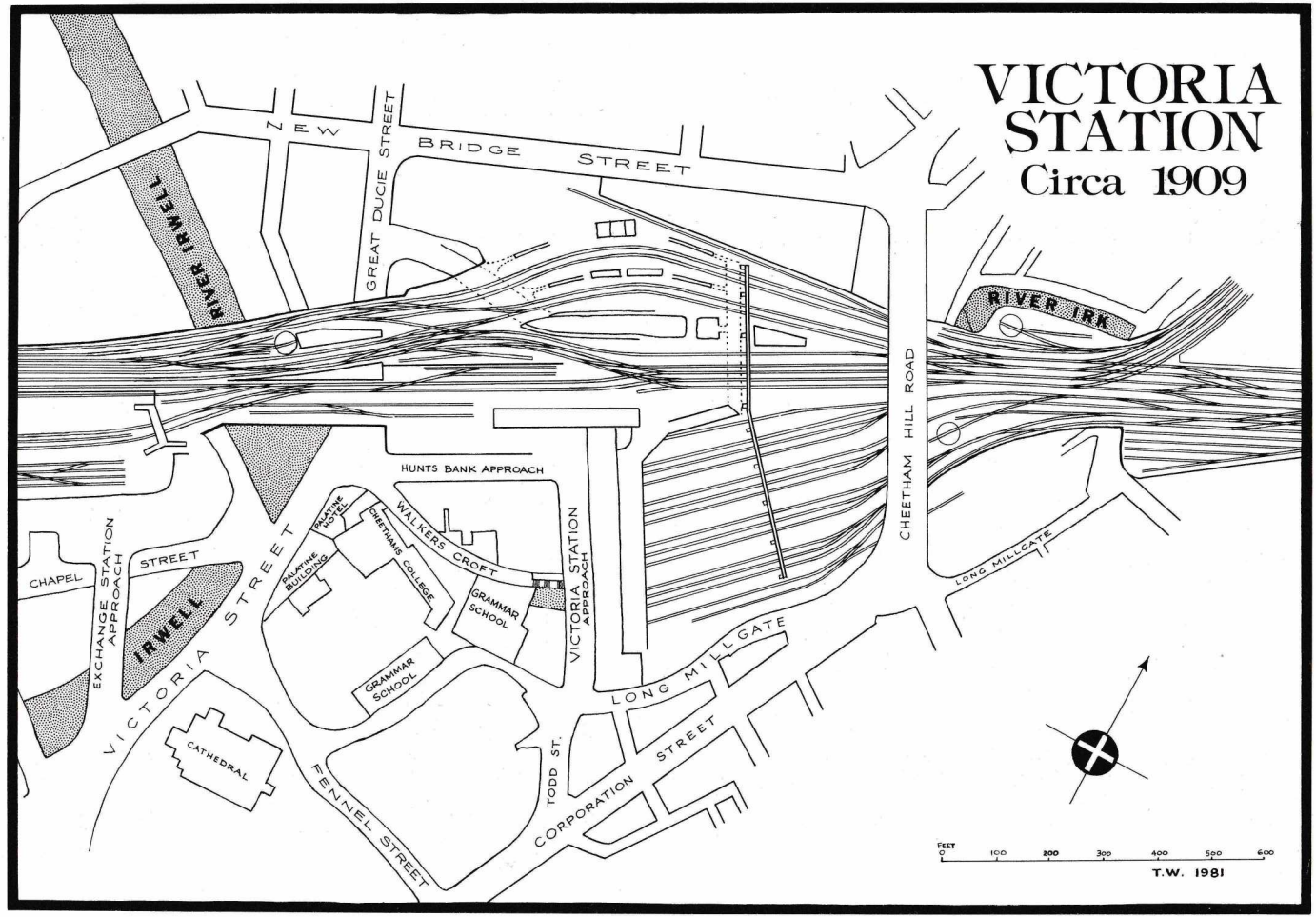
Problems of working traffic at the station continued apace in spite of the respite given by the completion of the Manchester Loop Line and the station extensions of 1884. It was also becoming increasingly difficult to work the incline to Miles Platting for not only was there indigenous traffic and that of the London and North Western Railway, the Midland Railway introduced in July 1889, services between Marple and Blackburn, via Manchester, with connections and through services to London. Interestingly, this Company introduced a sleeping car service between Manchester and Glasgow for a short period between October 1896 and April 1897.

To the west of Victoria station similar problems were encountered and additionally a new railway was being constructed from Pendleton to Hindley, the first part of which was opened to Swinton on 13th June, 1887, to Atherton on 2nd July, 1888, and completely on 1st June 1889, when a new service of express trains between Manchester and Liverpool was introduced. During 1888 Salford station was altered to give one down line and a bay and two up lines, allowing up-expresses to pass slower trains which had stopped for ticket collection.

Sooner or later major improvements were inevitable. Doubling the railway between Victoria and Pendleton was taken in two parts: the contract for the section from Victoria to Deal Street, Salford, was advertised in February 1893 and it was reported in February 1895 that the Board of Trade Inspector had passed the work. Between Deal Street and Windsor Bridge was a more formidable task; first the Manchester, Bolton and Bury Canal had to be diverted between Oldfield Road and Windsor Bridge, a distance of about half a mile, then houses which were to be demolished had to be replaced before work on the new railway could begin. Contracts for the widening of the railway were advertised in March 1896 and the work was completed in April 1900.

East of Victoria the first work completed was a short section from the East Junction Signal Cabin through the junction to the incline; this was necessary because it was not possible to gain access from the incline to platforms 7 and 8, (it has not been established when this connection was put in). In March 1894 the contract for widening the incline from Victoria to Miles Platting was advertised and work had started in August. The widening, which was opened on 28th September, 1896, had taken place partly on the south and more so on the north sides of the original line and from then on local traffic was concentrated on the southerly pair of tracks running directly into the suburban platforms at Victoria.

Meanwhile notice of a Bill was advertised in November 1894 in which there were clauses for a new railway to leave the incline about half a mile from Victoria on the south side, to dive beneath it, then bridge the Manchester Loop Line before joining the Prestwich line a short distance from Cheetham Hill Junction and another short railway from the lower end of the incline to Walkers Croft with a view to extending the station. Also included were plans to lengthen the Cheetham Hill Road bridge outside the station by re-aligning the horse tramway over the bridge and inserting a girder, 160 feet long, down the middle. The City Fathers were, not surprisingly, aghast at the thought. Objections were made and at the August 1895 half-yearly meeting the Company reported that the clauses for the Walkers Croft line and the extension of the bridge had been withdrawn from the Bill. A plan for


VICTORIA STATION
Circa 1909
NEW BRIDGE STREET
GREAT DUCIE STREET
RIVER IRWELL
RIVER IRK
CHEETHAM HILL ROAD
HUNTS BANK APPROACH
PALATINE HOTEL
PALATINE BUILDING
CHEETHAMS COLLEGE
WALKERS CROFT
GRAMMAR SCHOOL
VICTORIA STATION APPROACH
LONG MILLGATE
CHAPEL
EXCHANGE STATION APPROACH
STREET
IRWELL
VICTORIA STREET
GRAMMAR SCHOOL
CATHEDRAL
FENNEL STREET
TODD ST.
CORPORATION STREET
LONG MILLGATE
FEET
0 100 200 300 400 500 600
T.W. 1981

an entirely new bridge, to the east of the existing bridge, was discussed by the two parties, the City Council objecting to the width of 20 yards which the Company planned when they, the Council, had already declared a building line of 22 yards for Cheetham Hill Road: the Company acquiesced. In April 1896 it was reported that the City Council had reached agreement with the L. & Y.R., also, that the old bridge would not be interfered with until the new one was completed and that facilities would be "given for the verandahs being placed over the footway on the west side of the new bridge in respect of the two openings to the station." Whether this was actually complied with is not known but certainly there are no entrances to the station from the bridge at present nor appear to have been but it is interesting to note that since the entrances were opened in 1855 they must have been included in the replacement of 1881. The City Council also required that the bed of the river Irk be paved. The contract for the new bridge and the diversion and arching over the river was advertised in November 1898 and on 20th March, 1901, the bridge was complete. The first part of the Manchester Corporation electric tramway system between Albert Square and Cheetham Hill was opened, using the bridge, on **6th June, 1901.**

