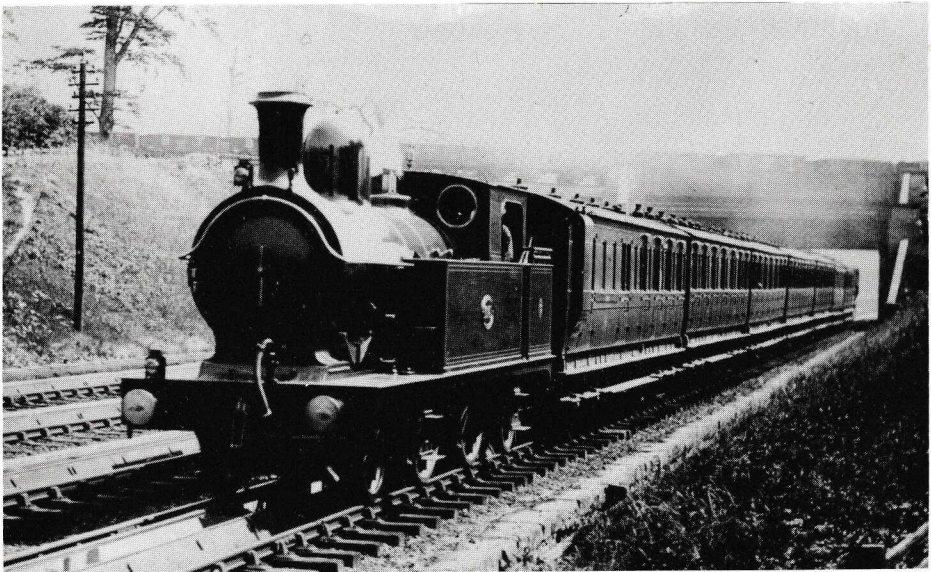


PLATFORM TWELVE



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

Platform Twelve is the twelfth issue of the Society Journal, this being the Summer 1983 edition. The Society produces three journals a year with the occasional booklet on other L. & Y.R. subjects. Members also receive regular duplicated newsletters and meet monthly at members' homes. For further details of the Society, please contact the Membership Secretary, Mr T. Wray, 30 Mossway, Middleton, Manchester M24 1NS.

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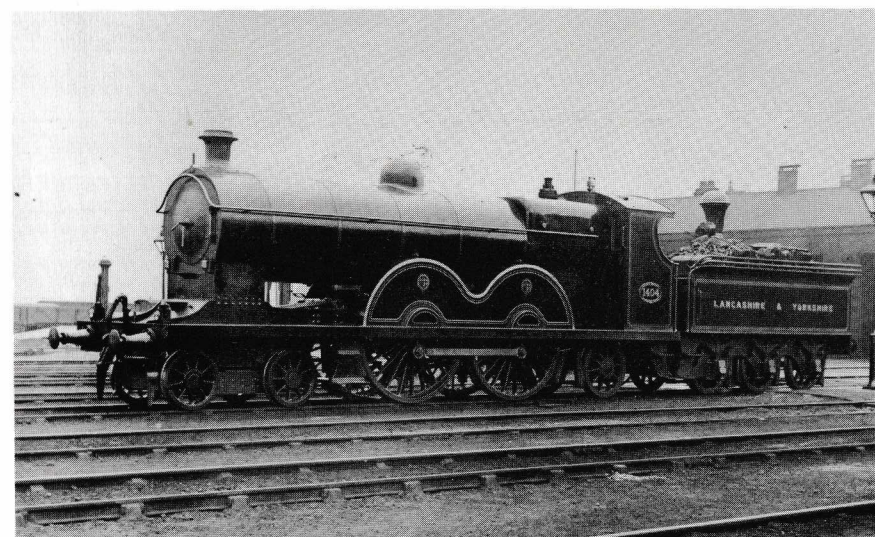
Probably the most popular and most familiar Lancashire & Yorkshire Railway locomotive was the 2-4-2 tank engine designed by John Aspinall and built in the new locomotive works at Horwich. The first of the class carried the works number 1 in February 1889 while the subject of our photograph is No. 1041 built some eighteen months later and being the 39th Horwich loco. To the men of the L. & Y. they were known as 'double-enders' because of their wheel arrangement and ability to run forwards and backwards with apparent ease. The locos were generally turned in the early days though as the practice of running chimney first was ingrained into the locomotive men. They ran all kinds of traffic and were to be seen on most of the main-line expresses at first as they were more powerful than anything else the railway had for the job at that time. No. 1041 hasn't changed at all since it was built, but changes would be many in the next few years as the side tanks were lettered, the lamp irons were changed to the R.C.H. standard arrangement and Hoy and Hughes added their own detail modifications.

The train is passing over Walkden troughs in 1903. The wagons on the overbridge are lettered B T and belonged to the Bridgewater Trustees (Bridgewater Colliery).

The loco was sold to the Wirral Railway in 1921 and numbered in the series of L.N.W.R. locos when all were grouped together into the L.M.S. It remained so as a B.R. loco being withdrawn as 46762 in 1952.

Photo courtesy—L. & G.R.P.

ISSN 0143 - 8875



1404 in original condition except for detail alterations, at Low Moor shed in 1905.

Photograph by J. H. Wright of Bingley.

