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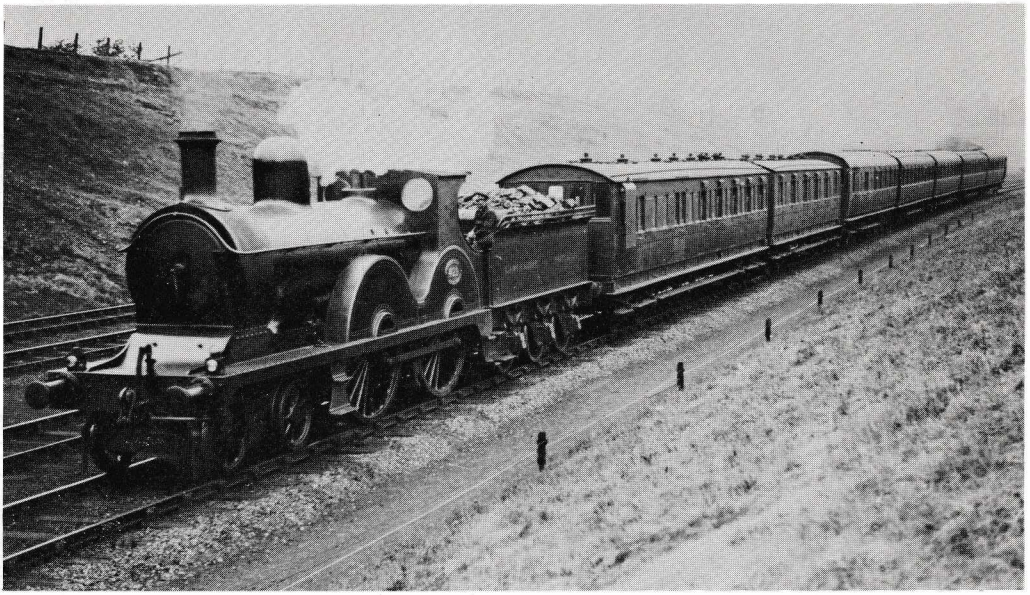
PLATFORM EIGHT



THE JOURNAL
OF THE
Lancashire & Yorkshire
Railway Society

PLATFORM EIGHT is the eighth journal of the L. & Y.R. Society, this being the Autumn 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 branch lines 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.

Contents

COVER PHOTO

Aspinall 4-4-0 No. 429 between Preston and Farrington in the early 1920s. The train is composed of a set of five eliptical roof compartment carriages with two vehicles added to the front of the train. The second vehicle is rather rare, being one of three bogie composites built to diagram 27. No. 541 was only 40'–1" long but Nos. 332 and 413 were 42'–0" long and it is most likely one of these that we see here. It would be nearly forty years old by the time this photograph was taken. The front carriage was much more common as it is one of 349 built over a five year period from 1899. The late Reg Brindle pointed out how the driver is seated comfortably on the tender which always rode smoother than the engine when working hard. No. 429 has steam to spare in spite of the train of seven bogies and would be quite capable of working such a load but the L.M.S. management did not favour older pregrouping 4–4–0s and scrapped the first one in 1925. All had gone by March 1930.

L. & G.R. Photograph courtesy David & Charles Ltd.

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Ambulance Trains

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ADDITIONAL NOTES BY J.B.H.

Since publication of the article in Platform 7, the following information has come to light in a hand-written build-book from Newton Heath.

a) **No.24 AMBULANCE TRAIN**

Replacement stock for that used in No.24 Train was ordered 9th October, 1915, as follows:–

Lot No. V29	–	*5 off Diag. 94*	*Bogie Van–3rd (5 comp't)*
Lot No. W29	–	*4 off Diag 91*	*Corr Van–3rd (4 comp't)*
Lot No. Y29	–	*7 off Diag 90*	*Corr–3rd (8 comp't).*

b) **No.29 AMBULANCE TRAIN**

The following entries refer:–

27th Oct 1915

Lot No. A30	–	*8 off 10/11/15*	*Bogie Ward Carriages for Continental Ambulance Train No. 29.*
Lot No. B30	-	*5 off Diag 94*	*Bogie Van 3rd (5 comp't)*
Lot No. C30	–	*3 off Diag 90*	*Bogie Corr 3rd (8 comp't)*

A note against B30, C30, says *"As much of the recovered material, taken from previous carriages, to be used as possible." Under these two Lot Nos. B30, C30, is written "To replace carriages used in No. 29 Ambulance Train."*

From these entries it thus appears that only half of No.29 was rebuilt–the other eight being custom-built.

The replacement coaches were not actually built until the 1917–19 period!

c) **No.42 AMBULANCE TRAIN**

If part of No.29 was new it therefore appears that some coaches were rebuilt from existing stock for No.42.

Appendix B – page 21, refers

Book entries are:–

"Lot No. T.30 – 9 Ward Cars for Lying-Down Cases
Lot No. V.30 – 1 Personnel Car exactly as Ward Car.
The underframes and bogies for T.30, V.30 are at present in stock.
For Continental Ambulance Train No.42."

With these 10 cars there must have been 6 converted cars–leaving 2 conversions unaccounted for. Alternatively two cars of T.30 could have been used as spare or standby cars at the French channel ports, which it is known existed but could not be accounted.

d) **TRAINS FOR THE AMERICAN FORCES**

Book entries are:–

Lot No. W30 13/9/17 — *1 Ambulance Train for the American Armies in France – No. 59 Train*

This train of 16 carriages will be built complete

Lot No. V30 19/9/17 — *1 Ambulance Train for the American Armies in France – No. 60 Train*

Lot No. A31 11/1/18 — *1 Ambulance Train for the American Armies in France – No. 64 Train*

These trains of 16 carriages will be built complete.

These entries immediately beg the question–what about No. 61 Train? Photographs at the N.R.M. show this train being shipped overseas–was No. 60 in the above entry altered by the American administration to No. 61? whilst the book remained to confuse us!

The next entry reads *"Letter 5/12/18: Vehicles partly built under Lot Nos. V30, A31.*

Dismantling to be booked to D31, E31

D31 – 16 vehicles *E31 – 3 vehicles*

The following vehicles on order to be built from these:–

Lot No. M30	–	*2 off Diag 90*	*Side Corr 3rd (8 comp't)*
Lot No. L30	–	*2 off Diag 105*	*Side Corr Van-3rd (5 comp't)*
Lot No. P30	–	*1 off Diag 130*	*Bogie Compo 5/1st, 2/3rd, 2/lav*
Lot No. V28	–	*6 off Diag 140*	*Centre Corr 3rd*
Lot No. W28	–	*1 off Diag 84*	*Compo Side Corr 2/1st, 4/3rd, 2/lav.*
Lot No. E30	–	*1 off Diag 104*	*Compo Side Corr 4/1st, 4/3rd*
Lot No. N30	–	*6 off Diag 94*	*Bogie Van – 3rd (5 comp't)*

This accounts for nineteen vehicles but under the individual lot numbers the following 10 vehicles were also built from D31 & E31:

Lot No. F30	–	*1 off Diag 90*	*Side Corr 3rd (8 comp't 2 lavs)*
Lot No. G30	–	*1 off Diag 94*	*Van – 3rd (5 comp't)*
Lot No. L30	–	*2 off Diag 105*	*Side Corr Van – 3rd (5 comp't)*
Lot No. M30	–	*2 off Diag 90*	*Side Corr 3rd (8 comp't 2 lavs)*
Lot No. O30	–	*3 off Diag 98*	*Bogie 3rd (9 comp't) 54 ft.*
Lot No. P30	–	*1 off Diag 130*	*Bogie Compo 5/1st, 2/3rd, 2/lav.*

****

The next two entries in the 'Build List' further confuse the issue:–

Lot No. F31 4/9/17 – *16 Bogie Carriages for Ambulance Train for American Armies*

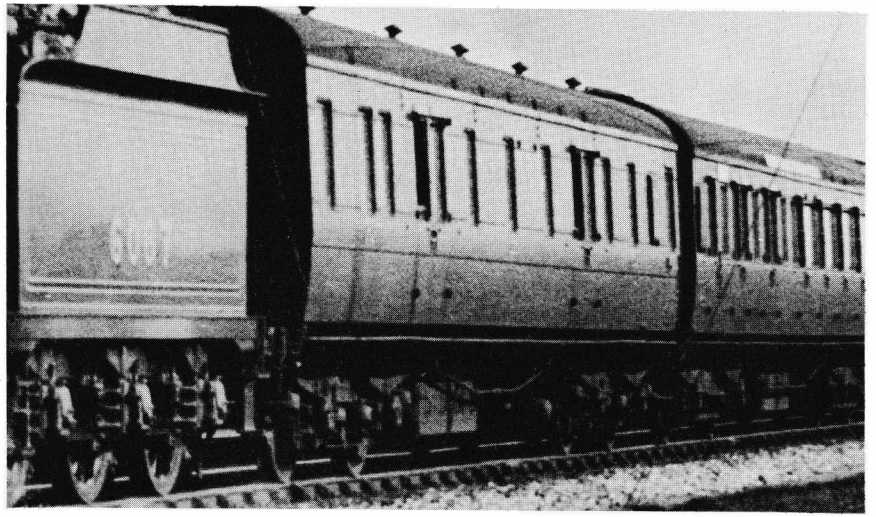
Lot No. G31 – *16 Bogie Carriages for Ambulance Train for American Armies.*

Nothing is written against or under these entries but it is probematical that any work was done on these two trains–perhaps they were never even numbered in the U.S. series!

e) **REBUILDING OF AMBULANCE TRAINS INTO SERVICE VEHICLES**

According to the 'Build List' the following vehicles were made from the trains (3 in number?):

Lot No. T31 27/10/22	–	*13 off Diag 130*	*Lav Compo 5/1st, 2/3rd, 2/lav.*
Lot No. V31 27/10/22	–	*7 off Diag 153*	*Van – 3rd (5 comp't)*
Lot No. B32 16/4/23	–	*5 off Diag 151*	*Side Corr First (6 comp't 2/lav) 56 ft long.*
Lot No. C32 16/4/23	–	*3 off Diag 152*	*Side Corr First (6 comp't 2 lav) 54'–0" long.*
Lot No. D32 16/4/23	–	*3 off Diag 155*	*Side Corr Compo 4/1st, 3/3rd, 2/lav.*
Lot No. E32 20/4/23	–	*1 off Diag 150*	*Medic Car: To be converted from Staff Car B in No. 59 Ambulance Train No. 5902.*
Lot No. F32 6/9/23	–	*5 off Diag 90*	*Side Corr 3rd (8 comp't, 2/lav).*
Lot No. H32		*16 off Diag 156*	*Corr Full Vans.*