Before dealing with the suburban platform extensions other developments at the station should be considered. Parcels traffic, which included not only parcels but also newspapers, magazines, fish and fruit and vegetables, were always of considerable importance and facilities for catering for the traffic developed piecemeal over the years causing much congestion throughout the station. Vacant land at the corner of New Bridge Street and Great Ducie Street, where, as we have seen, was a fish market between 1865 and 1873, was utilized for the erection of a purpose-built parcels office together with, on an upper storey, offices for the passenger superintendent's department. On 12th December, 1894, the parcels offices were opened. Fronting a yard of 735 square yards was a stage 146 feet long with an overhanging

roof and glazed sash windows along its length opening into the offices. There was an entrance from the foot of the approach to No.6 platform for parcels brought by hand and two hydraulic lifts, 9 feet by 9 feet-6 inches, enabled communication with No. 8 platform. The passenger superintendent's offices, which opened directly onto No. 8 platform, were not opened at the same time but probably were by the end of January 1895. An integral part of the parcels department was the overhead parcels carrier designed by Aspinall and brought into use about the end of 1898. The carrier, based naturally at the parcels offices, made a circuit of the station, passing alongside the parcel bridge on the west side across the station and back via the station concourse. When opened, of course, neither the suburban platforms nor the concourse existed though plans to extend the carrier must have been incorporated in the original idea. Other work in the station included a block of offices for the Carriage and Wagon Department on a small parcel of land opposite the Parcels Offices on the Great Ducie Street Approach in 1896 and a van shed and mess rooms probably in the parcel yard in 1901.

In a letter to the Manchester Board of Guardians the L & Y R invited the Board to enter negotiations for the sale of their property which abutted the station. Though the Board declined an Act of Parliament obtained in 1902 sanctioned the purchase and so the remaining part of the Manchester Workhouse became the property of the L & Y R.

In July 1901 the contract for the extension of the station was advertised. The work included platforms, station roof, fish yard and the removal of the old Cheetham Hill Road bridge. By February 1903 it was reported that the new platforms had been built, the lines running into the new extension had been laid and that the roofing was nearly finished. From 16th May, 1903, certain trains were able to use that part of the extension to the south and it appears that from that date also the platforms were renumbered. Further extensions were opened in February 1904 and later in the same year, October, the Collyhurst connecting line was opened enabling the transfer of the Prestwich line services from the north to the south side of the station. The incline was further widened in 1905 when the Collyhurst line was extended down the incline to the station on the south side and a short section from East Junction Signal Cabin to Millgate Signal Cabin on the north side.

The final major development at the station was the erection of the large block of offices fronting Victoria Station Approach; it was finished in 1909 when a photograph appeared in the May edition of the Railway Magazine. As finally completed, the station comprised twenty-five roads made up of seventeen platforms, five dead-end sidings and three through lines. The covered fish yard which was at the south side of the station and outside the new train shed had a loading platform and an entrance for road vehicles from Long Millgate; there was also a short siding passing beneath Cheetham Hill Road to Company property on the east side of the bridge.

The station was "closed" in March 1913 and ticket barriers were erected to prevent the freedom of entry to the platforms formerly enjoyed by the public.

With the success of the Liverpool to Southport electrification, plans were formulated to convert the Manchester to Bury line via Prestwich. In addition to the traffic potential this line was chosen, no doubt, because of the lack of conflicting

routes at the Manchester end. Approval for the work was obtained from the Board in December 1913 and by January 1916 experimental trains were running on most days. Partial electric train services were introduced in April with steam trains being interspersed until adequate supplies of rolling stock became available. The electric services used platforms 1 to 3 until 1973 when they were transferred to platform 5 to make way for the proposed Manchester Picc/Vic underground railway.

A school of signalling was opened in 1910 to which all employees were encouraged to attend.

In conjunction with the development of train control, offices were established at strategic locations on the railway. The office opened at Victoria station, in April 1913, was designed to be extended and become the central control office, in August 1915, to monitor train movements throughout the system.

Finally, though in the days of the London and North Western Railway, an appropriate final curtain was lowered on the Lancashire and Yorkshire Railway when, on Tuesday, 14th February, 1922, the bronze memorial to the 1,465 employees who gave their lives in the Great War, was unveiled on the station concourse by Earl Haig, assisted by the former chairman, E.B.Fielden.

Postscript

In 1929 platform 3 at Exchange and platform 11 at Victoria were combined as one single platform and colour light signalling was installed at the west end of the station. The station roof between platforms 11 and 12 was removed in 1935. The station was badly damaged during the 1939/45 war. Services were transferred to Victoria from Exchange when that station was closed in 1969, and at the time of writing that station is being demolished. The Hunts Bank offices and the fish dock were demolished in 1978, the station buildings of 1844 and 1909 were cleaned in 1979.

SOURCES:
The Aspinall Era, H.A.V. Bulleid 1967.
The Lancashire and Yorkshire Railway, J. Marshall 1969–1972.
Manchester Guardian 1881–1903.
Middleton Guardian 1903, 1904, 1916 and 1922.

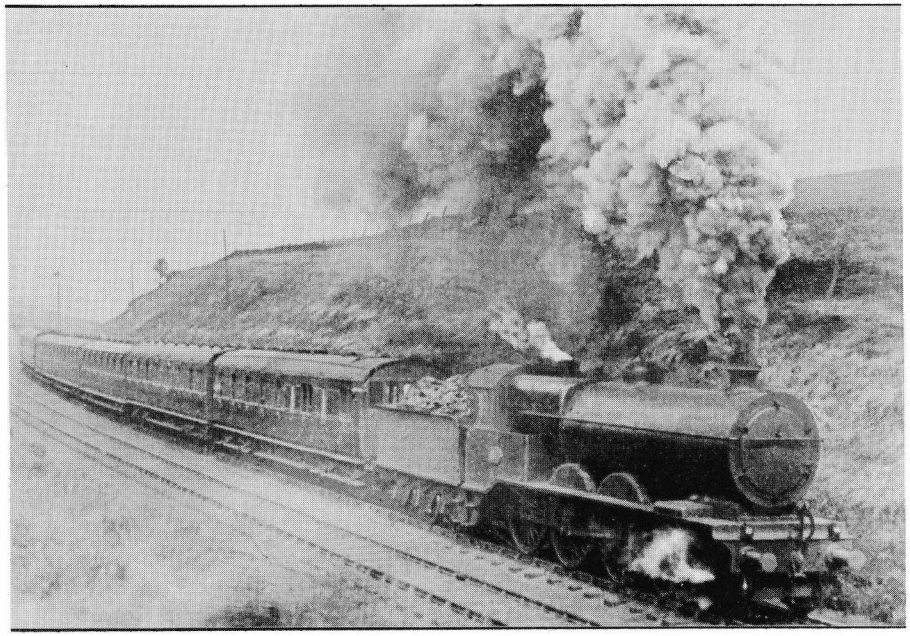
Our heading features the early device used on company stationery, rule books etc. up to a century ago.

THE HUGHES 4—6—0's

It has long been my opinion that the original 4—6—0s, in their day, were among the best locos one could wish for. The four cylinders gave more power . . . . . the heavier loads of the time being tackled easily. Latterly, we have been told how poor they were when the Great War ended and how much coal and water they consumed per mile which has blackened their image for ever. As a tribute to them, our photo feature is devoted to these fine machines which in 1908 were only surpassed by the G.W.R. 'Stars' and even after the running of 'Polar Star' on the L.N.W.R. in 1910, the secret of its success was still misunderstood.