THE ATLANTICS

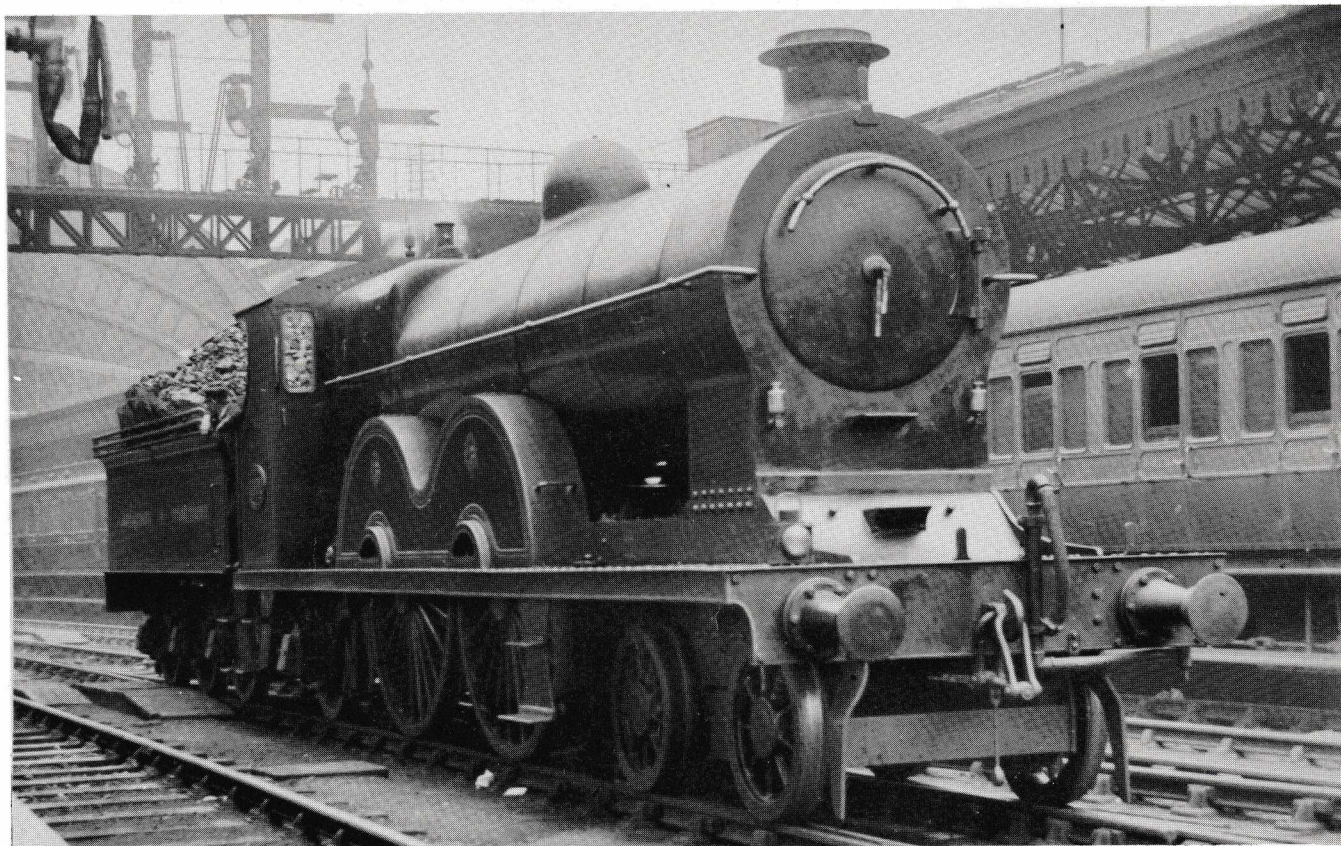
B. C. LANE

The following is the remainder of material that there was not room for in the last issue. The drawings show the differences between the 1900 and 1909 conditions of the engines which show the multitude of alterations that took place in those few years. Many other modifications were carried out during their three-decade term. This in no way means that they were not a success. They were the best on the line until after the Great War. It merely illustrates the modern thinking of the locomotive department of the time and goes to show how they persisted in the attempt to make their best even better. They did occupy a period in railway history when change was happening swifter than possibly any other period and so it is not surprising that the pre-War 'Atlantic', which was to be compared so favourably with anything else in Britain, became rather old fashioned by the grouping. The 4-6-0 had taken over the top duties on nearly every main line and most of the leading designers had designs for a 'Pacific' 4-6-2 draughted out as the grouping was finalised . . . in fact three of the pregrouping railways actually had one in service before the 'Big Four' took over. George Hughes and Henry Fowler had designs prepared. The 4-4-2 locomotive therefore disappeared quite swiftly under L.M.S. rule leaving a few of the even older 4-4-0s still at work.

I have studied the late Eric Mason's records and collected information from the N.R.M. and many other sources to put together this collection of rather technical data. As much of it has never been published or has been out of the reach of the majority, I hope it will complete a study of this class, that is probably the most deserving of causes to the L. & Y. historian and enthusiast.



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



No. 1402 stands on the centre road at York (where a water hose was conveniently situated) and waits for the train from Newcastle to arrive. The L. & Y loco will take the train forward to Manchester where it is possible that another loco might go on with the train to Liverpool. The tender carries enough coal to get there and back!

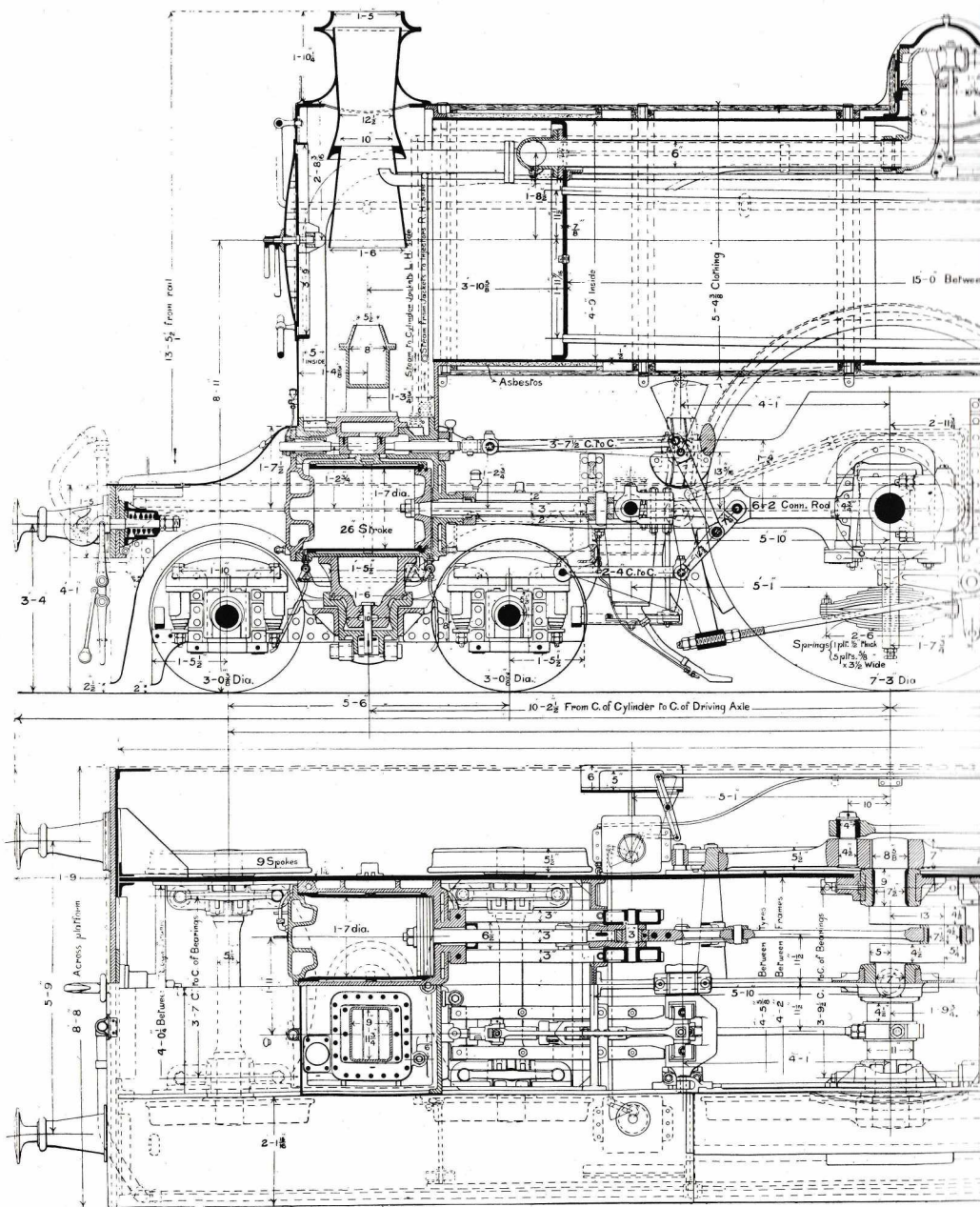
Photo—W. Leslie Good.

LANCASHIRE & YORKSHIRE RAILWAY.