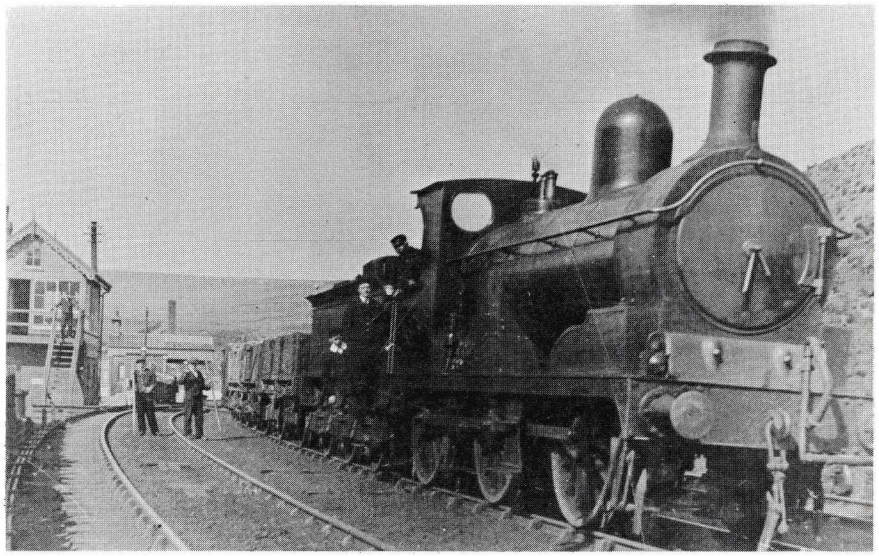
This is a total of 53 vehicles so obviously there must have been at least five other vehicles built.

In addition to this, stock lists include 40 full vans of which 24 of these must have been built new according to the above information.

Further confusion is caused by the final entry in the 'Build List'–dated 15/9/27 and is for one Bogie Corr Full Van–with an L.M.S. Drg No.–and a note against it *"To be converted from Ambulance Train Car."* This is possibly the car which was allocated for the second Medic Officers Car–(Diag 150)–which was never built!

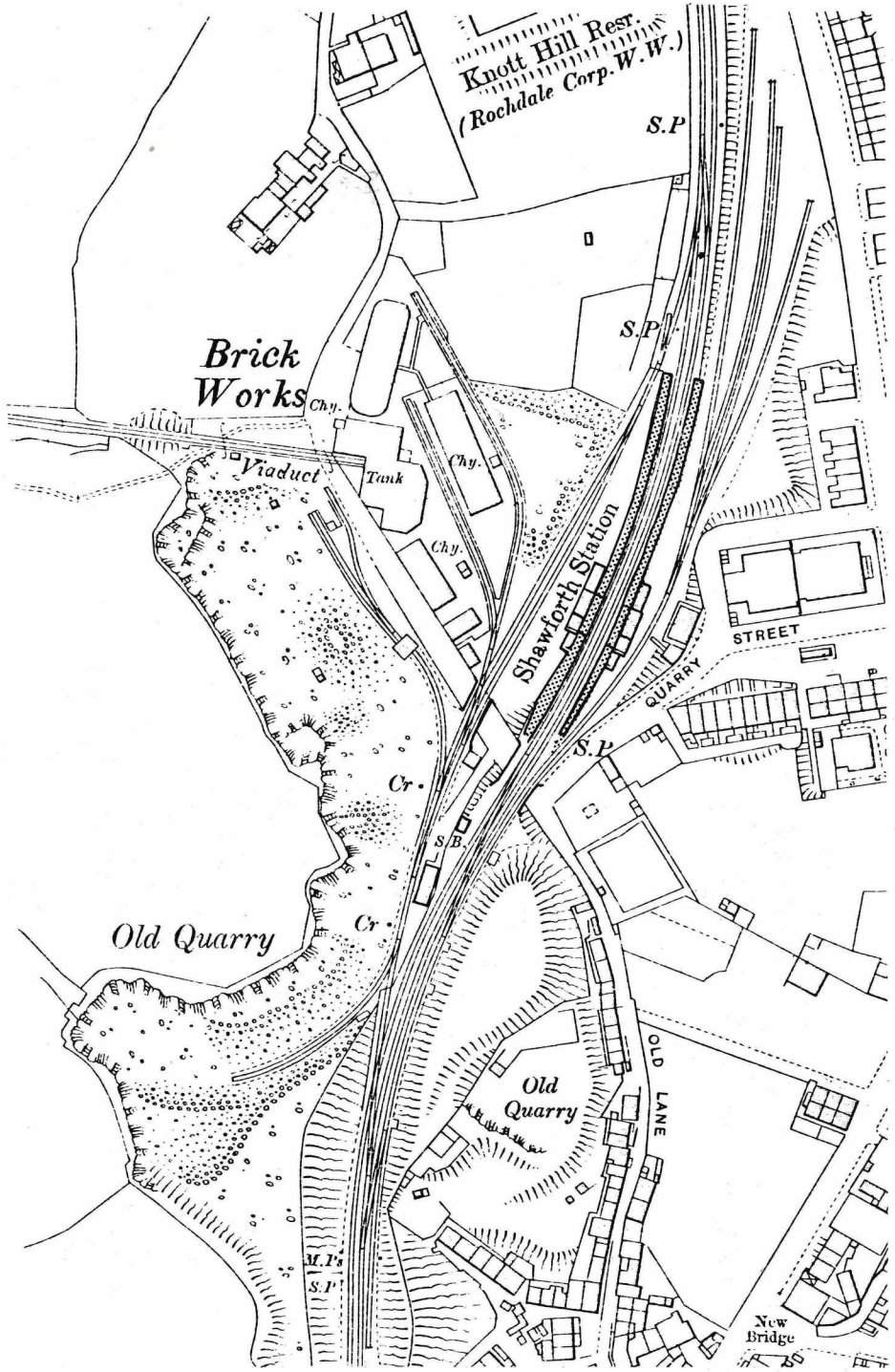
Shawforth – Part Two

The signal diagram printed in the last issue of 'Platform' was correct for 1921 as stated in the accompanying notes. Fred Collinge has kindly supplied a diagram and further details for the earlier period of this site. The station had once been the centre of considerable industry which fell into decline and closed before the Great War. The area map shows the arrangement as used on the 1910 25" ordnance survey map. By the end of the war, the loop had been removed and only the quarry sidings at the south remained although they were directly connected to the main line and another road had been added by then. The photograph reproduced on this page shows an Aspinall 0-6-0 shunting in the goods yard before the war. When the changes to the trackwork took place, the quarry access turnout was laid into the line where the shunters are stood. The reader should compare these notes and illustrations with the previous article to understand the extent of the changes that took place.



Major General C. S. Hutchinson's report to the Board of Trade, dated 21st November 1881, on his inspection of the line from Facit to Bacup states that: "*. . . The new stations are at Shawforth and Britannia. Facit and Bacup stations have been remodelled and enlarged. At all these stations the accommodation is ample and the arrangements very good. The signal arrangements are carried out in four cabins, one at each of the stations. . . . . At Shawforth station the repeater of the up distant signal is out of order, the siding points have not yet been put in, the up advanced starting signal should be moved as near to the cabin as to enable the signalman to see an engine standing at it . . . .*".

The other signal cabins referred to are those at Facit Station, Britannia Station, and Bacup Station. It is evident, therefore that Shawforth box existed by November 1881 and had been built in anticipation of sidings being put in.



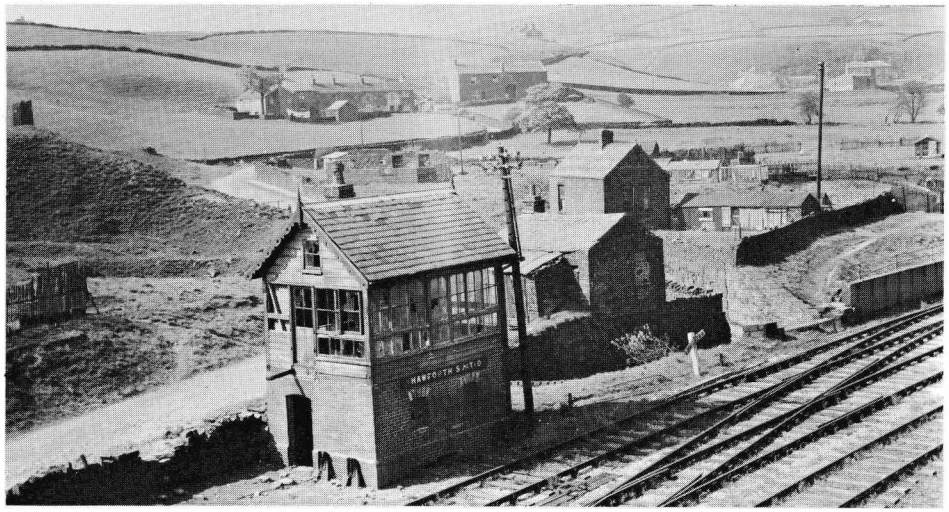
The neighbouring boxes of Facit Station and Britannia, built at the same time, are shown in the records as having Gloucester Carriage & Wagon Co frames, and it is rather odd that Shawforth is shown as having one by Saxby & Farmer. Certainly the box itself was of the same design as that at Britannia.

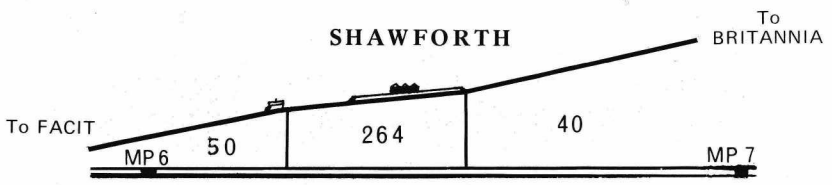
L. & Y.R. Private Siding Diagram No. 249 dated 17th September 1901 refers to an Agreement dated 23rd January 1882 with Isaac Law (of Shawforth Quarry), and shows a track layout virtually the same as the diagram marked '1909' on page 24 of 'Platform Seven' but with the addition of a trailing cross-over at the northern end of the station. The number of working levers in the cabin is quoted as 17, and a handwritten note indicates that the sidings on the down side were lifted in 1913–14 and 1917. The diagram with this article shows the most likely numbering of the original layout, being derived from the 1921 diagram and following the conventional pattern for the numbering of the connections on the down side in the same manner as the ones known on the up side. It shows a total of 17 working levers.