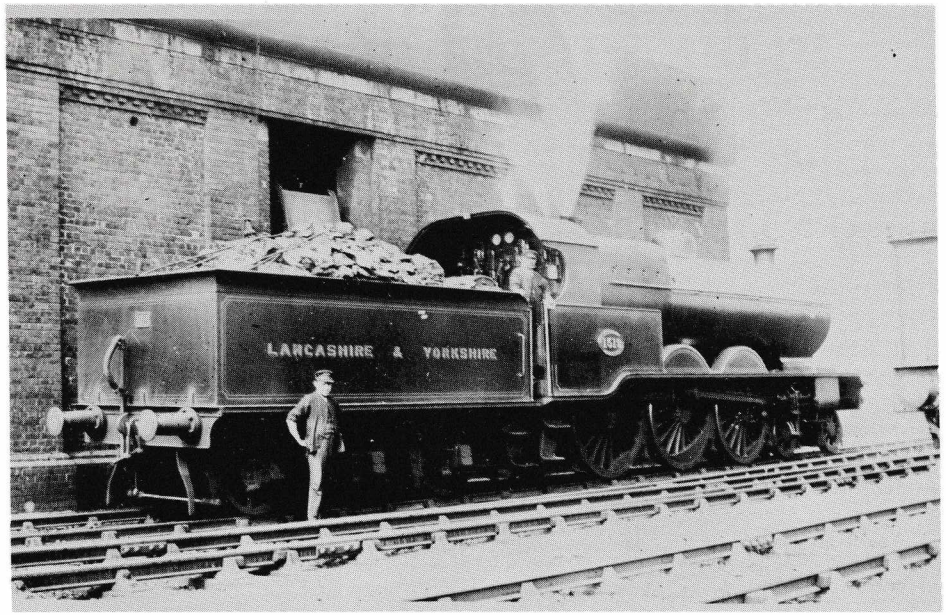
Eric Mason took the rear view of No. 1519 taking coal. The flat roof to the cab was a feature of all Hughes big engines and was carried later by the L.M.S. crabs One wonders why coal rails were not fitted to the tenders like the 4—4—0s and 0—6—0s of the period if they were such 'coal eaters' as we have been led to believe?

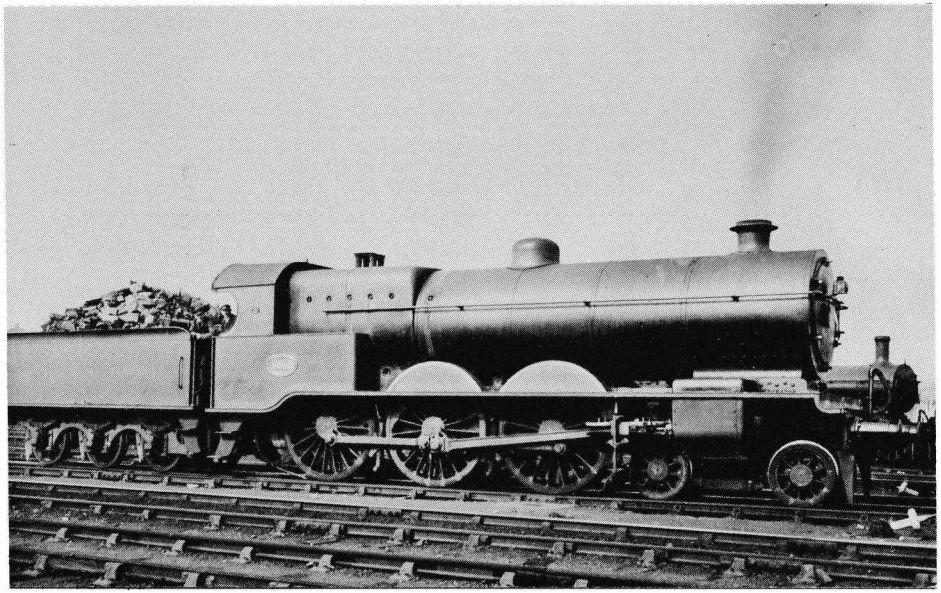
(A. G. Ellis collection)



As a regular visitor to Accrington station about 1914, Cyril Myers became friendly with the regular driver of this train and expressed the intention of photographing him ascending the 1 in 38 Baxenden bank. The driver replied "As soon as ah see thee, a'll put some watter ont coils for thee".

No. 1515 at Blackpool Central shed about 1913. This view shows well the extra throw of the connecting rod. The coupling rods had a throw of 11" while the big ends had a 13" throw, a scheme claimed to diminish centrifugal force at speed. *(Photo—Real Photos T6699)*





6-WHEEL BREAK VANS BUILT TO DIAGRAM 61

by NOEL COATES

Like many of these articles on the wagon stock, this set of notes arises from a query by member A. M. Gunn.

PREAMBLE

The first 20T 6-wheel break van was the result of the need to increase the weight of such vans to allow the working of heavier trains. It was built in 1900, allocated Diagram 43, and was eventually extended to 83 examples costing on average £262 each. In 1904 the policy was changed to a steel underframe 4-wheel vehicle (Dia. 61) of which 248 were constructed up to 1917. These generally cost £230 each pre-war and £363 each during the war. The bodies were largely identical to the Dia. 43 vehicles but half-height doors were provided on the vestibule ends.

DIAGRAM 61A

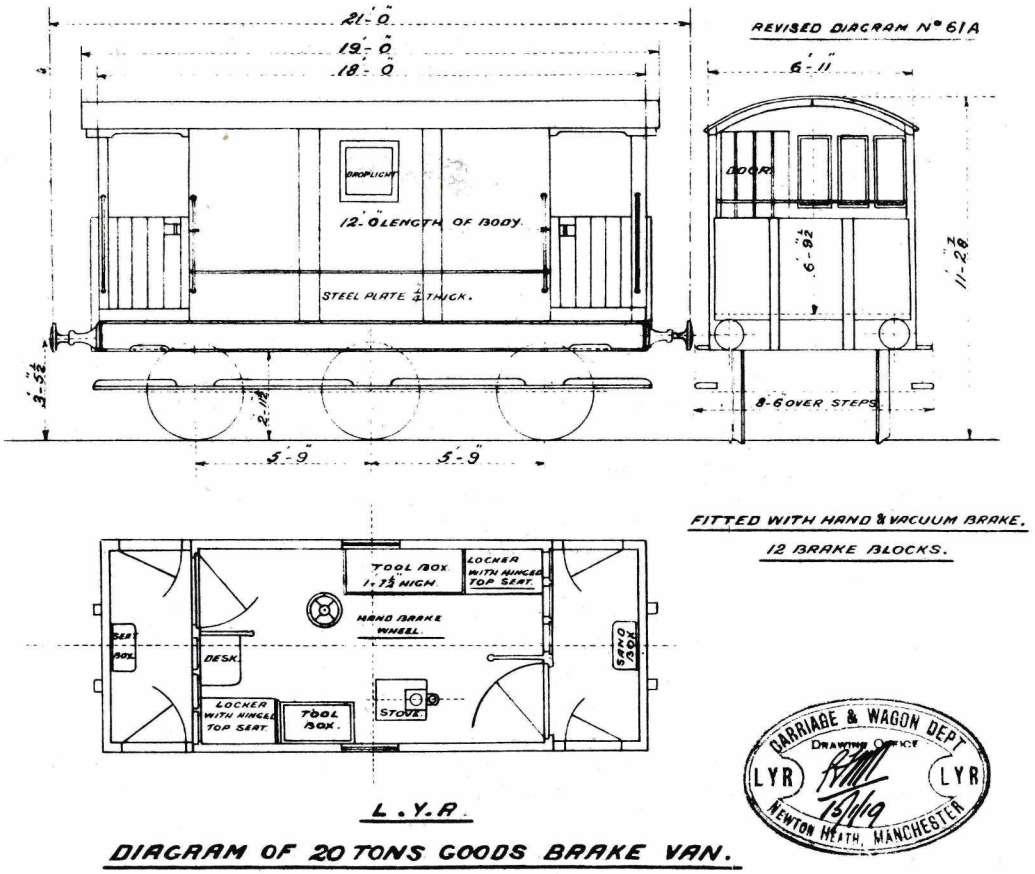
Although the four-wheeled vehicles were last ordered in 1914, their construction was not completed until 1917. Meanwhile the decision was taken to alter the underframes and revert to a 6-wheel vehicle with order A53 in 1915. A new body drawing No. 9207 was drawn but there were no drastic external alterations from the 4-wheel stock. None of these vehicles was actually built until 1918 when they were allocated to Diagram 61, a revised diagram was issued from Newton Heath on 15/1/19 which has become known as Diagram 61A. Their building information is as follows:—

Order	*Date Ord.*	*Quantity*	*Drawings used*	*Date Built*	*Cost*
A53	1915	32	8912 & 9207	1918	£485/15/11d
B54	1916	20	ditto	1919	£545/13/9d
A55	1917	20	ditto	1919	£606/8/7d
H57	1919	20	ditto	1921*	Not known
M58	1921	58	9780 & 9852	Not known	Not known

* Presumed, see note 2.