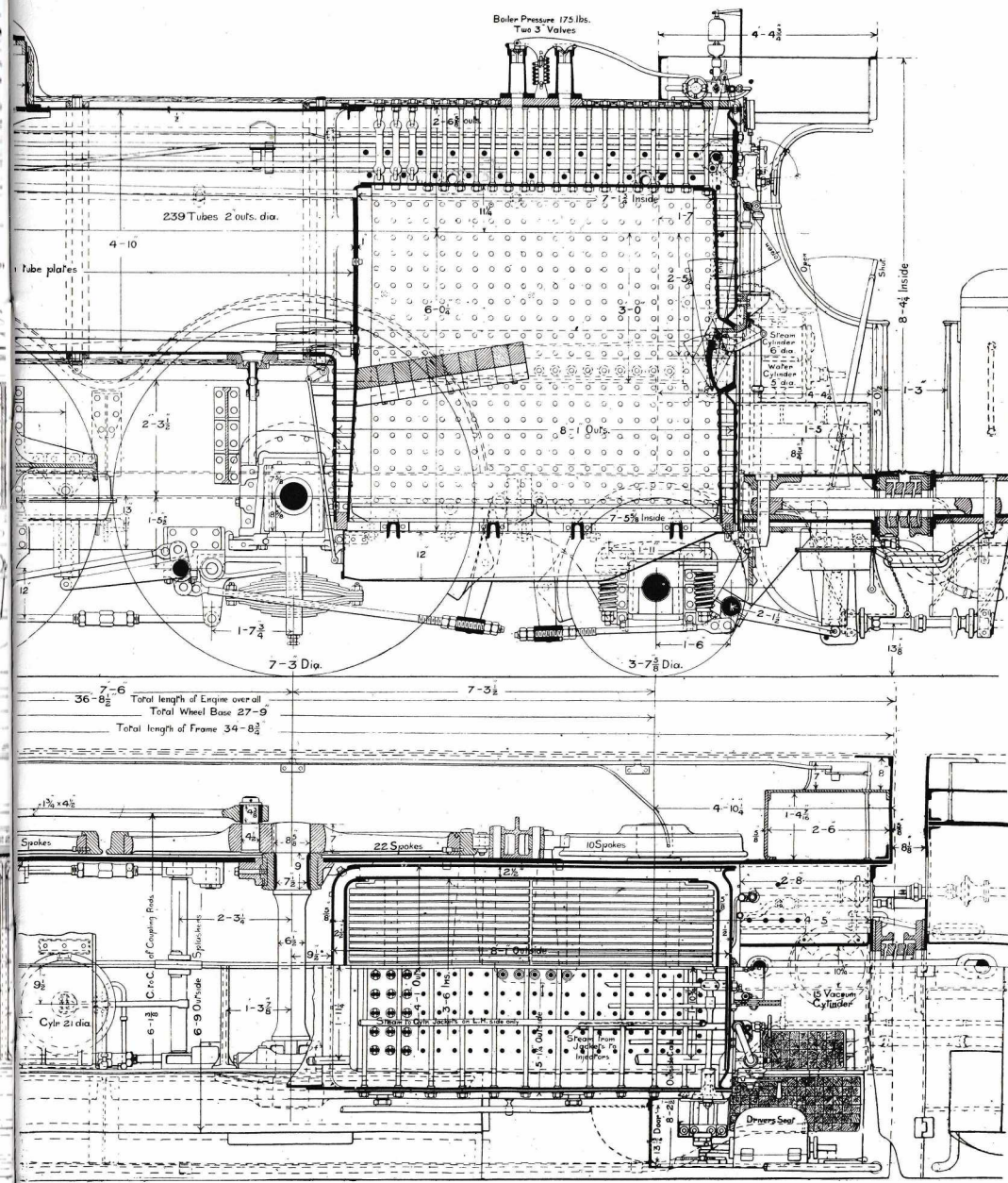
1400 CLASS HISTORY

LOT 37					
number	built	L.M.S.	scrap'd	fitted with Piston Valves	
1400	23.2.1899	10300	6/33		
1392	20.3.1899	(10301)	11/27	P.V.	First engine with outside bearings to trailing axle 22/6/03. 100 mph 1899 (?)
1393	30.3.1899	10302	10/27	P.V.	
1394	13.4.1899	10303 Red	4/27	P.V. 1901	Thicker smokebox 5/1904. First of class painted red. Narrow valance after 1915 Automatic water release valves 31/7/01. Indicator shelter 1912.
1395	4.1.899	(10304)	12/26		
1396	5.1.899	10305	5/28	P.V.	
1397	5.1.899	(10306)	8/27		Thicker smokebox 5/1904. First loco with swing link bogie (1899)
1398	5.1.899	10307 Red	8/33	P.V.	Third engine to have wide chimney. Auxiliary ball release valves.
1399	6.1.899	(10308)	4/27	P.V.	
1401	6.1.899	10309	10/33	P.V. (first one fitted 1901)	Second engine to have wide chimney.
1402	6.1.899	10310	8/33		
1403	7.1.899	10311	4/32		First engine fitted with wide chimney 1910. American ball release valves.
1404	7.1.899	10312	6/30	P.V.	Capuchon on chimney 1903
700	7.1.899	(10313)	12/27		Davies & Metcalfe exhaust steam injector 4/03.
702	8.1.899	(10314)	9/26	P.V. (double-ported S.V. before 1904)	Ormskirk collision 1910 (straight frames) Automatic water release valves. Indicator shelter 5/03.
708	9.1.899	10315	8/30	P.V.	
711	9.1.899	10316	2/34	P.V.	
718	10.1.899	10317	7/31		
735	10.1.899	(10318)	4/27	P.V.	
737	10.1.899	10319	6/30		Steam Dryer removed 1910 but tubeplate left in original position until 1916 (?)
LOT 45					
1405	1.1902	10320	8/33		Thicker smokebox 5/1904
1406	2.1902	10321	12/31		
1407	2.1902	10322	8/33	P.V.	
1408	2.1902	10323	10/29		
1409	3.1902	10324 (4/28)	4/32	P.V.	
1410	3.1902	10325	11/30	P.V.	
1411	3.1902	10326	12/27	P.V.	
1412	3.1902	10327 Red	11/29	P.V.	High speed bogie brakes 26/11/03
1413	4.1902	10328	11/29	P.V.	Last engine running with inside rear bearings 1912
1414	4.1902	(10329)	7/28	P.V.	
1415	4.1902	10330	3/28		
1416	4.1902	10331	7/30		
1417	5.1902	10332	11/27		Ordered 17/9/10 to be fitted with ball release valves in slide valves (117mph?) 8½" wheel bearings
1418	5.1902	(10333)	11/27	13/7/03 stronger valve gear	
1419	5.1902	10334 Red	11/27	P.V.	
1420	5.1902	10335 Red	10/33		Collision at Hull 26/2/27 Superheater removed 1914
1421	6.1902	10336	10/29		Superheater removed 1915
1422	6.1902	10337 Red	8/30		Superheater removed 1914
1423	6.1902	10338	9/27	P.V.	Superheater removed 1915
1424	6.1902	10339	3/32	P.V. (later double-ported S.V.)	Superheater removed 1917

N.B.— All the lot 45 engines were supposed to be built with Piston Valves but no proof exists for locos other than those shown.
For Horwich Works Nos., see Platform Eleven.

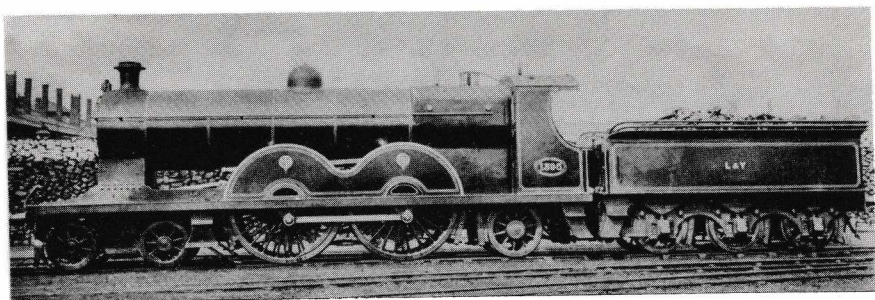


This drawing was published in the 'Mechanical Engineer', 22nd July 1899 and shows many variations from all other L. & Y.R. drawings. The driving wheel springs have only six leaves whereas other (later) drawings show about fourteen. The brick arch is also shorter on this early drawing and the blast pipe is shown before its later modification. The biggest 'red-her-