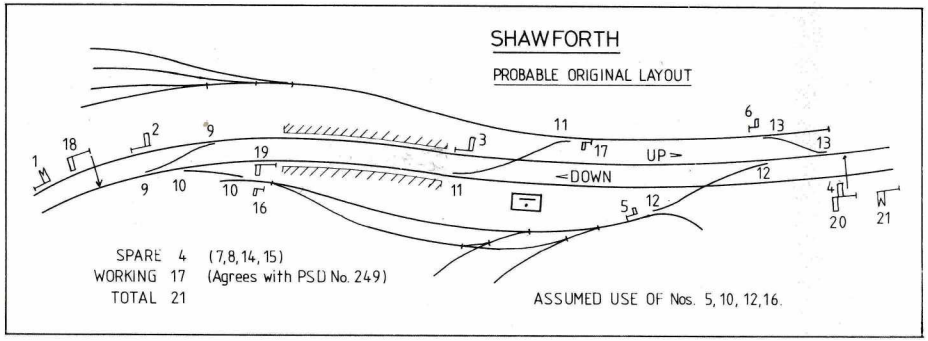
The L.M.S. strip diagram of c1926 shows the quarry siding on the down side in just the same position as on the main diagram on page 24 of 'Platform Seven'. This probably went out of use following the closure of the quarry in 1932.

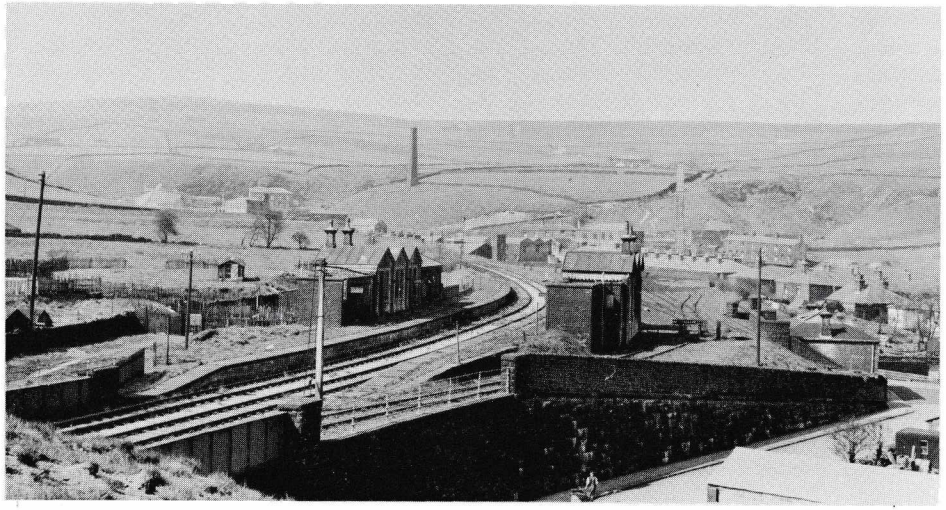
Shawforth box finally closed sometime between January 1943 and October 1944. It was still standing derelict in 1955.

FRED COLLINGE







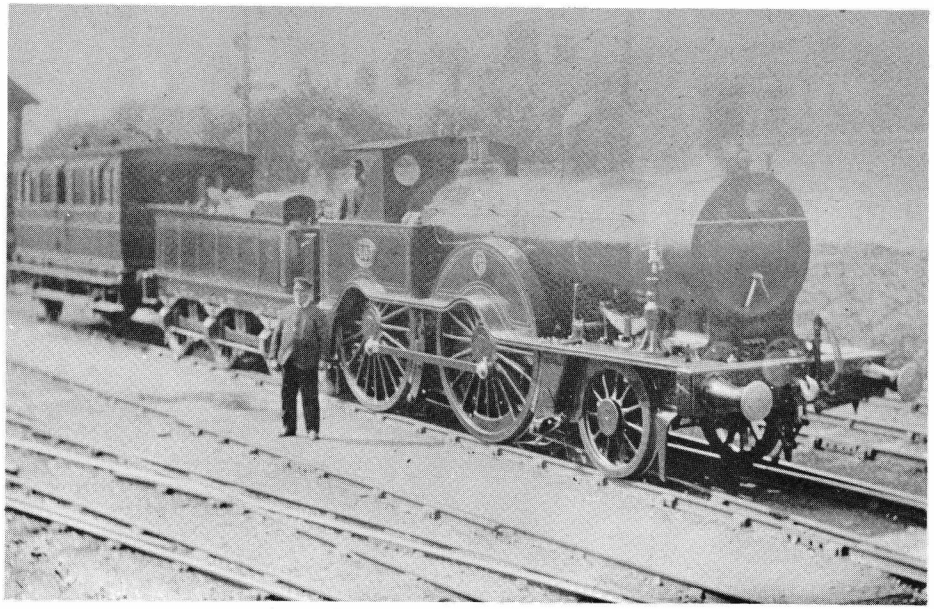


The photographs show Shawforth station on the 30th May 1955 and were taken by F. W. Shuttleworth. The signal box was by now in an advanced state of decay. It had opened in 1881 and closed by the end of 1944. In the background can still be seen the earthworks of the Shawforth quarry and brickworks although the buildings have gone. The industrial railway line ran on a raised track across the access road and one of the piers that supported it can still be seen on the far left. The road bridge was No. 39 and carried not only the two main lines, but the line into the goods yard too. By 1955, a buffer stop had been fixed across the line, behind the station buildings and the subway had been opened up. Please note that the yard has only four siding roads and not six as shown in the 1956 diagram on page 24 of the last 'Platform'. Also note that the 'loop' line on the other side of the station was removed in 1917 and the sidings of the brick works had been taken up by 1914 after the liquidation of the company in 1911. On the left hand photograph, it is just possible to trace the course of the loop line and its separate bridge across the road.

The Ramsbottom 'Newtons'

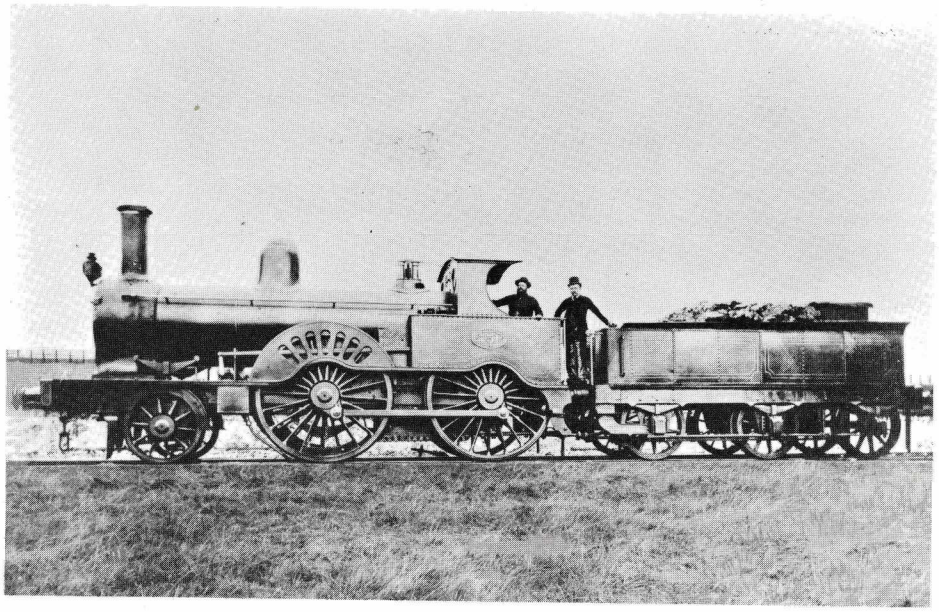
In August and September, 1873, the L. & Y.R. purchased from the L. & N.W.R. ten 2-4-0 locos for express work. The 6'—7½" wheels allowed the engines to run faster than other engines of the time but the Crewe 2-4-0s have always had a reputation of free running which can be attributed more to the steam passages than the wheel size. Over the years, the ten engines received many L.Y.R. fittings until they almost looked like a product of Horwich works. The three pictures reproduced cover the 50 years from building to the end of the L. & Y.R.

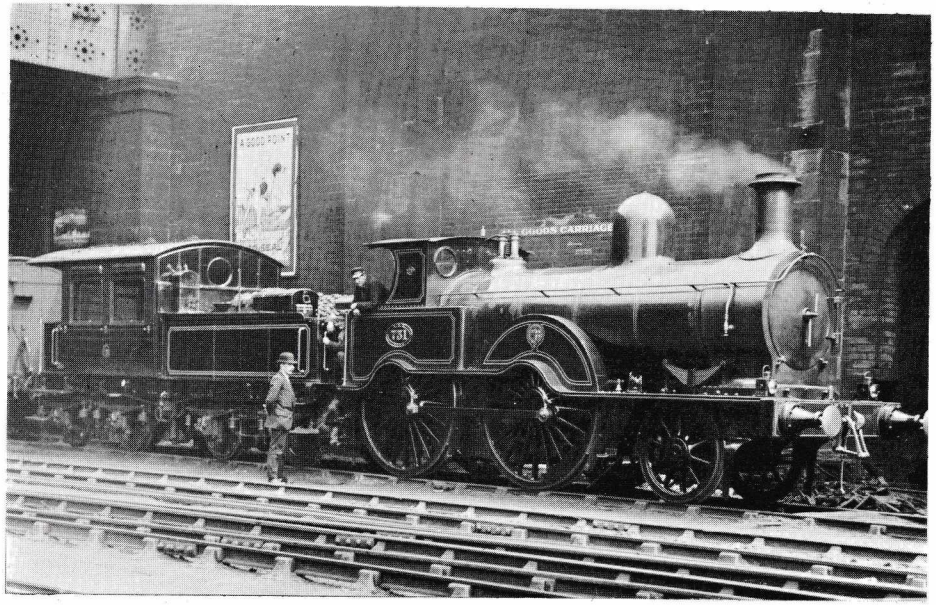
No. 731 as built with slotted splashers and copper-topped chimney. Although references in the minutes state that the L.N.W.R.-built locos were painted black, Ahrons wrote that they were painted green and 731 appears to be in the green livery in this early view.