NOTES:

1. *Since A53, B54 and A55 were all built to the same drawings there is evidence of raging post Great War inflation.*
2. *The costings come from the L & Y Accounts which only go to 31/12/20, hence H57 and M58 are not known; likewise the building dates for those two orders.*
3. *Drawings 9780 and 9852 were underframe and braking details respectively.*
4. *All orders were charged to renewal account.*



Note: The diagram shows doors with vertical planks but all photographic evidence shows that the planking was horizontal.

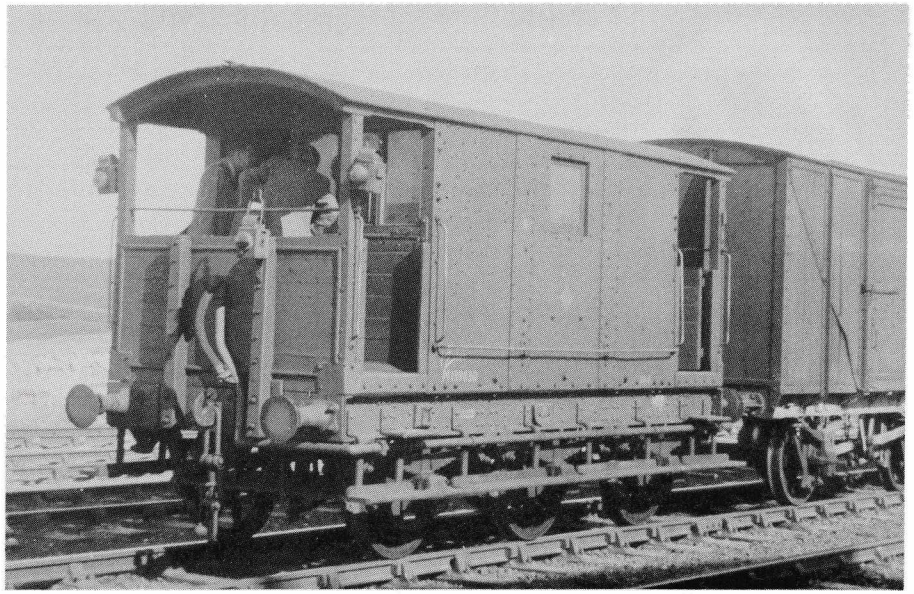
LATER DAYS

Since these vehicles spent most of their lives working for the LMS, I hope members will bear with me whilst I complete the history of these vans.

The LMS added 130,000 to the numbers of these vehicles, many of which replaced 10-tonners and had thus received low wagon running numbers; standard LMS number plates were fitted to the solebars on the van centre line. A table of sample numbers is given below. The next modification was in May 1923 to the brake screws, the L & Y system screwed anti-clockwise but the 'Greater Midland' preferred the clockwise direction and orders were thus given to alter all vehicles quickly. The yard allocation plates were removed, especially as the territories covered by these vans increased, though they were not common user vehicles beyond the LMS. Final modifications were to the handrails and in one or two instances the footsteps but this was only slight. The horizontal handrails were

moved from their position connecting the vertical ones to just below the vertical rails (see diagram and photograph), a small but significant alteration, presumably they were just that bit too high from the bottom stepboard for shunters' comfort.

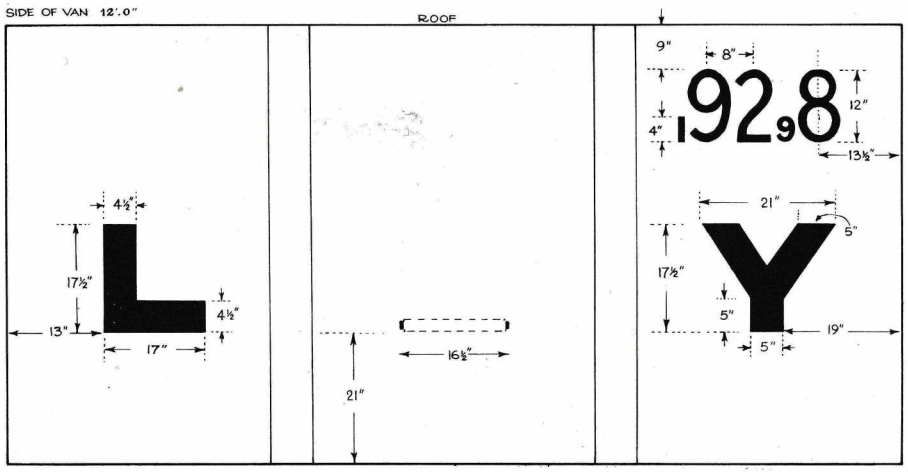
Because the vehicles were vacuum fitted they largely survived throughout the LMS period and into British Railways by up to 8 or more years. BR added a 'M' prefix to the number and, as track circuiting developed, the vans received a yellow diamond below the drop side window as a warning. By 1957/8 all seem to have been withdrawn.



M139830 photographed at Ribblehead in June 1956 by John B. Hodgson.

SAMPLE NUMBERS

L & Y Running No.	*L & Y Reporting No.*	*LMS Number*	*BR Number*	*Tare*
5893		135893	M135893	
6281		136281	M136281 [a]	
9830		139830	M139830	20-6
18209		148209	M148209 [c]	
18211	18211	148211	M148211 [d]	20-6
18493	18493	148493	M148493 [e]	
19298	19298	149298 [f]		
20388		150388	M150388 [g]	20-6



Measurements taken by the late Bob Mills, 1924.

LIVERIES AND LETTERING

L & Y:— Black all over, white letters, running/reporting number in top right corner (see Fig. 1).

LMS (1923):— Grey, black below solebars and running gear, white 15" letters with 4" numbers in bottom left corner, tare in right corner.

LMS (1937):— Bauxite, white 3" letters and numbers in bottom left corner.

BR:— Bauxite, white letter and numbers in left lower corner (No evidence of use of black background panels has been seen on photographs). Tare on bottom of side at right. Yellow diamond below window.

NOTES:–

a) Definitely took its number from a 10T Tin Tab Break.

b) Photographed 10/5/52 at Accrington by A. M. Gunn.

c) Branded 'NOT IN COMMON USE' on centre panel above wagon number plate, appears to have lost its vacuum apparatus since building, on evidence from a photograph.

d) Built 1921, photographed in 1954 by A.M. Gunn, withdrawn in August 1954.

e) Photographed 12/8/56 at Altrincham by A. M. Gunn.

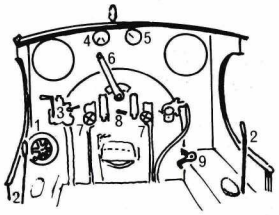
f) Built 1918, survival to BR not positively known.

g) Branded 'NOT IN COMMON USE' above painted wagon number.

My thanks go to J. B. Hodgson for loan of material from his collection and to A. M. Gunn for additional information and photographs.