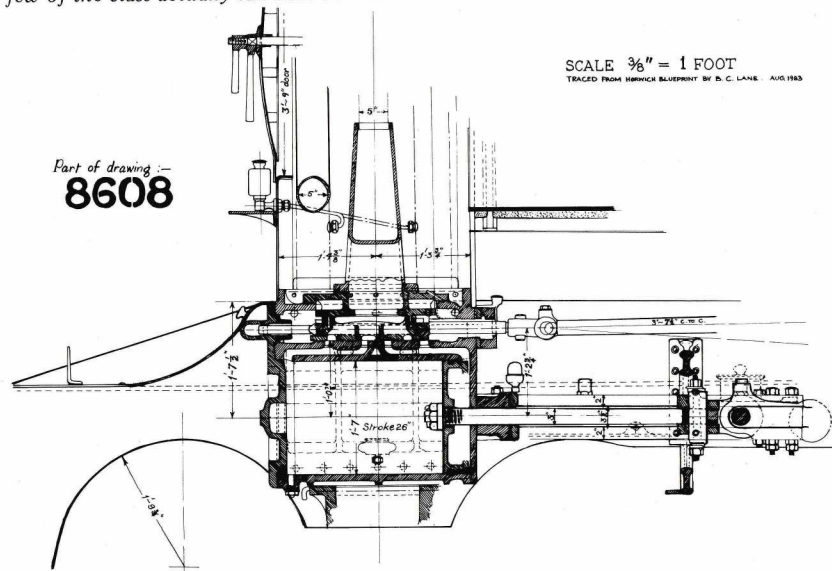


ring' however is the chimney which is shown with a wide flare at the bottom and an inside diameter of 1'-5". All photographs prove the actual chimney carried to be the one shown on page 20 of Platform 11, with the 3-5/8" radius to the bottom curve until the Hughes chimney was first fitted in 1910.

Drawing 7mm. scale for 'O' gauge



1395 in the spring of 1899 shows the low-cut cabside panels and narrow tender. All the tenders paired with the 1400s had coal rails whereas the Hughes 4-6-0s of 1908 didn't have the rails. Official records state that the first engines were paired with second hand Barton Wright tenders but this view clearly shows an Aspinall short wheelbase type as built for the other Aspinall designs. New tenders 8ft-2½in. wide were built the same year and only the first few of the class actually ran with the narrow ones.



The drawing is part of an original L. & Y.R. blue print belonging to Tom Derbyshire and is notable for showing an additional steam port to allow for a very free exhaust. The drawing is of the rebuilt No. 702 (showing the modified front frames received after the Ormskirk collision of 25.11.1910). Records in my possession show Nos. 702 and 1424 to have been fitted with double-ported slide valves but no mention has ever been published of the reason or results of this experiment.

If you model the Atlantics, there are a couple of points to note before starting. The boiler measured 5'4 3/8" over the boiler cladding and this was cut away for the driving wheel flanges to clear. One modeller found his boiler had to be nearly a scale foot too high to clear his wheels which in 16.5 mm gauge were closer together than scale gauge. The other point is that the driving wheels are just 7'6" apart which allows for only 3" between wheel treads. On the prototype, the flanges were almost touching!



The Sub-Contracted Wagons of 1874-76

J. B. HODGSON and N. G. COATES

THIS ARTICLE is an attempt to assemble a few notes on the interesting period prior to the opening of Newton Heath Works.

The disastrous fire at Miles Platting on 27th April 1873 caused many headaches for the L & Y. This was the period when new locomotives were ordered from Crewe. Production of new carriages and wagons and heavy repairs were halted and even after the decision was taken to build a separate carriage and wagon works elsewhere, at Newton Heath, there still remained the problem of keeping stock levels up to traffic demands.

The minutes of the Rolling Stock Committee are very vague about the period under review and it may be possible to investigate this period better from the Board Minutes and the General Purpose Committee minutes. From these it is clear that the projected move from Miles Platting to Newton Heath was very carefully planned. The majority of wagon work which would have been done at Miles Platting was transferred to Bury (the old E. L. works) or placed out with various private wagon builders and were sub-contracted as the table shows.

The quantity of wagons supplied is quite high at 1,550, about 10% of the stock then running, and seems to suggest a scrap and build policy for several reasons. Firstly the older stock was not only reaching a precarious state of repair after about 30 years, it was also not designed for the contemporary loads of 1875 either in capacity or style. Moreover, there just wasn't enough stock about and the decision seems to have been taken to build up levels as quickly as possible prior to the new works getting going, to try and gain some leeway before Newton Heath

became fully operational. Finally there wasn't sufficient capacity for heavy repairs anyway, and wagons due would either have to soldier on or be condemned.

Of considerable interest is the massive inroad made into wagons of the former East Lancashire Railway, most of whose numbers, which included the 6,000 added to form their L & Y numbers, would fall in the building period 1847-1850 when the E. L. company was expanding rapidly with new lines and whose general 1870s state must have been giving some cause for concern. There appears to be no surviving record of the types and styles of the original wagons.

This particular group of new wagons added to the L & Y menu a new type, the double bolster, classified as Diagram 32. All available records which could add to our knowledge of this type have been misplaced over the years and information has become very difficult to come by whilst the Diagram Book page records no additional information whatsoever. The page is shown as one of the illustrations and the only representation of the vehicles. It is presumed all had been scrapped by LMS days. Also illustrated is one of the heavily timbered outside-framed breaks believed to be built by Cravens.

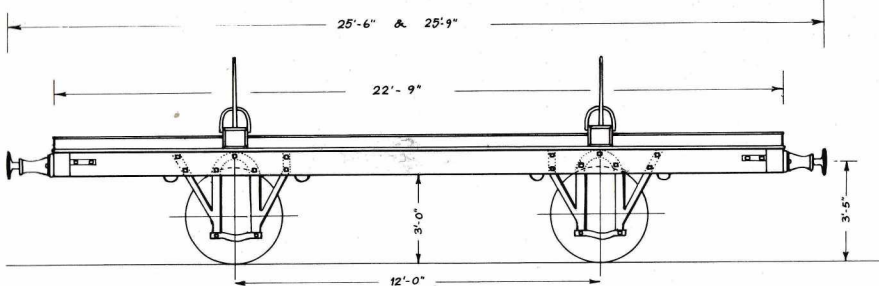
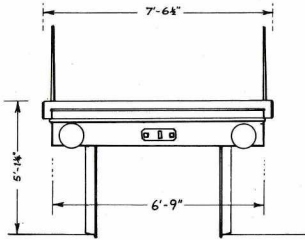


DIAGRAM 32
BOLSTER WAGON
TO CARRY 9 TONS
TARE 6 TONS 7 CWT



COMMENTS:

- 1.—All amounts are rounded to half-crowns or half-guineas whereas L & Y-built vehicles were accounted to the 1d.
- 2.—Very little remained after 45 years in service. L & Y expected life seems to have been in the order of 35 years.