No. 460 was employed from 1903 to 1912 on departmental duties from Newton Heath and is here seen standing in the sun at Blackpool (Waterloo Road). The old saloon appears to be of Fay's design and is unlike anything else we have records of.

No. 731 in the early 1920s as the C.M.E's private saloon and loco. It spent 40 years on this duty and was a familiar sight standing on the 'wall siding' at Victoria until George Hughes retired.





Crewe Works and the L. & Y. Amalgamation

Reprinted from the March/April 1949 issue of The Railway Magazine and reproduced by kind permission of the publishers.

By T. LOVATT WILLIAMS

IN the days of the London & North Western Railway it generally was conceded that Crewe Works held a unique position in the railway world. However, on January 1, 1922, the L.N.W. and the L. & Y. were amalgamated, and Crewe received the greatest shock in its history when the Chief Mechanical Engineer of the L. & Y. at Horwich took control over its activities and functions. It was not that there was any objection to the C.M.E. as a person, for he was an extremely able and popular character, but enlightened opinion considered the L. & Y. to be but a glorified tramway and so it will be seen that the position was most humiliating and unprecedented in the annals of Crewe Works.

The senior officials felt very strongly about the whole thing, but we younger ones, although out of sheer strong loyalty to our old company and its works rather resenting the arrangement, did at least find the situation intriguing and amusing.

Soon the emissaries of Horwich began to arrive and their welcome was slightly chilly as can easily be imagined. The new C.M.E. made several visits and was found to be a man with a great grasp of affairs combined, moreover, with a courteous manner, which came as a surprise to some of the tougher elements who did not quite know how to deal with this characteristic. Periodical visits of Chief Inspectors and Head Foremen then followed and these subordinates presented juicy reports to their C.M.E. The L. & Y. seemed to favour the term "Inspector," though what these gentlemen were supposed to inspect was a mystery. We imagined with trepidation that the name would be extended to Crewe Works and the humorists foresaw a great host of "Inspectors" wearing peaked uniform caps, and forming a body irreverently termed "The Expectorate."

Be that as it may, the representatives from Horwich were found to be very reasonable people who knew their job, and after the first pangs of resentment were overcome they were accepted into that closely-knit fraternity of junior assistants and foremen as welcome guests and helpers. Reciprocal visits were quickly arranged for us and we began to see quite a lot of L. & Y. practice in locomotive building and repairs. Considerable chagrin arose when it was discovered that Horwich had Crewe beaten hollow in the times taken over general and service repairs. There was no escaping this uncomfortable fact and we had to face up quickly to its implications, including the most important one of a large locomotive losing the company from £5 to £7 a day, as interest on capital alone, while in a state of immobility.

Two serious difficulties faced this endeavour to reduce time in shops. One was the custom of returning each repaired boiler to its own engine and the other was the fact that no Finished Parts Stores existed as was the case at Horwich. The stores there was located in the vaults beneath the Erecting Shop and was reputed to have been formed out of the materials discovered in cupboards and under the benches during a drive undertaken by the management, but be that as it may, it was a most useful institution and prevented an enormous amount of delay in supplying repaired components for engines. When it was decided to apply the same system at Crewe the obstruction came from the accountants whose system was not flexible enough to arrange the charging of the "floating" components, but who nevertheless had to find a way out before the dictates of common sense.

Thereafter life pursued an equable course until the great amalgamation took place in January, 1923, when there were further readjustments of a major character. Locomotive policy continued to be dictated by the L. & Y. for a time, before the former Midland took over. It was during this transitional period that a typical railway function took place at Horwich, namely the choosing of standard whistles for locomotives. On this occasion all the chief officials turned up, and it was only lacking H.M.Bateman, or Fougasse, to make the party historical.

The site chosen for the test was on the outskirts of the works overlooking a desolate peat moss, and a biting wind blew down the line and made things very uncomfortable for the distinguished gathering. The whistles were mounted in a row on a long extended steam pipe, L.N.W., Caledonian, L. & Y., Midland, and all the rest of them. Unfortunately the boiler attendant had let the fire down so much that the requisite pressure was not available, and finally all the members got so thoroughly "fed up" that they disappeared one by one to thaw themselves out, and one solitary official was left. He and the boiler attendant proceeded to boost up the pressure, and being a man of strong personality he decided to choose the whistles himself. So while the boilerman pulled the strings and tooted them in turn this solitary survivor made observations in the far distance and picked the winners, after which he reported to his superiors, who had by now recovered from their exposure to the winter blasts of Horwich and were reminiscing over cups of tea.

The reign of the L. & Y. was short and although it left an impression on locomotive repairs it had no influence on design. On the whole it was an interesting time and ended in mutual respect for each other's methods. Unfortunately it was but a prelude to the "shape of things to come" and the recounting of the major amalgamation and its effects does not come within the scope of this present article.

L. & Y.R. 4-4-2 No. 1408 is reported to have been fitted with a Caledonian Railway 'hooter' in 1925.

—From the Appendix to the working timetable 1921, Page 143:

Hand Breaks on Vehicles

The hand break wheel connected with the Midland passenger vehicles must, in order to put on the break, be turned from 'Right' to 'Left' instead of from 'Left' to 'Right' as in the L & Y vehicles.

Hand breaks on the L & Y Goods Brake vans and 30 ton wagons work from 'Right' to 'Left' to apply.

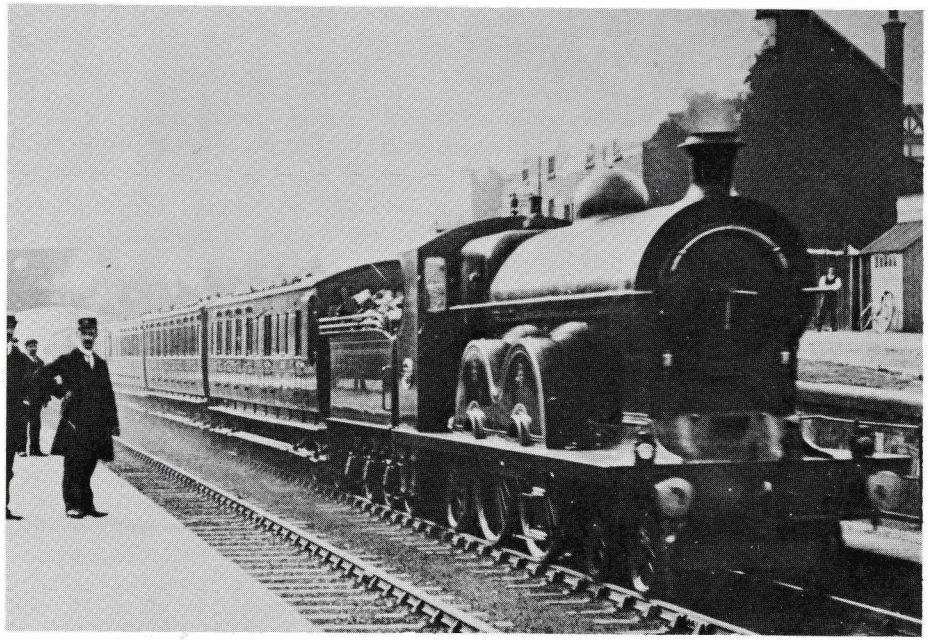
L. & N.W.R. Goods Break vans must as far as possible be returned with the Engines bringing in the incoming trains when delay will not be caused to them.

HIGH-FLYERS

B. C. LANE

I make no excuses for writing again on the Aspinall 4-4-2s as they were the pride of the line in their day. Their appearance is regarded by most as handsome except to the newcomer who might argue about the 'ungainly' height of the boiler. It is rather true that in this case, familiarity breeds affection.

They were the largest boilered locos in the country when built and with the 7'-3" driving wheels, they must have appeared extremely powerful to the people of eighty years ago. There was a rumour in 1901 that No.1401 was being converted into a 4-cylinder compound loco with high pressure cylinders 11½" and low pressure cylinders 22" in diameter. Had this actually happened, then it would have had outside cranks and have been eligible to the correct use of the term 'Atlantic.' Mr Hoy did however try the experiment onto a 4-4-0 instead and No.1112 received new cylinders almost exactly the same size as those quoted for No.1401.



No. 1394 in the first years of this century passing through Kirkby with a Manchester express. Although the loco is comparatively new, it has already acquired a Hoy safety valve and had the boiler hand rails lowered to the same position as the second (1901) batch. The lamp irons have been altered to the R.C.H. standard and the full livery has been applied to the tender, both of these differences put the period as 1902 or later. The crank lever still protrudes from the cab roof but they remained in evidence long after the use of the external emergency cord had been discontinued.

A curious accident befell No.1397 on 9th September 1901 after being checked by signals at Crows Nest Junction, Wigan, and in an attempt to restart, both side rods buckled badly and caused a delay of 40 minutes during which time the side rods were removed and the engine worked through to Manchester Victoria as a 'single.' Such was the power of the class. Reports suggest that the moving parts were over balanced and once the wheels started to spin, they drove the piston rather than the other way around. Eric Mason relates how this was long suspected as the cause of the phenomenon known as "slipping with steam off." Whatever the reason was, Horwich works were influenced enough to take the fluted coupling rods off No.1399 the following month and plain ones were fitted instead.

One would expect that the 7'-3" driving wheels would be unsuited to the hill climbing necessary for an L. & Y.R. locomotive but the truth is that once under way, the large wheels were no hinderance at all. Some people go to great length to explain how a larger wheel has a greater proportion of its surface tread touching the rail than a smaller wheel has but we should remember that the loads being hauled ..... the Fleetwood Boat train with its 10-wheel kitchen carriage and six low roof 8-wheelers would be only 167 tons net ..... were light by the standards in the later pregrouping period and the ten-wheelers were the first L. & Y.R. locos with steam sanding gear. They had adequate power and adhesive weight for their day.