THE ASPINALL CAB

The layout of the cab fittings was almost the same on the 2-4-2T, 0-6-0 and 4-4-0 locos because the boiler was virtually the same on these locomotives. Our view shows the cab of an 0-6-0 bearing the shedplate (1) of Newton Heath. The cab interior is lined in very dark brown on a buff ground. The backhead and seats are black. In this view, the tender appears to be wider than the loco cab but they are in fact the same width. The tender is higher than the cab side. The driver stands on the left side with the reversing wheel and vacuum brake control in front of him. Notice the whistle is offset to the left, being a legacy from the days when all Aspinall/L. & Y. locos had a second whistle connected through a crank and cord to the train for emergency use.



1 Reversing wheel
2 Sand box controls
3 Vacuum brake
4 Vacuum gauge
5 Pressure gauge
6 Regulator
7 Injectors
8 Blower
9 Damper

Photo : Barry C. Lane

L & Y AMBULANCE TRAINS 1914–1924

J. B. HODGSON

As part of the Coaching Stock Research currently being carried out by the Society—we offer the following:—

There were two different types of Ambulance Train –

(a) Those for use within the British Isles.

(b) Those for use overseas (generally France etc.)

Originally it was believed that the L & Y had only supplied three trains, but the following notes show that seven trains were actually built.

Much of the medical side of the scheme has been obtained from the book *"Hospital Ships & Ambulance Trains"*, Author Lt. Col. John H. Plumridge; Published by *Seeley, Service & Co.* in 1975: whilst carriage numbers etc. have been obtained from various Carriage Diagram Books (N.R.M. and others).

TRAINS FOR U.K. USE ONLY

The first two trains supplied by the L & Y (Ambulance Train Nos. 6 & 17) were called for by the War Office early in 1914 and were ready for use in August of that year.

Both consisted of nine vehicles, but this was later augmented (circa 1915) to either ten or eleven. Internally each coach had been completely stripped of all fittings, white enamelled and re-equipped as required. Every coach was equipped with additional heating equipment and electric lighting, whilst externally they were repainted in standard L & Y Coach livery, with two crests per coach and carrying Geneva Crosses on the look-out duckets.

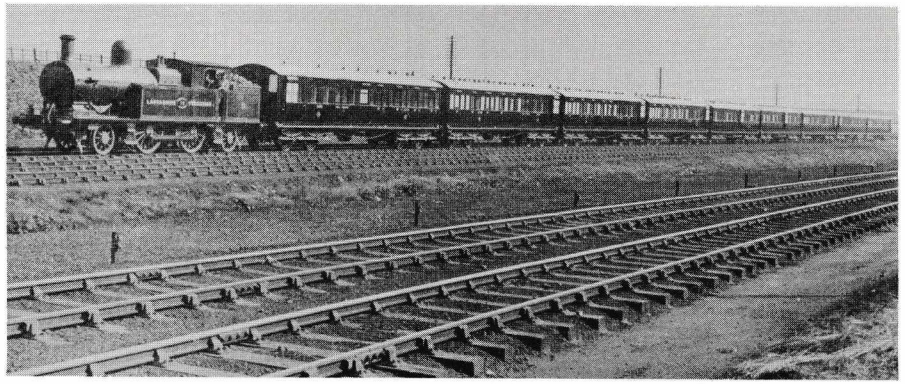
To assist with the loading of stretchers, the vehicles chosen for inclusion were either full vans or brake thirds and all were gangwayed. Also to assist with universal availability they were arc-roofed, 8 ft-wide stock 49 ft-long and were mounted on 8 ft-wheelbase bogies.

The War Office Specification of the nine coach train was:—

Coach A Guard; Stores, Office, Pharmacy, Treatment Room
Coach B Ward Car
Coach C Ward Car
Coach D Kitchen, Pantry, Dining Space, Accommodation (O/Ranks, Cooks)
Coach E Ward Car
Coach F Ward Car
Coach G Ward Car
Coach H Accommodation—Officers & N/Sisters; O/Ranks (2)
Coach J Store, O/Ranks Dormitory; Guard Accommodation, Guard

In 1915 an additional Kitchen Car (As D), together with an ordinary corridor coach (less upholstery!) were introduced between coaches G & H.

Details of the vehicles used can be found in Appendix A.



TRAINS FOR OVERSEAS USE

Because of the more generous continental loading gauge, the War Office Specification called for larger elliptical-roofed stock—9 ft wide and 54/56 ft long, but still on 8 ft Wheelbase bogies, and gangwayed throughout.

The train specification called for a train of sixteen vehicles marshalled as follows:

Coach S Guard, Guard's Quarters; Infectious Ward (18 beds)
Coach G Staff Car (Officers & Nursing Sisters)
Coach A Kitchen, Kitchen Staff; Sick Officers (12 beds)
Coach B Ward Car (36 beds) with Toilet & Washing facilities
Coach C Ward Car ,, ,,
Coach D Ward Car ,, ,,
Coach E Ward Car ,, ,,
Coach F Pharmacy Car & Treatment Room
Coach L Ward Car (36 beds) with Toilet & Washing facilities
Coach M Ward Car ,, ,,
Coach N Ward Car ,, ,,
Coach O Ward Car ,, ,,
Coach P Sitting Cases (no upholstery—ordinary corridor coach)
Coach H Kitchen, Kitchen Staff, Mess Car
Coach R Sleeping Quarters O/Ranks, Train Heating Equipment
Coach T Stores; Guards Quarters, Brake
Overall length—approximately 950 ft.

The first L & Y Train (No.24) was supplied to the War Office in September 1915 and was assembled from existing stock, refurbished as required at Newton Heath, most of it from Brake-Thirds and all were altered to electric lighting and gangwayed throughout. It was painted in 'Drab' which was referred to by different observers as 'khaki', 'olive green' or 'brown' and each coach carried Geneva crosses on either side.

The second train (No.29) followed closely behind in April 1916 and details of both trains can be found in Appendix B.

The third L & Y Train (No.42) was formed to the same specification but all the vehicles were specially built, although on standard L & Y underframes. All 16 coaches were 56 ft long and again electrical lighting and heating units were standard, together with a petrol-driven generator for charging the batteries!

Whereas the trains used in the UK retained their company livery and stock numbers, the three trains were numbered in a WD series (which we have been unable to decode) although each coach was also numbered and lettered with its train and coach symbol, e.g. 42S, 42G, etc.

TRAINS FOR THE AMERICAN FORCES

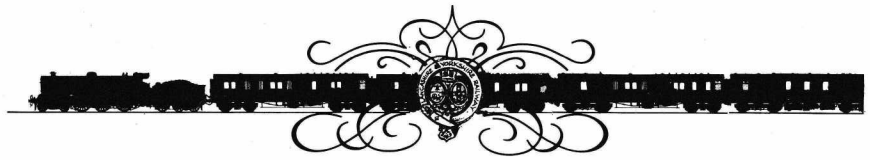
To date we have decided that two trains were prepared for use by the 'Yankees' being numbered 59 and 61, but details of exactly how many US trains were supplied by other railways is not known.

The American specification was different from the WD one, being as follows:—

COACH	*DESCRIPTION*
A10	Brake Van, 4 Infectious Wards (24 beds)
B	Staff Car—3 Officers, 3 Nurses
D1	Kitchen, Kitchen Staff, Officers' Room (3 Cooks 10 Officers)
A1	Ward Car—36 beds
A2	Ward Car—36 beds
A3	Ward Car—36 beds
A4	Ward Car—36 beds
F	Pharmacy Car—12 serious bed cases
A5	Ward Car—36 beds
A6	Ward Car—36 beds
A7	Ward Car—36 beds
A8	Ward Car—36 beds
A9	Ward Car—36 beds
D2	Kitchen Car, Mess Room, Quarters for 2 NCO's
C	Personnel Car (33 orderlies)
E	Stores Car, Brake.

Both trains were painted Olive Green with Geneva Crosses on the roofs and sides. Each coach carried the letter US on the side panels at window level, whilst each end coach was lettered US 59 or US 61. The coach numbering again appears to be elusive but each coach carried its designation 'A10' etc. as well.