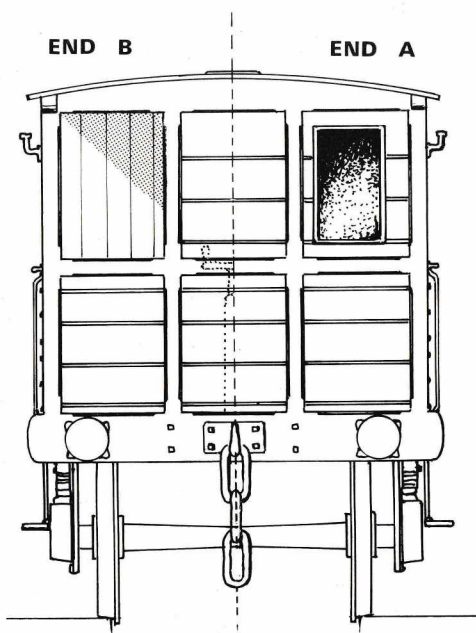
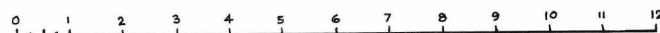
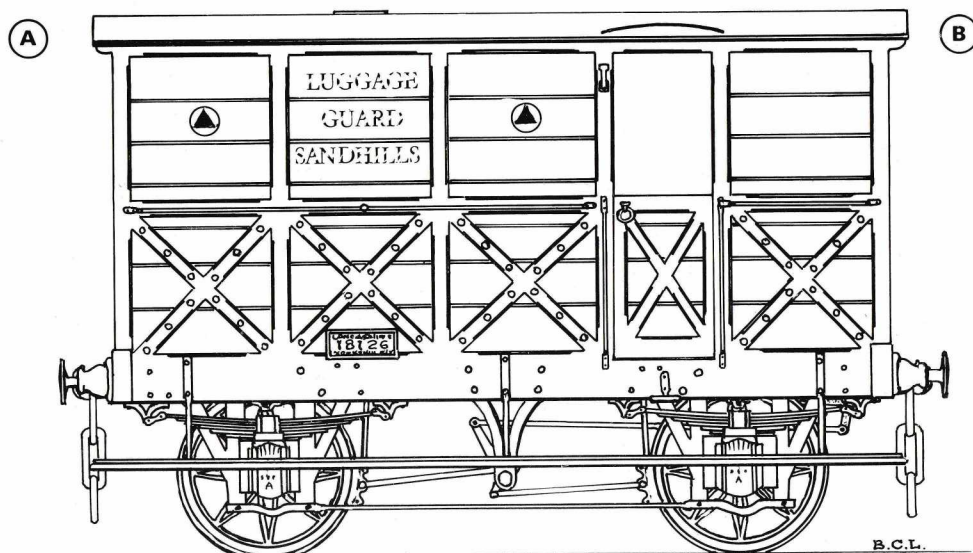
3.—The running numbers shown are the ones nominated by the Rolling Stock Committee for the use on these 'sub-contract' orders. There must have been an attempt to tidy-up the Number Book, for the lower numbers had been left blank ever since the amalgamation with the East Lancashire Railway. These were filled and then numbers from the top end of the sequence were used for the remainder.

The allocation of any particular set of numbers has not been found so the numbers shown above are conjectural, using the available numbers in chronological order of placement with the builders. It is just as likely that smaller groups of numbers were allocated to wagons as they were taken into stock rather than the complete number blocks. The more usual random numbering would then apply. There is hardly any photographic evidence to refer to.

NOTES:

- A 14 were found altered to the Half Box account.
- B All 24 were from the £156 batch, some specialist feature must have caused their survival.
- C Ascribed to Oldbury Carriage Co. and 1876 and for £90 though there is no equal reference in the 1895 accounts.
- D Possible split between the years, it could have been slightly different.

Quantity	Type	Year Supplied	Builder	Cost £ s. d.	Account	Running Numbers	Numbers in stock 31/12/95 31/12/20	
425	Double Bolster Wagons	1874	Hopper Radcliffe	£86. 12s. 6d.	Capital	14600-14724 14750-14849 15000-15099 15200-15299	495	6
75					Renewal	3300-3324 ? 6350-6399		
300	Low Goods Wagons	1875	Oldbury Carriage Co.	£79. 0s. 0d.	Renewal	6400-6699 ?	297	1
100	Coal Wagons	1875	ditto	£98. 17s. 6d.	Renewal	6700-6799 ?	98	2 + 14 A
300	Single Timber Wagons	1875	Craven Bros.	£90. 10s. 0d.	Renewal	6800-7099 ?	290	—
100	6-wheel Rail Wagons	1875	ditto	50 @ £156. 0s. 0d. 50 @ £150. 0s. 0d.	Renewal	7100-7199 ?	100	24 B
50	Half Box Wagons	1875	ditto	£90. 10s. 0d.	Renewal	7200-7249 ?	50	1 C
25	Brake Vans	1875	ditto	£205. 0s. 0d.	Renewal	7250-7275 ?	25	14
175	Covered Goods Wagons	60 in 75 115 in 76	Beverley Wagon Co.	£94. 10s. 6d.	Renewal	7276-7450 ?	53 of 1875 109 of 1876	—



The vehicle illustrated has been drawn from a collection of photographs showing parts of vehicles but none have been found to show it completely. It has been scaled-up on a presumed 9-foot wheelbase using Attock's axle-boxes and gear in common with the 10T break vans built just a few years later. One photograph shows the number plate to be 18126 (note comments on page 8). Cravens have no records of their business with the L. & Y.R.



HUDDERSFIELD TO PENISTONE

by H. V. ARMITAGE

FROM OCTOBER 1840, the nearest railway station to Huddersfield was Cooper Bridge, on the Manchester & Leeds Railway. Ellam's horsebuses conveyed passengers from the White Swan Inn in Kirkgate to meet the trains at Cooper Bridge.

In 1842 the Manchester & Leeds Railway were urged to build a branch line to Huddersfield but the route they were asked to follow (so that there could be an extension into Lancashire in the future) was turned down by the M. & L.R. as too expensive. A local company was formed to build a high level line from Heaton Lodge on the M. & L.R. (between Brighouse and Cooper Bridge) to Huddersfield and eventually to Manchester; the Huddersfield & Manchester Railway and Canal Company. The scheme having received the support of the local canal company, the H.R. & C.C. was authorised 26th April 1845, to build the line through to Manchester via Stalybridge and also to Sheffield (Sheffield, Ashton-under-Lyne & Manchester Railway). The first sod was cut 10th October 1845. The foundation stone of Huddersfield Station was laid 9th October, 1846.

The S.A. & M.R. wished to gain a footing in Huddersfield but the H. & M.C.C. rejected an amalgamation by only a small majority and about this time the M. & L.R. seized its opportunity to get into Huddersfield. Despite intense Parliamentary opposition it absorbed the Huddersfield and Sheffield Junction Railway in 1846. The first sod of the Penistone line was cut on 20th August, 1845. However, the line was not opened until 1850. Meantime, this company and others which had joined the M. & L.R. became the Lancashire & Yorkshire Railway in 1847. Presumably this explains why the L. & Y. coat of arms was sculpted over the colonnade at the west end of Huddersfield Station facade. The coat of arms of the H.R. & C.C. appears over the colonnade at the east end.



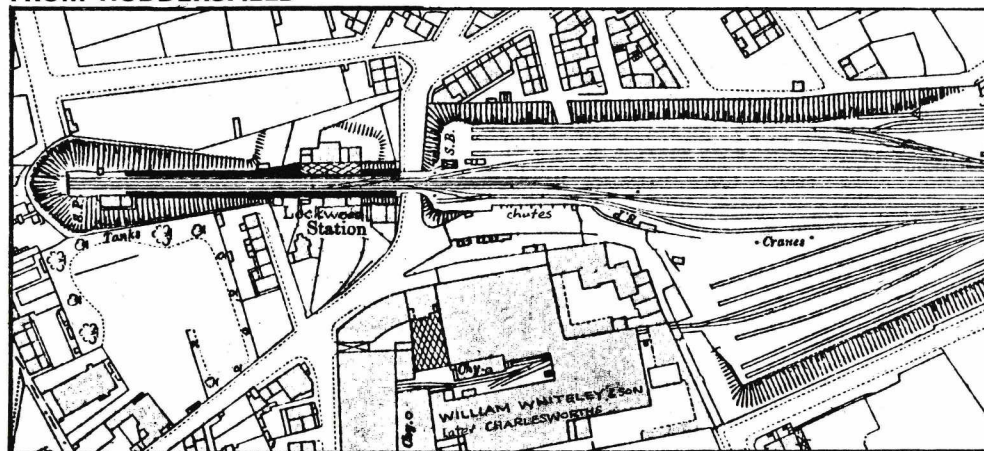
The arms of the Lancashire & Yorkshire Railway Company as they appear at the west end of the Huddersfield station facade over the booking office of the company and the arms of Huddersfield & Manchester Railway & Canal Company which appear at the east end of the facade.