When first built, the first batch of the 1400s had bronze stays to the firebox. This was standard practice at the turn of the century but a lesson was soon to be learnt about the unsuitability of this material. In the period when they were being built, the L. & Y.R. suffered two boiler explosions and subsequent investigations showed that the fault was with the bronze stays. To quote a statement of 1901, "they are absolutely useless and dangerous for locomotive fireboxes." The company went over to copper stays and the old bronze ones were replaced at the next visit to Horwich.

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Extract from the Minute Book 11th October, 1870

Three goods guards riding on the engine instead of in their vans.
Fined 3/6 each (2 of Oldham Road and 1 of Maudlands).

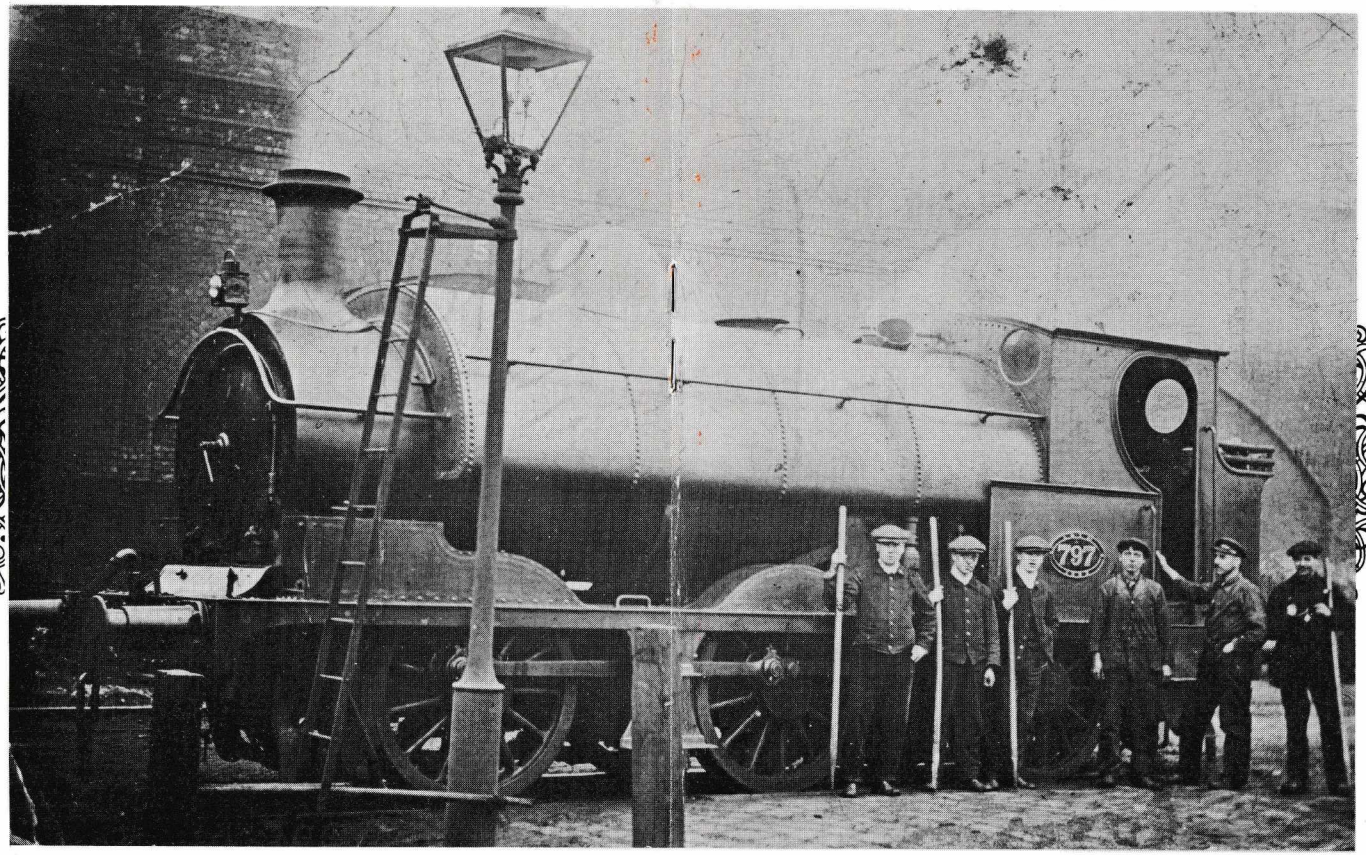
Extract from the Minute Book 25th April, 1893

Reported that Messrs R. R. Mege & Co., agents for Messrs Delbeck & Co. offer a premium of £21 for placing their Champagne on the Hotel & Refreshment Room Lists and also offer their 1884 vintage at 80/- per dozen.
Ordered—To be declined.

Extract from the minute book 5th December, 1893 ....

N. H. Smith (Goods Guard) ordered; that he be reduced from 30/- to 28/- for allowing his train to start, knowing the driver to be in a state of intoxication.

Davy & Scarths claim £7. 12s. 7d. — for whiskey lost.
Ordered; to be settled on the best terms ....
.... Porter Milner to be reprimanded



We are indebted to Roy Chapman for the loan of this fascinating view of Lancashire & Yorkshire Railway staff with their shunting loco. Judging by the details and condition of the locomotive, the photograph was taken between 1906 and about 1920 though it is most likely to be in the pre-war years. Whatever the date, flat hats were definitely 'in fashion'. The younger men in front of the loco are noticeably cleaner than the others and either they were rather new to the job or, typical of the time, proud of their appearance. The fireman is of the same age group and possibly works harder if his well-soiled overalls are anything to go by.

It is believed to be taken in the Salford 'old' goods yard as it is the only such yard in the Manchester district with a retaining wall of the size shown. This yard has often been referred to by other writers and the stories of heavy goods trains struggling up the gradient out of the yard make for colourful reading. The article, 'Friction in Lancashire' in this issue also refers to the yard. There were however several similar yards in the district which abounded in sharp curves and 'round-the-clock' work.

The engine was built by Vulcan Foundry in December 1882 as an 0-6-0 tender loco but rebuilt by Aspinall to a saddletank shunting loco in 1899. When built, it would have the tapered shank buffers as used on all Barton Wright and Aspinall engines. In the early 1900s, a couple of clasps were added to the bottom of the smokebox doors in an effort to keep them airtight and 797 is in this state. When Hughes took over as C.M.E. a new door of heavier section was fitted to all older engines and the heavy duty buffers were also fitted from this time on. The engine here has received the buffers but not yet had the new pattern door. The original print shows the lining clearly to be two lines, one thin and the other outer line much thicker. This is clearly the red only lining as the standard livery would show the white lines to be of the same thickness. Old photographic films and plates were 'blind' to the red pigment and this livery of red lining seldom shows up well, particularly if the engine is none too clean. It might be of interest to note that the Vulcan locos were amongst the ones without balance weights in the wheels whereas the Kitson and Sharp Stewart ones did have weights. 797 was fitted with the automatic vacuum brake and lasted until 1948. It is the only instance that we have seen of the bucket being kept in the safety valve recess.

B.C.L.

Friction in Lancashire 1849

TOM WRAY

THE Manchester, Bury and Rossendale Railway Act of 1844 gave the new company running powers over the Manchester, Bolton and Bury Railway from Clifton to the Salford terminus of the latter company together with the use of the goods station. The Bolton company was quite happy with the arrangement for it gave them an additional income and avoided a competitor into Manchester. In July 1845 the Bury company reported that arrangements had been made to send passenger trains through to Victoria station without prejudicing the previous agreement to the use of Salford for passenger and goods service. Two months after the Bury company, now renamed the East Lancashire Railway, was opened in September 1846, a meeting was held at which it was proposed that a direct line be built by way of Whitefield and Prestwich giving the E.L.R. independent access to Manchester. The M.L.R. quite naturally opposed the new line because they felt that the E.L.R. had obtained access to Salford on very favourable terms and that they had given a distinct undertaking that traffic from Bury should pass over the Bolton railway. There was an additional sting in the E.L.R. tail for it was planned that the direct line would terminate on the very land that the M.L.R. had purchased for the extension of Victoria station.

Operating procedures between the Bolton and Bury companies, as is often the case between two friendly organizations had become somewhat lax and rules were bent a little to make life that little bit easier. It became the habit that only those trains that stopped at Clifton Junction from the Bury direction gave details of loading, non-stopping trains ran through to Salford and reported there. A situation of trust had developed whereby though the E.L.R. books were open to inspection, the Bolton company accepted the returns periodically. To an ambitious company like the L.Y.R. this was an anathema. It seems to have been the opening of the Skipton to Colne railway by the Leeds and Bradford Railway in October 1848 and the extension of the E.L.R. from Burnley to Colne in February 1849, thus giving the E.L.R. a competing route to Bradford, which brought to the notice of the L.Y.R. directorate the unorthodox practices taking place under their noses.

At Clifton Junction, trains were accepted on a first-come basis and when early in March 1849 a collision was narrowly avoided at the junction, the L.Y.R., apparently accusing the E.L.R. of negligence, insisted, in correspondence, that a stop signal be erected on the Bury line 400 yards from the junction, to be placed at danger whenever a train was "in sight" on the Bolton line. The E.L.R. denied that any blame could be attached to them and countered that the driver of a Bolton train was at fault. At the same time the L.Y.R. informed the E.L.R. that they would implement the clause in the Manchester, Bury and Rossendale Railway Act which required that tickets on all trains from the E.L.R. be collected at Clifton together with a daily return of passengers booked at Salford and invoices of all other traffic.

Predictably the E.L.R. reacted, vociferously at first, against the demands of the L.Y.R. by stating that all regulations under the provisions of their Act were subject to mutual agreement and that they could not permit the L.Y.R. to collect their tickets at Clifton or elsewhere. They did, however, offer the fullest information of traffic and the opportunity of checking their returns, suggesting also that if the methods of operation were not satisfactory to the L.Y.R. they, the E.L.R., would be quite willing to establish a more efficient method acceptable to both companies. The L.Y.R. were adamant that the system, as stated in clause 254 of the Manchester, Bury and Rossendale Railway Act of 1844 and adopted by all other railway companies in similar circumstances, be implemented otherwise passenger trains would be stopped. In a letter dated 12th March, 1849, the L.Y.R. reiterated the request that a signal be erected on the E.L.R. to protect the junction and to ensure the public safety, apparently disregarded by the E.L.R. servants "as was the case this morning." The reference was, of course, to the incident that occurred on the morning of 12th March, to be known in history as the Clifton Junction Dispute.