Photographs existing at the NRM show train No.61 being sent overseas, but to date there is no record of 59 ever having gone overseas, but this does not mean this did not happen.



CONCLUSION

All seven trains were returned to the L & Y (Newton Heath) – the last one being released by the War Department in November 1920. The coaches forming the trains numbered 6 and 17 were quickly returned to service as shown in Appendix C, although the elliptical roofed stock took longer to refurbish, finally appearing from Newton Heath in various guises, and under the LMS banner! It is possible that, due to the major reconstruction that took place, only the underframes came through.

Appendix D shows the returned stock of the 'overseas trains' as they re-entered railway service, although it has not been possible to identify individual vehicles, as most of them never carried L & Y numbers.

L & Y AMBULANCE TRAINS 1914-1924

APPENDIX A

COACH No.	*DIAG. No.*	*MADE FROM COACH No.*	*TYPE*	
TRAIN No.6				
A	34	2676	4 compt. B/End	49 ft
B	34	2673	4 compt. B/End	49 ft
C	34	2674	4 compt. B/End	49 ft
D	34	2675	4 compt. B/End	49 ft
E	71	291	Full Van	49 ft
F	71	292	Full Van	49 ft
G	30	444	4 compt. B/End	49 ft
H	30	536	4 compt. B/End	49 ft
J	30	1236	4 compt. B/End	49 ft
TRAIN No.17				
A	30	1257	4 compt. B/End	49 ft
B	30	822	-do-	49 ft
C	30	1040	-do-	49 ft
D	30	1821	-do-	49 ft
E	30	2652	-do-	49 ft
F	30	548	-do-	49 ft
G	30	421	-do-	49 ft
H	30	1068	-do-	49 ft
J	30	653	-do-	49 ft
ADDITIONAL COACHES				
	30	343	4 compt. B/End	49 ft
	30	111	-do-	49 ft
	30	1144	-do-	49 ft

The allocation of these coaches is not known but Nos. 343 and 111 became Kitchen Cars (D).

APPENDIX B

TRAIN No.24

COACH	*DIAG. No.*	MADE FROM *COACH No.*	*TYPE*	
S	94	549	5 compt. B/End	54 ft
G	90	1307	8 compt. Corr 3rd	56 ft
A	94	573	5 compt. B/End	54 ft
B	90	1319	8 compt. Corr 3rd	56 ft
C	91	1856	4 compt. Corr 3rd B/End	56 ft
D	91	1857	-do-	56 ft
E	90	1328	8 compt. Corr 3rd	56 ft
F	94	1293	5 compt. B/End	54 ft
L	90	1331	8 compt. Corr 3rd	56 ft
M	91	1860	4 compt. Corr 3rd B/End	56 ft
N	91	1862	-do-	56 ft
O	90	1349	8 compt. Corr 3rd	56 ft
P	90	1419	8 compt. Corr 3rd	56 ft
H	94	1404	5 compt. B/End	54 ft
R	90	1442	8 compt. Corr 3rd	56 ft
T	94	1423	5 compt. B/End	54 ft

TRAIN No.29

S	94	607	5 compt. B/End	54 ft
G	90	1443	8 compt. Corr 3rd	56 ft
A	94	612	5 compt. B/End	54 ft
B	90	1445	8 compt. Corr 3rd	56 ft
C	91	1352	4 compt. Corr 3rd B/End	56 ft
D	91	1354	4 compt. Corr 3rd B/End	56 ft
E	90	1304	8 compt. Corr 3rd	56 ft
F	94	810	5 compt. B/End	54 ft
L	90	1316	8 compt Corr 3rd	56 ft
M	91	1357	4 compt. Corr 3rd B/End	56 ft
N	91	1359	8 compt. Corr 3rd	56 ft
O	90	1323	8 compt. Corr 3rd	56 ft
P	90	1324	8 compt. Corr 3rd	56 ft
H	94	901	5 compt. B/End	54 ft
R	90	1337	8 compt. Corr 3rd	56 ft
T	94	935	5 compt. B/End	54 ft

The ambulance trains toured the counties of Lancashire and Yorkshire for exhibition at the major stations. It was usual to split the train into two halves on adjacent platforms and the public would file up through one part, crossing to enter the other part at the end of the platform and file back to the barrier through the second part.

Train No. 29

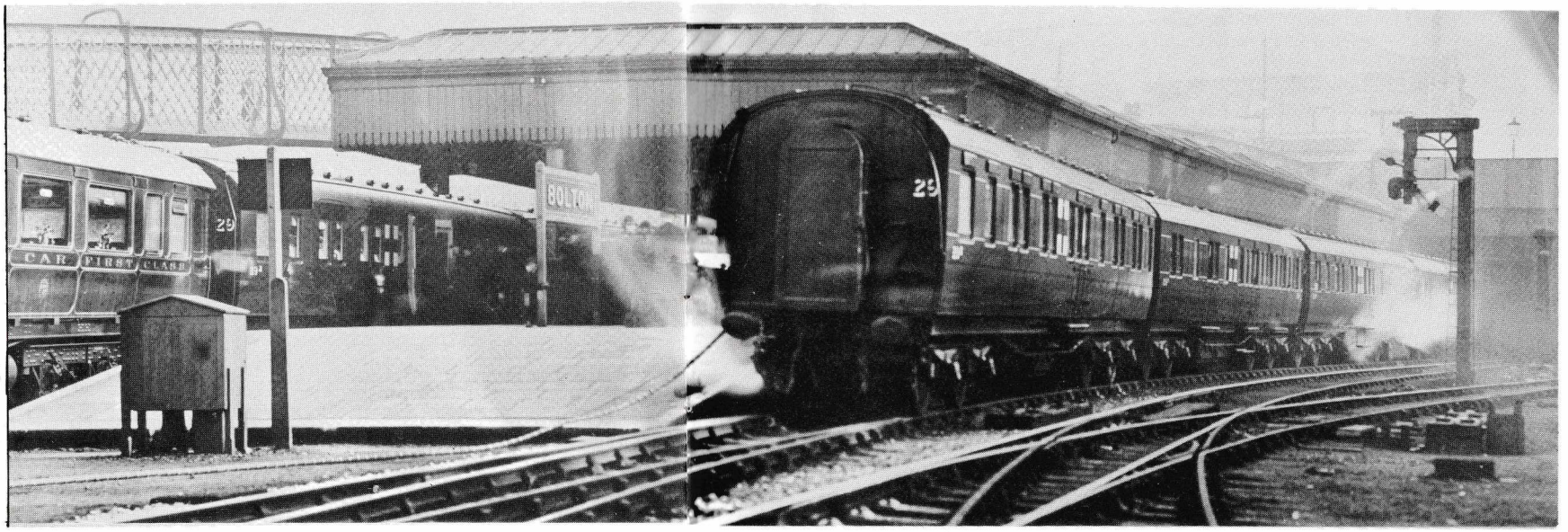


Photo courtesy N.R.M.