This facade and platform No.1 together with the station forecourt were acquired by the former Huddersfield County Borough Council in 1968 and to their credit they cleaned the whole of the frontage, removed the hideous British Railways lettering and gilded these coats of arms to reveal both the beautiful stonework and magnificent architecture (*vide Sir John Betjeman*). British Rail had proposed pulling down the building and replacing it with a much smaller construction.

Until 1922 the uniformed staff wore a badge 'H.J.S.' on their caps. There were separate booking offices, and generally it seemed in 1917 that the west end of the station was the preserve of the L. & Y. and the other end the L. & N.W. Looking at the illustration in Platform One we see that the L. & Y. goods warehouse was at the west and gave access to New North Road whilst the L. & N.W. led into Fitzwilliam Street.

Huddersfield was an open station until L.M.S. days. L.N.W. collected tickets at Bradley (no station there for 50 years) and L. & Y. collected their's at Brighouse or Mirfield as the case may be. In the other direction L.N.W. at Longwood and L. & Y. at Lockwood (see later notes on Lockwood).

FROM HUDDERSFIELD

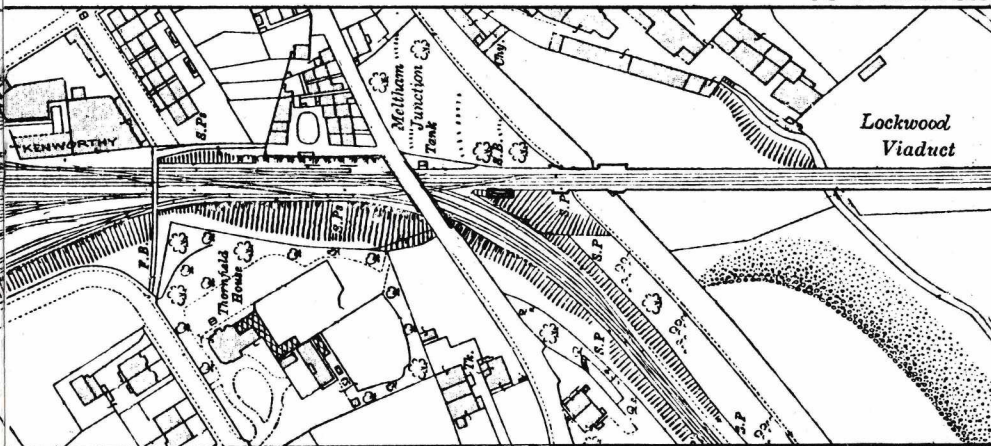


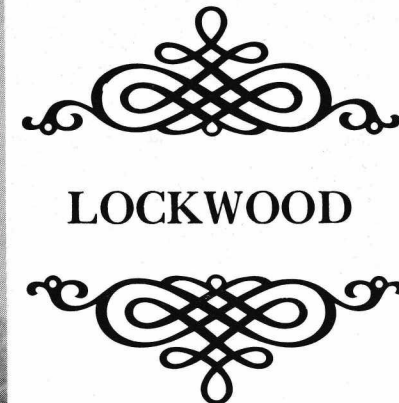
SPRINGWOOD SIDING Although not used in the busy sense nevertheless this was a feature of the line and indeed it could be said that this was the first siding on this line for it was immediately after leaving the L. & N.W. line to Manchester. The siding served the coal merchants operating in the immediate district and was probably intended to compete with the L.N.W. sidings at Gledholt, a quarter-mile away.

LOCKWOOD It would seem that the original station had its buildings and offices on the down (Penistone) platform and that the station approach was on the Lockwood side of the railway bridge carrying the line over Swan Lane. (Alas I have failed to trace confirmation of this). Such being the case, passengers for Huddersfield and beyond would get their tickets at the booking office on the down platform then cross the line by the sleeper crossing at the end of the platforms, south end. Later a subway was provided which remains today. Offices were built at street level on the Moor End side, that is on the opposite side of the bridge and at the end of the subway leading to the up platform. On each side of the subway the steps leading up to the respective platforms were glazed over. This subway etc under the track remains like this today. The trains for Huddersfield waited three minutes to enable tickets to be collected. The up-platform had been provided with ticket collector's office, porter's room etc. Porters acted in the dual capacity of porter and ticket collector and there seemed to be quite a big staff until Huddersfield became a closed station.

There were extensive sidings not only for re-marshalling of Yorkshire trains but for Kenworthy's railway wagon works and the two major coal merchants who had their own offices in the goods yard approach. William Whiteley & Sons, Textile Engineers and Machine Manufacturers had their own electric locos to shunt their wagons which they conveyed inside the works over a small level crossing. They resembled the Siemens-type loco and collected current from an overhead wire. Sidings for storage of carriages were provided alongside the Meltham line after it had left the Penistone line at Lockwood No.2 cabin at the end of the viaduct.

TO PENISTONE





The station at Lockwood was a typical Yorkshire affair, being entirely of stone with iron standards and glass canopy. After leaving the tunnel, behind the camera, the line crosses lower ground. The entrance to the station was by subway from the road below. The line bridges the road between the end of the platform and the signal cabin which is of Saxby & Farmer design dating from 1874 although a 25-lever L. & Y.R. frame was installed in 1896.

In the distance can be seen a Barton Wright 0-6-0 shunting from the goods yard which was on that side of the main lines. Many Yorkshire trains were remmarshalled here and James Kenworthy's Wagon Works were at the far end of the sidings. (See plate number 23 of 'L. & Y. Miscellany') Of the two major coal merchants, whose offices were near to the coal

chutes on sidings at this side of the main line, one was 'Stanley & Armitage—Coal, Coke & Lime Merchants' which was our family business. Our private owner wagons were painted 'London' red (a mixture of GPO red and oxide) with white letters shaded black.

The features of the station are typical of L. & Y.R. practice of the pre-Great War period. The ash ballast to sleeper top level, the sleeper crossing for the station staff and the fire buckets on the shelf at the end of the platform might be seen anywhere. Notice also the alternate painting of the boards of the valance and the cast iron brackets forming the framing support of the canopy. Although the sizes varied, the same design was used on signals and signal box construction by the L. & Y.

MELTHAM BRANCH: The line was opened in 1868. It left the Penistone line at the North end of Lockwood viaduct (signal cabin Lockwood No.2) in a south-westerly direction. Lockwood No.2 cabin contained the tablet apparatus for this single line. It is of interest to note that near Woodside House it was proposed to build a halt which did not materialise. This was about midway between Lockwood No.2 and Netherton. At this point the line ran through a lovely wooded slope alongside Beaumont Park, a natural park of great beauty in a rocky setting. This lovely stretch culminated at Butternab Tunnel.

There were two stations, Netherton and Healey House on the branch along with a halt at Meltham Mills. Meltham station was a one-platform station with loop and sidings but without a turntable. All trains ran from Huddersfield through to Meltham serving all stations on the way, with through services from Bradford and Leeds.