The details of the events that took place on that morning have been too well-documented to be repeated here; suffice it to say that after a couple of hours or so the several trains which had been brought to a standstill were allowed to proceed to their respective destinations without a blow being struck. The dispute was, however, transferred to Salford. As is well known the goods yard at Salford was on a lower level than the railway and at the time in question vehicles were raised or lowered by means of a hydraulic hoist. All vehicles were weighed at the foot of the hoist and the L.Y.R. felt that this was the natural place for traffic returns to be made. The E.L.R., however, though adhering to this procedure in the past now chose to differ and demanded that returns be made when the trains had been assembled on the higher level and were ready to leave. As at Clifton the L.Y.R. had given notice that the provisions of the 1844 Act would be enforced and that the E.L.R. would not be allowed to hoist any goods vehicles which had not been declared previously. The E.L.R., supported by a large body of navvies, suitably armed with pickaxes, crowbars and other weapons, forcibly removed the L.Y.R. employees from the hoist and raised their vehicles to the upper level. By late afternoon the L.Y.R. had brought in reinforcements to remove any E.L.R. vehicles from the hoist and naturally the possibility of confrontation between the two parties became imminent. At this point a body of Salford police arrived at the scene at the request of the L.Y.R. In the scuffle that ensued one of the police officers was struck by an E.L.R. navvy who, along with several others, was taken into custody. To prevent the L.Y.R. from using the hoist the E.L.R. had run a goods train alongside the entrance but two L.Y.R. engines were able to remove the train and peace returned to the station.

The battle of words continued and on Wednesday, 14th March, the Manchester Guardian published a letter from the E.L.R. general manager, Mr. Richard Hacking, who accused the L.Y.R. of instigating the troubles because the E.L.R. had established a competing route between Manchester and Leeds and Bradford. He went on to state that the L.Y.R. had no legal right to insist on collecting the E.L.R. tickets at Clifton; it appears he had no knowledge of his own company's act of Parliament, and that he would take no notice of any demands to do so. He also accused that by their actions, the L.Y.R. had jeopardized the safety of the public. The L.Y.R., naturally, were quick to reply, accusing Hacking of not

giving a complete or correct report of the events or causes of the events. They went on to state that the directors would deny the allegations were it not for the fact that the matter was likely to become the subject of a legal inquiry.

A direct result of the Clifton Junction dispute was that the E.L.R. withdrew all their services to and from Manchester Victoria from 1st May 1849, sharing Salford station with those L.Y.R. trains which did not go through to Victoria. In August 1851 an E.L.R. meeting was told that the division of Salford station had been agreed upon and on 1st January 1852 all the L.Y.R. trains which had previously used Salford station were transferred to Victoria, leaving the E.L.R. sole use of Salford station. The E.L.R. were still not satisfied with the arrangements in force regarding the railway between Clifton and Salford and at a meeting held in August 1852 it was announced that the company was seriously considering building a railway to Manchester and did in fact give notice of an application to Parliament for a bill to that effect. As from 1st July 1853 the two companies agreed to bring the Salford to Clifton railway under joint ownership and the following month the E.L.R. announced a relaxation of restrictions to booking passengers to the various stations between Salford and Clifton.

And so a peace of sorts was established between the two companies which was to culminate in amalgamation on 13th August, 1859.

Locomotive Jacks

BERNARD FIELDING LL.B. and JOHN B. HODGSON

In early days—(pre 1878!), it has to be borne in mind that the weights of vehicles, including locomotives, were well within the lifting capacity (about 10 tons) of a Screw Jack. Another factor was the type of permanent way in use and its state of maintenance.

A Report quoted in the Minutes proudly states that "all the 'running lines' of the Company are now composed of steel rails of at least 15 ft in length". It makes one wonder what the yards, sidings and private sidings were like!

Again, these all tended to cause derailments—and obviously the use of jacks for rerailing was very necessary.

Again Company locomotives working private sidings were obviously more likely to come "off the road" than those confined to main line working, whilst locos (both passenger and freight) working on branch lines would need to carry a jack in case of derailment where the area breakdown crane could not be brought because of axle loading.

From 1898 when directives were issued on throat angles and point maintenance the numbers of derailments dropped considerably, whilst the heavier stock could not now be lifted by a mechanical screw jack, but required the use of hydraulic jacks and/or steam cranes.

Re-railing of goods stock was generally achieved by two methods, namely:–

a) *Re-railing Ramps*
were cast iron or steel units which clamped onto the running rails and sleepers, offering an inclined runway up which the offending pair of wheels–or even a complete vehicle could be towed by the use of a friendly locomotive or even a pair of shunting horses. The ramps were so made as to be able to be fitted inside or outside the rail.

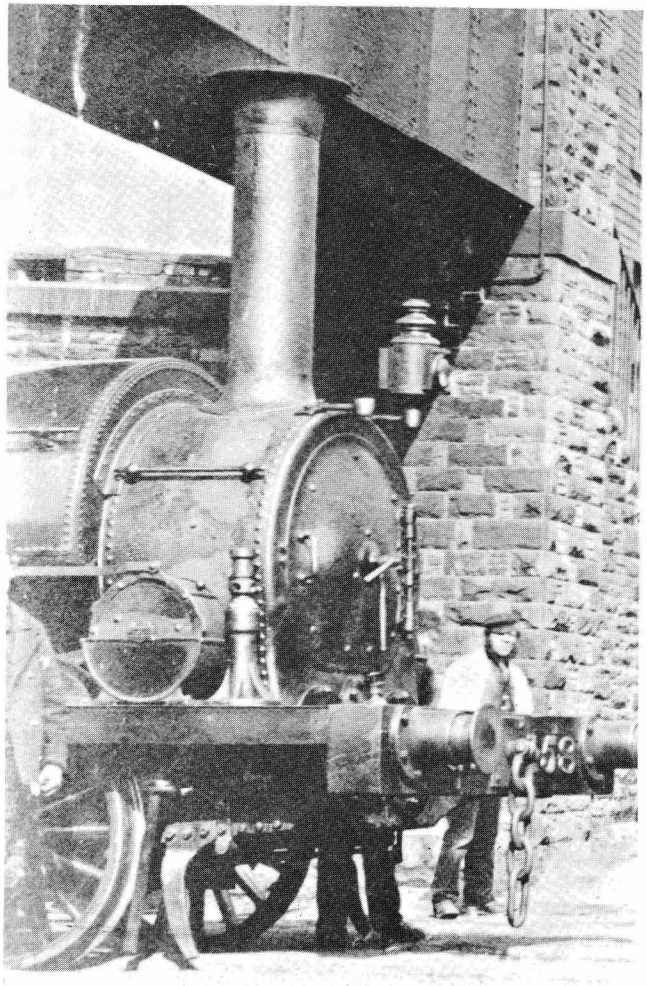
b) *Lift & Pack*
When it was either impossible or impracticable to use ramps, the breakdown gang (if called) or the train crew would use the screw jack from the Loco and would lift either the offending end of the vehicle or possibly the axle only (but actually the vehicle) until packing could be inserted beneath the wheels. This process would be repeated until the flanges were above rail level when the jack would be used to bodily move the offending axle sideways until the process could be reversed–dropping the wheels back onto the rails.

This was a laborious and time consuming job and with a traffic control breathing down the foreman's neck, it was sometimes found easier to topple the offending vehicle clear of the running lines, to be recovered by crane in a 'quiet' period!

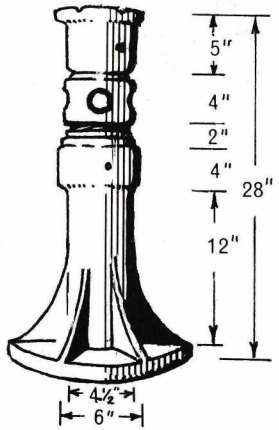
As to the position of fitting jacks on locomotives, this was probably dictated by whatever was fixed beneath the running plate, for instance, the Vac Pipe, Train Heating Pipe, Lubricating Pipes were all fixed to the under surface of the running plate, as were sand boxes, footsteps etc. For this reason it was not easy to find an area where the retaining bolt and washer for the jack would go.

Jacks were not general issue but were available on demand from sheds–so it appears that it was left to the individual engine crew, the shed foreman or the local station staffs to have a jack fitted to certain locomotives. In this context–Mirfield shed had a driver known as "Two Jack Tom"–so it is obvious he was a pessimist!

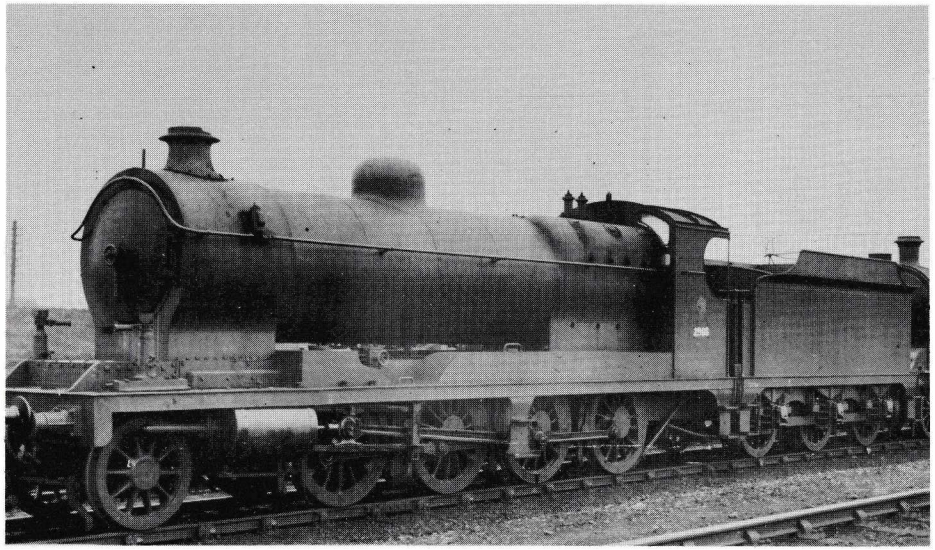
The 4–4–2, 0–8–0 and large-wheeled 4–4–0 locomotives do not appear to have ever carried jacks and only one 4–6–0 (1515) has been noted with one. The ex-R.O.D. 2–8–0 photographed with the S.E.& C.R. chimney had one but its capability must have been very limited on such a loco. All other classes of L. & Y.R. locomotives appear to have carried a jack and it is very difficult to be sure which locos did and which did not have a jack. The appliance could be sited anywhere between the cab and the front of the running plate on either side so if a photograph shows an engine without a jack, it might just be on the other side, out of sight. Into the bargain, there would appear to have been two patterns of jack.