APPENDIX C

RETURNED STOCK

TRAIN NO. 6 & 17

ORIGINAL TYPE DIAG.	*NOS.*	*TRAIN CODE*	*RETURNED AS:*
30	444, 536	6G 6H	DIAG 146/Parcel van No 294, 295
34	2673 to 2676	6A – 6D	DIAG 144/4 compt Corr 3rd/Van same running nos
71	291, 292	6E, 6F	DIAG 71/ same nos.
30	111, 343, 421, 528, 653, 822, 1040, 1068, 1821, 2652	17 B–J & Spares	DIAG 145/Centre Corr 3rd/Van same running nos.
30	536, 1144, 1257, 1236	6H, SPARE 6J, 17A	DIAG 146 PARCEL VAN Nos 296–299

TRAIN NOS 24 & 29

94	5 Compt/Brake (549, 573, 1293, Gas (1404, 1423, 607, Lit (612, 810, 901, 935	24S, 24A 24F, 24H 24T, 29S 29A, 29F 29H, 29T	DIAG 94 5 compt Brake Electrically Lit NOS 549, 573, 1293, 1404, 1423, 607, 612, 810, 901, 935
90	8 Compt/corr 3rd 1307, 1319, 1328, 1331, 1349, 1419, 1442, 1443, 1445 1304, 1324, 1337	24G, 24B 24E, 24L 24O, 24P 24R, 29G 29B, 29E 29L, 29O 29P, 29R	DIAG 90 8 compt Corr 3rd Nos: 1307, 1319, 1328, 1331 1349, 1419, 1442, 1443 1445, 1304, 1316, 1323 1324, 1337
91	4 compt/corr 3rd Brake 1352, 1354, 1357, 1359, 1856, 1857 1860, 1862	29C, 29D 29M, 29N 24C, 24D 24M, 24N	DIAG 91 4 compt Corr 3rd Brake NOS: 1352, 1354, 1357, 1359 included in Diags 150–156 SEE APPENDIX D

PHOTOGRAPHS

'Horwich' Negatives at N.R.M.
Various negatives – Selection below.

Neg. No. F1486 – General view No.6 Ambulance Train dated 27.8.14.
Neg. No. F1487 – Interior view Coaches 2676 & 2673.
Neg. No. F1464 – 9 Coach Train – Believed to be No.6.
Neg. No. F1555 – Officers Ward – Coach No.1068.

APPENDIX D

RETURNED STOCK

AMB. TRAIN WD 24
AMB. TRAIN WD 42
AMB. TRAIN US 59 & 61

ORIGINALLY	*TRAIN CODE*	*RETURNED AS:*	
24 C, D, M, N		DIAG 150	1 off
42 A to 42 T			
59 A1 to A10		DIAG 151	5 off
59 B C & E			
59 D1 and D2	SEE TEXT	DIAG 152	3 off
61 A1 to A10		DIAG 155	3 off
61 B, C & E			
61 D1 and D2		DIAG 156	40 off

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Lt. Col John H Plumridge
Published 1975 – Seeley Service & Co.

L & Y TRAINS

a) The Tramway & Railway World
14th March 1918
Article– Ambulance Train for the USA Army
Pages 160–161
Text & Illustrations

b) Handbill–Exhibition of Ambulance Train
Wigan (L & Y) Nov 14th 1917
J.B.H. Collection

c) Handbook – Exhibition of Ambulance Train
16 Pages – Descriptive Text & Photographs
Dated November 1917
(Believed to refer to No. 42)
J.B.H. Collection

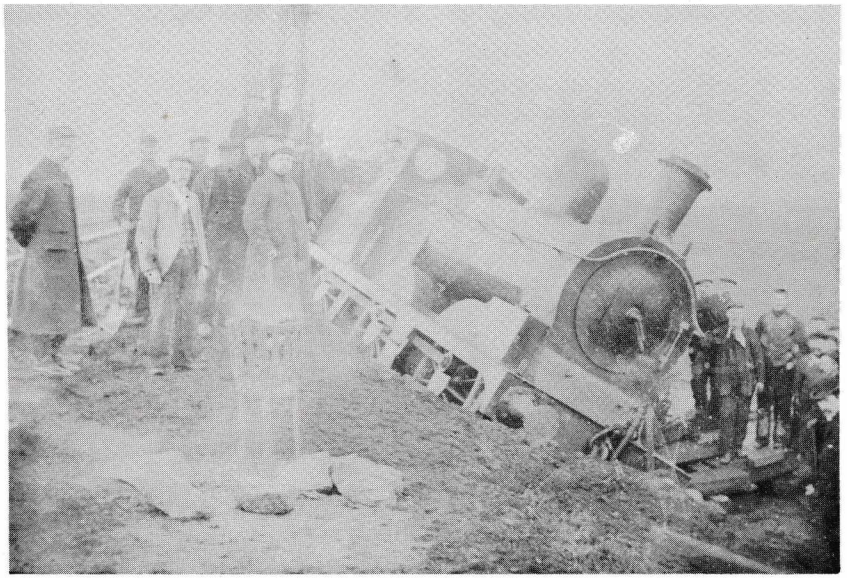
d) Handbook – Exhibition of Ambulance Train
16 Pages – Descriptive Text & Photographs
undated.
(Believed to refer to No.29)
J.B.H. Collection.

Neg. No. F1784 – No.29 Amb. Train at Bfd. Exchange. General view.
Neg. No. F1762 – No.29 Amb. Train leaving Newton Heath for Tilbury Docks 28.2.16. Great Eastern 4–4–0 No.1893.
Neg. No. F1761 – No.29 Amb. Train leaving York after exhibition. North-Eastern 4–6–0 No.820.

L.& Y. R. TRAVELLING CRANES

Since the article on the Diagram Book of Breakdown Cranes was published in the last edition of Platform, further information on cranes in general has been received. It would appear that other cranes existed that were not in the Diagram because these included only the machines belonging to the breakdown department. Others were attached to engineers' departments, permanent way departments and certain yards. For the sake of completing the 'picture', all cranes known are listed below together with whatever other information is available. I am indebted to Peter Tatlow for all of this further information.

Editor



L.Y.R. No.	*Makers/ Works No.*	*Date built*	*L.M.S. No. (5/41)*	*Wheel Arrangement*	*Match Wagon No (L.M.S.)*	*Maximum Capacity*	*@ Radius*	*Allocation*
2231	Cowan, Sheldon 2545	1902	RS 1062/20	4–4–0	160456 later 167388	20 tons	20'-0"	Newton Heath, Plaistow 3/31, Gloucester 8/42, withdrawn 1971.
2265	Cowan, Sheldon 2954	1906	RS 1019/30	4–4–0	162314	30 tons	17'-0"	Sandhills, Wakefield 1/12, loaned to government 12/16, returned by 1920 Leeds '25, Sheffield '31, withdrawn 1968.
2188 (2048?)	Craven Bros. 9158	1911	RS 1017/35	2–6–2	164450	35 tons	13'-0"	Sandhills, later renamed Bank Hall. withdrawn 4/67
2281	Appleby Ltd	1908	?	?	?	7 tons	20'-0"	Salford High Level North Mersey Docks (not breakdown crane)

From the 1851 Rule Book . . . . .

Ballast engines are PROHIBITED from working along the line in a Fog, except when authorized to do so by a special order in writing. Luggage, Coal, and Ballast Trains are always to GIVE WAY to passenger Trains by going into the nearest siding.

From the 1851 Rule Book . . . . .

In foggy weather, as well as at dark, the lamps at the different Signal Posts must ALWAYS be kept lighted, and Explosive Signals and Red Port Fires ready, and used if required.