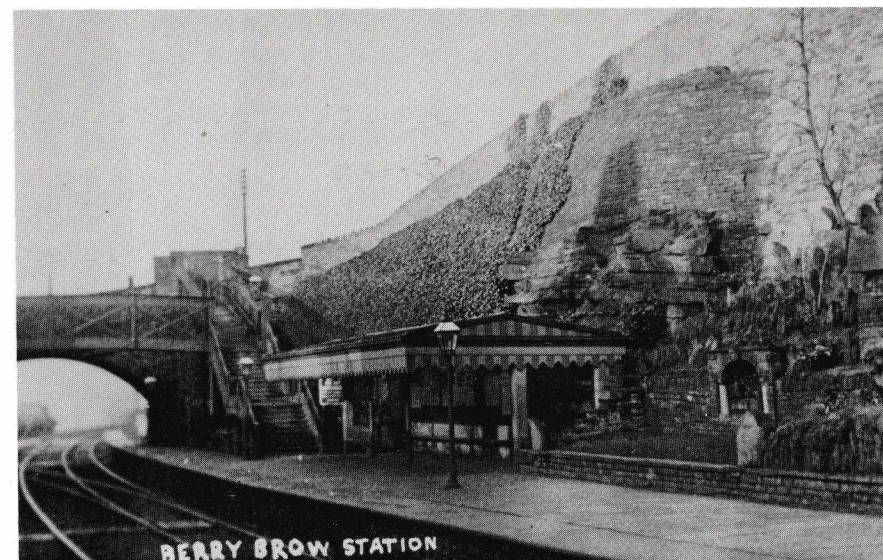
LOCKWOOD VIADUCT: So very nearly North and South in lie, in fact many of the older people in my youth averred that it lay North and South straddling the Holme Valley. Personal Note: I tested this a few years ago using an army field compass and my readings confirmed this. Built of local stone taken from the cutting which followed, and quarried nearby at Berry Brow, its length is 1,407 feet to the end arch which spans the main road from Huddersfield to Holmfirth (A616) on the side facing the Huddersfield direction. The tablet is in cast iron giving the name of the builder and engineer.

JOHN HAWKSHAW. ESQ.
ENGINEER
MILLER, BLACKIE & SHORTRIDGE
CONTRACTORS
1848
JOHN FRASER WILLIAM BAIN

LOCKWOOD VIADUCT; The measurements quoted are those which appear to be correct, after my enquiries. Other quotations, e.g. a height of 136 ft. appear to include the measurement from the foundation base and exclude the two arches, one over Woodhead Road and the other over Meltham Road, at the opposite end.

BERRY BROW: Alas, no station or goods yard now exists. The whole was dismantled by British Rail following its closure on 4th July 1966. It is the only station on the line to completely disappear.

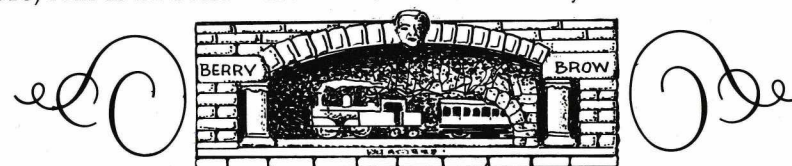
In its day it was well used by the inhabitants of this picturesque village who in turn were well served by the L. & Y. The station nestled in a cutting, by Birch Road on the one side and School Lane on the other. It had a well-cared-for small garden on the Penistone platform where also were to be found the stone carvings by the Stocks father and son. A 0-4-0 (long chimney) with 4-wheel tender engine and goods vehicles was carved in the rocky face of the cutting, near the starter



signal, by Mr. Stocks, the father, and the more celebrated carving of the 0-4-4T Barton Wright with its 6-wheeled carriage appearing out of a tunnel mouth or bridge, was situated at the rear of the little garden mentioned above; this was the work of the son. I remember this Mr. Stocks (the son), who was typical of the people of this village who valued their railway. His carving is supposed to be at the Museum in York (?) and is illustrated in Eric Mason's *The Lancashire & Yorkshire Railway in the Twentieth Century*.

In the cutting, to the south side of the station there are many fossils which could be seen clearly by walking to the extent of the up-platform, in the direction of Honley. This cutting featured another unusual item, the signal at the approach to the station from Honley which was sited on the 'wrong' side of the track. If this had not been done the engine driver could not have seen this signal because in addition to the obscurity of the high cutting, the approach track was on a left-hand curve.

Another feature was a bell, similar to a ship's bell, which was fixed to the outside of the signal cabin. This was rung by the signalman to warn intending passengers of the approach of a train, a long ring for a Huddersfield train and a short ring for a train going in the other direction; the line between the end of Lockwood viaduct and Robin Hood Tunnel was mostly hidden. The goods yard had a crane and a warehouse, access to which was gained from Station Lane near the stationmaster's house, whilst the coal chutes' access was from the main (A616) road at the bottom of the hill some distance away.

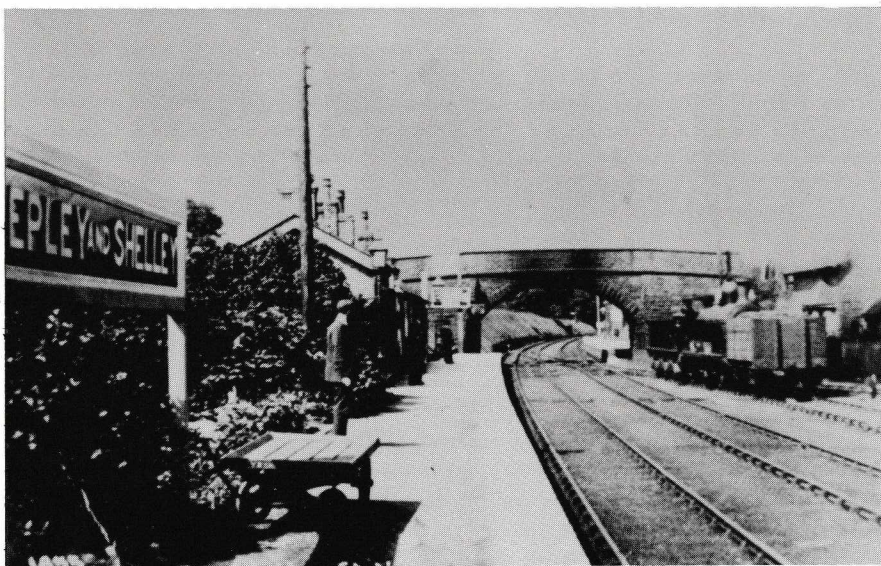


HONLEY: This station was quite a distance from the village. Nevertheless, it had a substantial patronage and indeed its goods traffic was not small. Since the time of this review, houses have been built on the road leading to the station and a further development since the last war of many more near, but to the east, of the station. Unlike Berry Brow the station at Honley occupied an elevated position.

BROCKHOLES: Traffic, both passenger and goods, was very reasonable for a small community, though the junction to Holmfirth and the district engineers depot seemed to be the more important functions. When the decision to conserve fuel in World War I was made the Holmfirth trains were operated from and to Brockholes and connected with the Penistone trains, passengers for Holmfirth changing there.

The triangular area formed by the junction to Holmfirth and the main line to Penistone and the sidings there were used for storage by the engineers' department.

STOCKSMOOR: A small station for a small place, nevertheless there were several of the villagers who were daily travellers. The goods yard was provided with a crane and a small depot, although only a few sidings. The station was a trim and tidy affair below the road, the bridge of which passed over the line.



SHEPLEY & SHELLEY: Close to Shepley but a long walk from Shelley. Nevertheless, there were many from both villages who were regular travellers. Over the track was a road which virtually divided the up from the down platforms so that the platform for trains from Huddersfield seemed to be isolated from the station itself. This platform had only a shelter while on the other side of the road bridge were to be found all the station buildings and the goods yard.