The earliest evidence we have of a loco with a jack is this view of saddletank No. 158 at Caledonia Street, Bradford, in the late 1870s. We can therefore assume that Barton Wright introduced them. Another Yates tank, No. 28 carried one and that engine was scrapped in 1885. Through the Aspinall period, they became a standard fitting on virtually all his designs of locomotives.



Some of them had four 'webs' around the bottom flange and others had six webs. Usually, they were bolted directly to the footplate but a few had a wooden pad under the bottom of the cast base. They were painted black at all times. One firm supplies these in 7mm scale at the time of writing but the modellers in other scales will have to make their own. The latest photographic evidence we have is two views taken in 1926 so it would appear that the L.M.S. discontinued their use. It might be hoped that by that date, trackwork in general had been improved so much as to make them unnecessary anyway. Modellers are recommended to study as many photographs as possible of their chosen prototype in order to arrange the most usual, for that type of loco position for the jack.



The R.O.D. 2–8–0s

BERNARD FIELDING LL.B.

ONE of the facets of L.& Y.R. locomotive history which has always puzzled me is the poor showing of these engines on the L.& Y.R., of which they had 28 on hire from the government in 1919.

Eric Mason describes them as good engines whilst John Marshall goes even further describing them as excellent and reliable machines of a better design than any L.& Y.R. freight engine. Yet after only four months the L.& Y.R. began disposing of them, and all had gone within twelve months, (21 to the L.& N.W.R. and 7 to the G.W.R.).

The chief complaints against them were unpopularity with the staff, shortage of spare parts and the fouling of lineside structures. A test was made with one on a crossover at Bolton station, at ever increasing speeds and when it eventually fouled the platform coping, the order was given for them all to be disposed of.

The engines are detailed in Marshall (Vol. 3) and need not be repeated here; the bulk of the L.& Y.R. engines eventually ended up on the L.N.E.R., a few were scrapped at Crewe, three went to China and one to Australia.

I felt this subject merited further investigation and an unexpected bonus turned up when I casually picked up two books for light reading during the holidays. One was the RCTS book dealing with locos of the S.E.C.R., and it contained several paragraphs dealing with those engines. Incidentally, the only photos I know of showing one of these engines on the L.& Y.R. shows it with a S.E.C.R. chimney. From the RCTS book I learnt that they had six on hire and found them to be excellent engines but too big for the turntables involving a lot of tender-first running. Was this 'clue number 1?' From the same book I also learnt that one of the R.O.D. (not one of the 6 hired by the S.E.C.R.) was found to have a damaged chimney upon its return from France and as Ashford was the nearest works, it was sent there for a new chimney. Later this engine was one of the 28 hired by the L.& Y.R. so we have a perfectly simple explanation for the S.E.C.R. chimney.

The next book I casually picked up was *'Loco Profile No.21–R.O.D. 2–8–0s'*. I read this from cover to cover and ascertained (amongst the small print) that the total wheelbase of engine and tender was 51'–2½". Now the standard L.& Y.R. turntable in 1920 was 50' with very few of larger size so turning these engines would cause quite a problem. Clue No.2 came when I discovered that the width across the outside cylinders was 8'–10½" whereas Marshall gives the L.& Y.R. loading gauge as 8'–8" at platform level. So these engines were indeed 2½" out of gauge on the L.& Y.R. So here we probably have the answer to our mystery– they were too long and too wide and the excessive tender-first running probably contributed to the unpopularity with the staff. However, there was no problem as to the weight or overall height on the L.& Y.R.

Dare I be deliberately provocative and suggest that the L.& Y.R. might have done better to have bought a batch of these engines, installed a few 55' turntables and set some platform copings back a few inches rather than sink a large sum of money into rebuilding a lot of aged Aspinall 0–8–0s into the superheated type with large boilers only to have the L.M.S. scrap them within five years for inadequate bearings?

Some general notes about the class

This design was selected in 1916 by the Ministry of Munitions when a heavy goods engine was urgently needed in large quantities in France. 521 were built for the ministry, (but only 290 had actually been completed by the time of the Armistice). It seems quite incredible with the benefit of hindsight that as late as 25th October 1918 substantial contracts were placed for more of these engines. Didn't anyone in high places realise that the war might be over in a fortnight? As a result, these engines were being delivered in 1919 and even in 1920 without any work to do.

They were sent to France via the trainferry to Calais and Dunkirk and most were returned early in 1919 and were stored in dumps at Brocklehurst, Dinton, Winchester and Tottenham Corner. The latter dump was the largest and normally contained 100 to 150 engines with the chimneys uncovered. New engines delivered after the Armistice were 'dumped' at Gorton and Immingham (apart from a few sent direct to railways . . . . mainly the G.C.R.

In 1919 the G.W.R. bought 20 of the new engines and the L.N.W.R. 30 (the latter from the Immingham dump). In 1919 the Government began to hire out engines from the Tottenham Corner dump, recalling them in 1921. The G.W.R. hired 84, the L.N.W.R. 151, the G.C.R. 93, the N.E.R. 35 to 40, the G.E.R. 42, the C.R. 50, the L.S.W.R. 17, the S.E.C.R. 6 and of course, the L.& Y.R. 28. The M.R. and L.B.S.C.R. refused to have any. On the G.E.R., due to height restrictions, the chimneys were removed when they went to Stratford for repairs. On the L.N.W.R., their main use was north of Crewe and they were banned south of Stafford for fouling platforms.

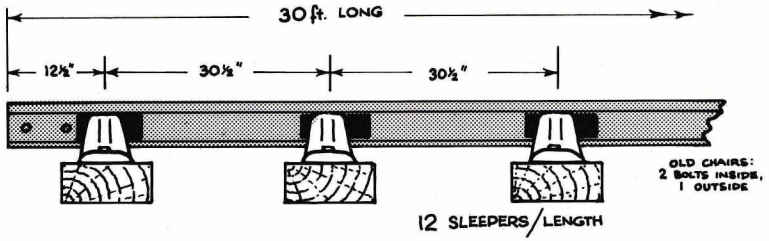
After the call-in of hired engines in 1921, they lay in 'dumps' at Sandycroft (near Chester), Birkenhead and elsewhere for some years. Sales at a reduced price, (some as low as 3½% of the original cost) began in 1923, many going to the L.M.S., L.N.E.R. and G.W.R. but some were sold abroad. Curiously, one of the L.M.S. batch (9616) eventually carried an L.& Y.R. chimney. The last of the R.O.D's were not disposed of until as late as 1927, when the L.M.S. bought 75, "one of the best bargains the Company ever made" and the L.N.E.R. bought 100. The L.M.S. were mainly interested in the tenders rather than the engines, due to the shortage of L.N.W.R. tenders at that time.

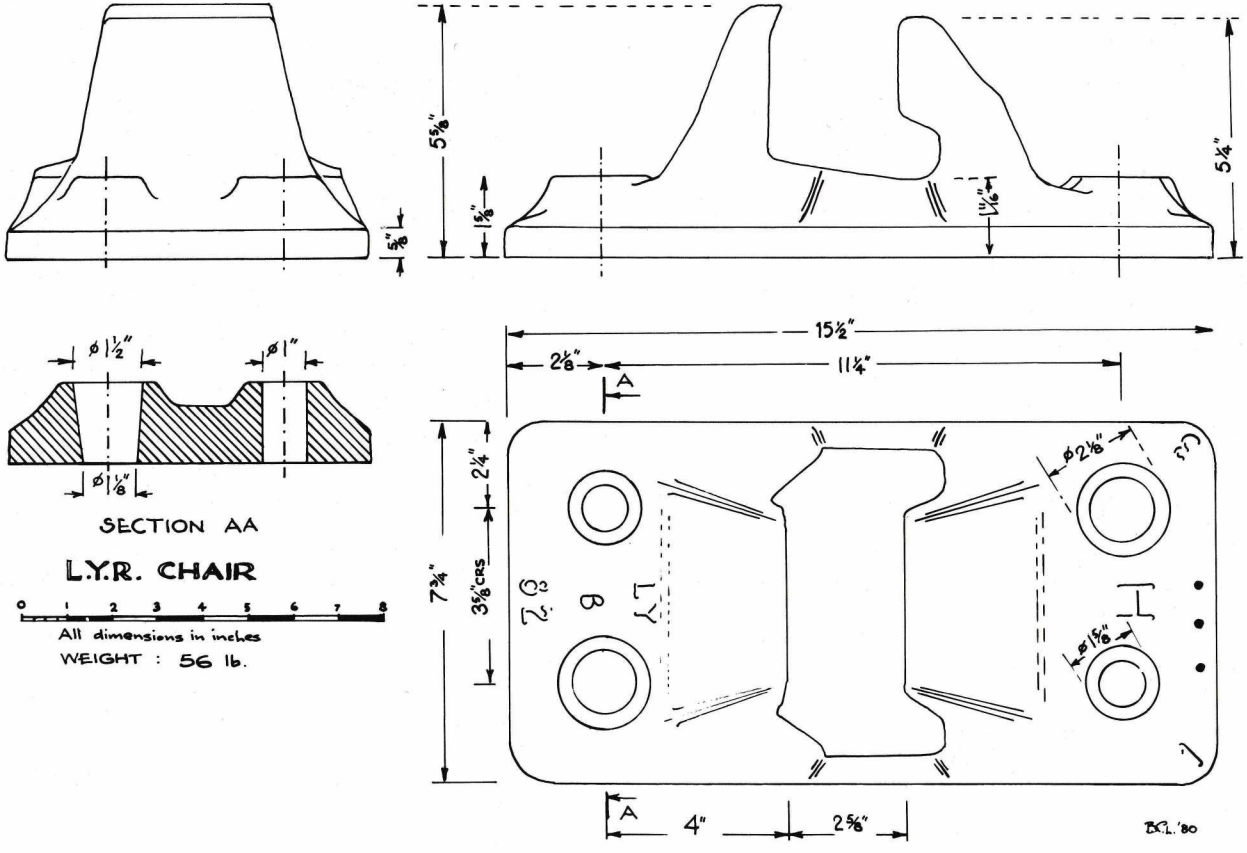
L & Y Permanent Way

J. B. Hodgson

PRIOR TO 1870–75 See Hawkshaw's Report.