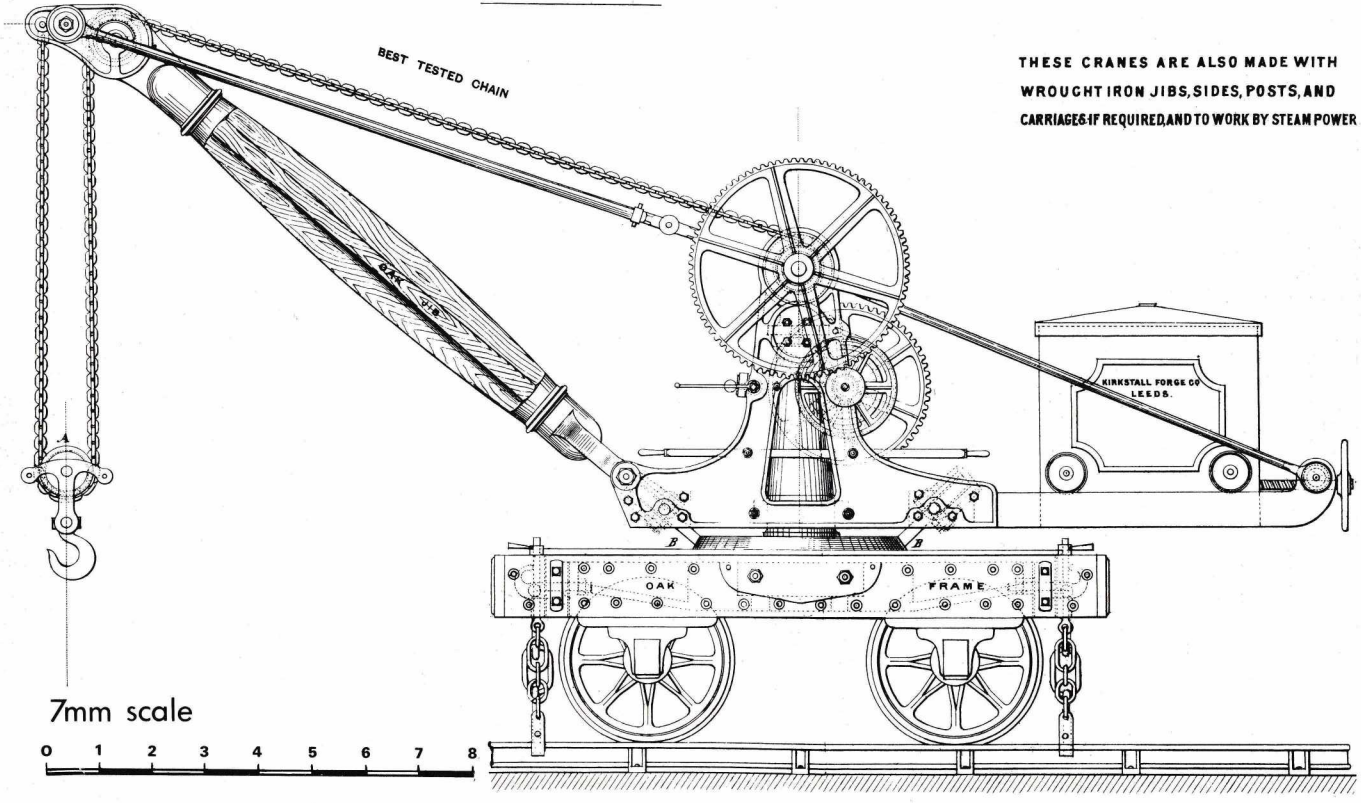
Maker	*Max. Capacity*	*@ Radius*	*Running No.*	*Depot and Remarks*
–	*10 ton*	*15'-6"*	*280*	*Goole Loco*
–	*6 ton*	*13'-0"*	*669*	*Ramsbottom P.Way*
–	*10 ton*	*19'-0"*	*771*	*Bury E.L. Loco Iron Jib*
Wren & Hopkinson	*10 ton*	*16'-0"*	*879*	*Accrington Loco, Fleetwood from '13*
L & Y Horwich	*5 ton*	*12'-7"*	*880*	*Wigan P.Way*
L & Y Horwich	*5 ton*	*12'-7"*	*881*	*Knottingley P.Way*
H. & J. Ellis	*10 ton*	*13'-0"*	*972*	*Miles Platting P.Way*
Wren & Hopkinson	*10 ton*	*14'-0"*	*1197*	*Agecroft Loco*
–	*5 ton*	*16'-9"*	*1198*	*Newton Heath Loco*
L & Y Horwich	*5 ton*	*14'-3"*	*1443*	*Mirfield Loco Boxmoor from 1914*
Wren & Hopkinson	*10 ton*	*16'-0"*	*1735*	*Lower Darwen Loco. Bolton from 1/1/14*
Knapman & Co.	*20 ton*	*20'-6"*	*1780*	*Lostock Hall Wakefield from Dec '16*
L & Y Horwich	*10 ton*	*18'-0"*	*1782*	*Wigan Loco*
Knapman & Co.	*20 ton*	*16'-0"*	*1930*	*Accrington Loco*
Knapman & Co.	*20 ton*	*16'-0"*	*1931*	*Low Moor Loco 1894*
–	*5 ton*	*12'-1"*	*1942*	*Wigan P.Way. Scrapped in L & Y days*
L & Y Horwich	*5 ton*	*13'-0"*	*2013*	*Bolton P.Way*
L & Y Horwich	*10 ton*	*20'-0"*	*2038*	*Bolton Loco. Iron Jib*
L & Y Miles Platting	*5 ton*	*15'-0"*	*2057*	*Low Moor Engr. Depot*
Kirkstall Forge Co.	*5 ton*	*13'-3"*	*2071*	*Wakefield Hoist Siding P.W., Scrapped in L & Y days.*
L & Y Horwich	*5 ton*	*15'-0"*	*2106*	*Horwich O.M.Dept*
Ormerod & Grierson	*5 ton*	*12'-4"*	*2130*	*Moses Gate P.W. Iron Jib.*
Knapman & Co.	*6 ton*	*13'-0"*	*2258*	*Miles Platting P.W.*
L & Y Miles Platting	*5 ton*	*14'-0"*	*2259*	*Miles Platting P.W.*
Ormerod & Grierson	*10 ton*	*13'-0"*	*2291*	*Sowerby Bridge P.W.*

Source: B.R.B. Archives, L & Y 4/66 'Register of Cranes.'

KIRKSTALL FORGE COMPY

3,5,8,& 10, TONS TRAVELLING CRANES.

THE 3 TON'S CRANE IS MADE WITHOUT THE SNATCH BLOCK A, AND ROLLERS B,B.
THE 5 TON'S CRANE IS MADE WITHOUT THE SNATCH BLOCK A.
THE 8 & 10 TON'S HAVE THE OAK FRAME PLATED INSIDE WITH WROUGHT IRON.



THESE CRANES ARE ALSO MADE WITH WROUGHT IRON JIBS, SIDES, POSTS, AND CARRIAGES IF REQUIRED, AND TO WORK BY STEAM POWER

300 F.
4000 H B—24/4/83

LANCASHIRE AND YORKSHIRE RAILWAY.

DIRECT ROUTE

TO AND FROM THE

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Via Fleetwood.

SEA PASSAGE UNDER FOUR HOURS.

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Passengers and their Luggage pass direct from the Train to the Steamer by a COVERED WAY. NO EXPENSE incurred by this route in the Transfer of Luggage to or from the Steamer at Fleetwood.

On Saturday, May 12th, Monday, May 14th,

AND EVERY DAY IN WHIT-WEEK,

THE ISLE OF MAN STEAM PACKET COMPANY'S CELEBRATED STEAMER

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FROM	Times of Starting.	FARES. 1st Class and Saloon.	2nd Class and Saloon.	3rd Class and Deck.
	a.m.	s. d.	s. d.	s. d.
Royton	11 5	20 9	18 3	10 10
Royton Junction	11 9	20 6	18 0	10 8
*OLDHAM Mumps	11 15	20 0	17 8	10 6
*OLDHAM Central	11 17	20 0	17 8	10 6
*OLDHAM Werneth	11 20	20 0	17 8	10 6
Hollinwood	11 25	19 6	17 3	10 3
Failsworth	11 28	19 4	17 2	10 3
Middleton	11 15	19 6	17 3	10 6
Middleton Junction	11 27	19 6	17 3	10 6
Dean Lane, Newton Heath	11 31	19 3	17 0	10 3
Newton Heath	11 35	19 3	17 0	10 3
Crumpsall	11 17	19 0	16 9	10 6
Heaton Park	11 21	19 0	16 9	10 6
Prestwich	11 25	19 0	16 9	10 6
Whitefield	11 29	19 0	16 9	10 6
Radcliffe (New Station)	11 38	19 0	16 9	10 6

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Return Tickets by the Fleetwood Route will be available for Return via Liverpool, and thence by Lancashire and Yorkshire Railway from Exchange Station. Passengers will have to return by that Route who stay at Douglas beyond Whit-Saturday, May 19th.

Passengers may break their journey at Blackpool or Fleetwood either going or returning.

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Manchester, April, 1883. **WM. THORLEY, Chief Traffic Manager.**

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