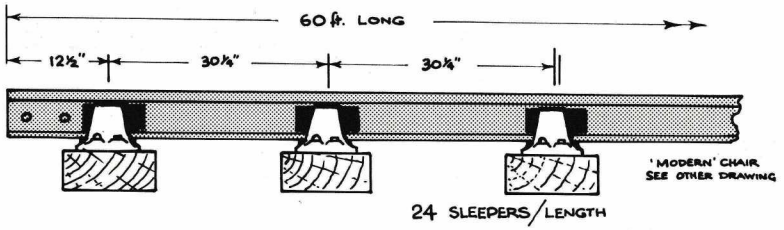
POST 1875	No real published set of standards, but the following is a collection of items drawn together from references in the minute books.
Rails	Bull Head Sections, 55 lbs/yd. 30 ft.
Sleepers	10" x 5" x 8ft-6in long–Redwood. (Pressure creosoted and stored nine months).
Chairs	Cast Iron, foot 8" x 14½", head 4" wide. Bolts 2 & 1 at 11" centres.
Keys	Scandinavian Oak (3-years seasoned). Heads of keys to be against direction of traffic and on outside of track.
Fishplates	18" x 1", 4 holes 1" dia.
Rail Gap	Winter 5/16" max, Summer 3/16" min.




5⅝"
1⅝"
⅝"
5¼"
1¹⁵⁄₁₆"
ø1½"
ø1"
ø1⅛"
SECTION AA
L.Y.R. CHAIR
0 1 2 3 4 5 6 7 8
All dimensions in inches
WEIGHT : 56 lb.
15½"
2⅛"
11¼"
A
7¾"
2¼"
3⅝" CRS
ø2⅛"
ø1⅝"
4"
2⅝"
B.G.L.'80

CIRCA 1905 Introduction of 60 ft rails of 60 lbs/yard.

Rail Gap (60') Winter 3/8" max, Summer 3/16" min.



Standard spacing of sleepers for 60 lb/yd bull head rail with oak-wedged chairs as used on G.N.R., G.E.R. and L.Y.R., and possibly W.L.R. also.

MAIN DIMENSIONS: Rail Gauge 4'-8¾"

MAIN RUNNING LINES:— Between outside edge of rails—6 ft 3 in between lines, (i.e. 11 ft ctrs).

ADDITIONAL LINES ALONGSIDE RUNNING LINES:— Between outside edge of rails—10 ft, (i.e. 15 ft ctrs.).

CTR. OF TRACK TO FACE OF SIGNAL POSTS, WATER COLUMNS ETC:— 6 ft 3 in (minimum) — inner face of nearer rail 3 ft 10½ in.

CROSSING TIMBERS:— Up to 16 ft long: 12" x 6"
16 to 30 ft long: 15" x 9"

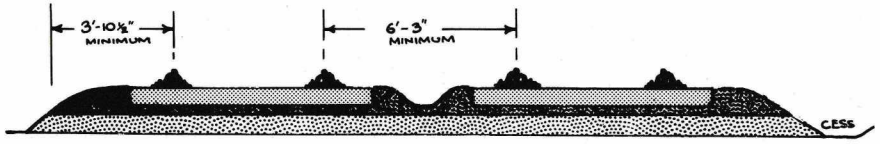
POINTWORK:— Standard Nose 1 in 15 (3°—50')
Non-Std. minimum 1 in 9 (6°—20')

BALLAST:— The L & Y used ash ballast. (Granite was introduced to 'B' Division circa 1924 by the L.M.S.

Ballast consisted of 2 layers—the lower about 9" thick comprised broken stone or clinker of 3"—6" size, whilst the top layer of ash was 3" thick below the sleepers and extended to the top of them.

The top ballast should extend a minimum of 12" beyond the ends of the sleepers (18" max) with a 1-to-1 slope to the cess which should be maintained in a clear condition for a minimum width of 18 in on the outside of the track.

At no time must the top ballast be allowed to meet on double running lines, the lower clinker or stone being kept open for a minimum of 6 ins.



Lancashire & Yorkshire Railway.

M.B.R. 1180
1—11—19.

BLOCK TELEGRAPH
AND
ELECTRIC TRAIN TABLET REGULATIONS.

Instructions to Signalmen
AND
Arrangements for Signalling and Circuiting of Trains

NOVEMBER, 1919, AND UNTIL FURTHER NOTICE

ASHTON DAVIES,
Superintendent of the Line.

November 1st, 1919.

BELL SIGNALS

Rule	Description	Beats on Bell	How Given
1	Call attention	1	1 . . . . . A
3 and 4	**Is Line Clear for Fire Brigade Train, Breakdown Van Train going to scene of accident or Light Engine going to assist disabled train**	8	4–4 . . . . . A
	Is Line Clear for Express Passenger Train or **Officers' Special**?	4	Consecutively. A
	Is Line Clear for Ordinary Passenger Train or Breakdown Van Train not going to clear the Line?	4	3–1 . . . . . A
	Is Line Clear for Branch Passenger Train?	4	1–3 . . . . . A
	Is Line Clear for "Right Away" Goods Train?	5	1–1–3 . . . . . A
	Is Line Clear for Fish, Meat, Fruit, Horse, Cattle, or Perishable Train, composed of Coaching Stock?	5	Consecutively. A
	Is Line Clear for Empty Coaching Stock Train	5	2–2–1 . . . . . A
	Is Line Clear for Fish, Meat, or Fruit Train composed of Goods Stock, Express Cattle or Express Goods Train. Class A?	5	3–2 . . . . . A
	Is Line Clear for Express Cattle or Express Goods Train. Class B?	5	1–4 . . . . . A
	Is Line Clear for Through Goods, Mineral, or Ballast Train?	5	4–1 . . . . . A
	Is Line Clear for Light Engine?	5	2–3 . . . . . A
	Is Line Clear for Engine and One or Two Break Vans?	5	1–3–1 . . . . . A
	Is Line Clear for Ordinary Goods or Mineral Train stopping at intermediate Stations?	3	Consecutively. A
	Is Line Clear for Branch Goods Trains?	3	1–2 . . . . . A
3, 4 & 8	Is Line Clear for Ballast Train or **Officers' Special** requiring to stop in Section	5	1–2–2 . . . . . D
3, 4 & 9	Is Line Clear for Platelayers' Trolley requiring to pass through Tunnel?	5	2–1–2 . . . . . E
3	Train Entering Section	2	Consecutively. B
5	Section Clear, but Station or Junction Blocked	13	3–5–5 . . . . . A
6	Bank Engine in Rear of Train	4	2–2 . . . . . B
6A	**Engine and One or Two Break Vans in Rear of Train?**	6	2–3–1 . . . . . B
10 & 12	Train out of Section, or Obstruction removed	3	2–1 . . . . . B
12	Obstruction Danger	6	Consecutively. A

BELL SIGNALS—*continued.*

Rule	Description.	Beats on Bell	How Given
13	Release Tablet for Shunting	7	5–2 . . . . . A
	Shunting Completed—Tablet replaced	7	2–5 . . . . . B
16	Blocking Back	6	*Inside* Home Signal—2–4 A *outside* Home Signal—3–3 A
17	Stop and Examine Train	7	Consecutively. A
18D	**Last Train Signalled incorrectly described**	8	5–3 . . . . . A
18	Cancelling "Is Line Clear" or "Train entering Section" Signal	8	3–5 . . . . . A
6F	**Cancelling "Bank Engine in rear of Train" Signal**	8	4–2–2 . . . . . A
6F	**Cancelling "Engine and Breaks in rear of Train" Signal**	8	4–3–1 . . . . . A
19	Train passed without Tail Lamp	9	Consecutively *to Box in advance* . . . A 4–5 *to Box in Rear* . . . . . A
20	Train Divided	10	5–5 . . . . . A
21	Shunt Train for following Train to pass	11	1–5–5 . . . . . A
22	Vehicles running away	12	2–5–5 . . . . . A
24	Opening of Tablet Station	15	5–5–5 . . . . . A
24	Closing of Tablet Station	17	7–5–5 . . . . . A
27	Testing Block Indicators and Bells	16	Consecutively. A
28	Time Signal	18	8–5–5 . . . . . A
29	Lampman or Fog-signalman required	19	9–5–5 . . . . . A
30	Testing Controlled or Slotted Signals	20	5–5–5–5 . . . A
36	Transference of Tablets by Lineman	16	4–4–4–4 . . . A

Bell Signals must be acknowledged as follows: Those marked A by Repetition; those marked B by One Beat; those marked D in accordance with Rule 8; and those marked E in accordance with Rule 9.

Telephone Call: In cases of great emergency the Special Bell Signal 3–3–3–3 may be given on the Electric Tablet Bell, and a Signalman receiving this Signal must immediately attend to the Telephone. The Special Signal may also be used when the Telephone Bell fails.

Telephone Messages must not be sent in substitution of Bell Signals.

No 691

DIVIDEND STATEMENT,

Lancashire and Yorkshire Railway Company.

32nd HALF YEARLY DIVIDEND.

DIVIDEND accruing to Mrs Cardwell

FOR THE HALF YEAR ENDING DECr 31st 1856

			£	s	d
On £2045 Consolidated Stock	@ £5.0.0	Per Cent Per Annm	51	2	6
" £19.10 Shares or fifths	£5.0.0	on £19.10 Per Share	"	"	"
" 30 £3 West Riding Union Shares	£5.0.0	" " 5 "	"	3	9
" 20 £16 F Extension Shares	£5.0.0	" £6. " "	3	"	"
			"	"	"
			£ 54	6	3
		Less Income Tax.	3	12	5
			£ 50	13	10

Exd

THIS STATEMENT MAY BE RETAINED BY THE PROPRIETOR.

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