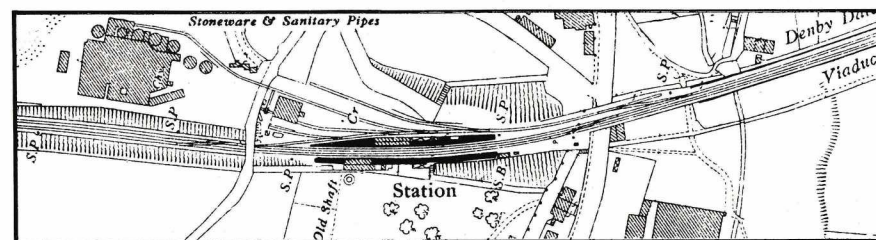
Skelmanthorpe was the only station on the branch to Clayton West, where the passenger side of the business was of lesser importance than the conveyance of

coal from the nearby colliery. At the junction of this line near Shepley, ample sidings were provided for the storage of coal wagons. Passengers, except a few, seemed to patronise this station at week-ends.

CLAYTON WEST: The end of the branch but it was contemplated that the tracks would be continued through Darton to link up with Barnsley line of the L. & Y. This station, like Skelmanthorpe, served more the coal traffic from the collieries than the local population. Park Mill Colliery was adjacent.



DENBY DALE: This station was high above the surrounding area and situated at the end of a viaduct, which carried the line on to Penistone. Moderately-sized goods yard but a bit far away from Huddersfield to command a substantial passenger traffic.



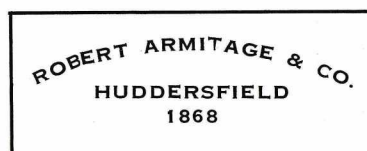


PENISTONE: Approached by a stone-built viaduct, it had a single-line platform, although the line was in effect double all the way to Penistone where passengers continued on to Sheffield and to London Marylebone on the Great Central Railway. The L. & Y. platform adjoined the G.C. station at a 'V' angle. It was slightly lower than the G.C. and with little by way of protection, was a very cold and draughty place.

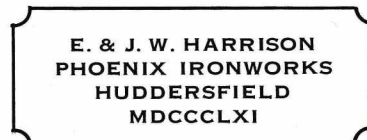
Addendum:

Wording on other plaques on the line:

Plate on small girder bridge at foot of Beaumont Park, Meltham branch.



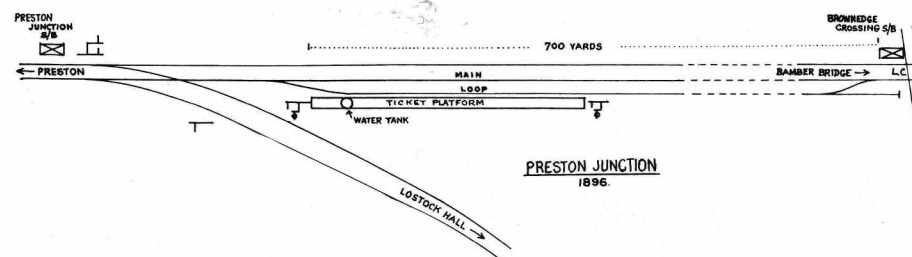
Metal plate on old watertank-end of up-platform at Brockholes station.



The branchlines are featured with only a passing interest in this article as the forthcoming 'HOLMFIRTH BRANCH' booklet will deal with Brockholes and the branch in much greater detail. This article is therefore complementary to the new booklet as well as covering the 'Main-Line' to Penistone.

ACCIDENT AT PRESTON JUNCTION

R. W. RUSH



At 6.05 a.m. on Bank Holiday Monday, 3rd August 1896, a special excursion train left Leeds for Blackpool, consisting of Aspinall 0-6-0 No.1058 and fourteen assorted six-wheeled coaches. Time was lost in the running, which was via Todmorden, Burnley and Blackburn, so that when the train approached Preston Junction it was thirty minutes late. It stopped at the ticket platform, which was within the fork of the lines to Bamber Bridge (right) and Lostock Hall (left), in order to collect tickets and take on water. The platform line was on a loop off the main down line, entered by facing points at Brownedge Crossing Box, 700 yards to the south. The excursion train stopped at the platform at 8.41 a.m., and proceeded to take water from the circular tank near the north end. A short distance ahead of the tank was a bracket signal post, on which were mounted the starting signals for both main and loop lines, the latter being on the bracket post at a lower level, and also clearly marked by a ring. When the train came to rest, the signals were almost immediately above the engine chimney. At this time, both signals were at danger. At 8.43 a.m., the signalman at Preston Junction Box, a short distance north of the actual junction, accepted the 8.10 a.m. West Lancashire Railway stopping train from Blackburn to Southport on the main line, intending it to run through ahead of the excursion, which it had been following five minutes behind from Blackburn. Accordingly he pulled off the main line home and starting signals, for the W.L.R. train, which was approaching from Brownedge at approximately 15 m.p.h., this line being dead straight and on a falling gradient of 1 in 117 for the whole 700 yards. The turn-out from the loop to the main line at the platform end began opposite the water column, and was on a curve of 11 chains radius to the right, thus the fouling point of the two lines was only about twenty feet ahead. The guard of the excursion train, having completed the collection of tickets, and the engine having completed taking on water, gave the "right away" to the driver without (as he later admitted) having looked at the signals. This was at 8.45 a.m., and the driver mis-read the signal on the main line as referring to him. At 8.45 he opened his regulator and the train began to move. The signalman, who was on the alert, seeing the excursion train begin to move, immediately threw the main line signal to danger, but to no avail. At this precise moment, the engine of the W.L.R. train was abreast of the L. & Y. engine's tender, and although the driver made an immediate emergency application of his Westinghouse brake, he was unable to prevent his near-side front buffer from striking the framing of the L. & Y. engine,

which was derailed to the left. The first two carriages of the W.L.R. train literally scraped past, suffering damage to the footboards, axleboxes, and one or two panels, but the third and fourth (both saloons) took the brunt of the collision, the leading saloon being badly damaged, whilst the other was completely destroyed. Both saloons, and the rear brake third, were derailed to the right, which probably saved the rear coach from serious damage. The W.L.R. train came to rest 80 yards from the point of collision. Fortunately, the Southport train was lightly loaded, there being only 30 passengers in the five coaches, but one passenger was killed, one other seriously injured, and six others badly cut and bruised. All these casualties came from the saloon which was destroyed. The one fatality was not caused by the actual collision; he was thrown clear to the right, but unfortunately, the roof of the wrecked saloon fell on top of him. None of the coaches of the excursion train were either damaged or derailed, the engine taking the full brunt of the collision.

The breakdown gang from Preston was called, and after about an hour's delay, the coaches of the excursion were drawn back to Bamber Bridge, and sent on their way to Blackpool via Lostock Hall and the Farington Curve. It was not until late the same evening that the wreckage was removed and the damaged track re-instated, and the remains of the West Lancashire train run off to Preston. The extent of the damage was as follows:—

Permanent Way: 8 crossing chairs, 22 ordinary chairs, one 24-foot rail broken; one crossing timber and one ordinary sleeper badly splintered.

L.Y.R. Engine 1058: Right framing bent. Whistle pillar broken. Footsteps, handrails, brake gear, buffer beams and lifeguard damaged. (all right-hand side). Tender axleboxes, middle spring and hanger broken; handrails and brake screw damaged. (all right-hand side).

W.L.R. Engine No. 2: (0-6-0 tender, formerly Furness Railway). Both buffer beams, four buffers, two drawbar hooks and shackles, one pair of side-rod brasses, footsteps and Westinghouse brake pipes (all left-hand side) broken. One side-rod pin bent.

Brake Third No. 27: Two axleboxes, footboards, three door pillars, two side panels broken. Door handles damaged.

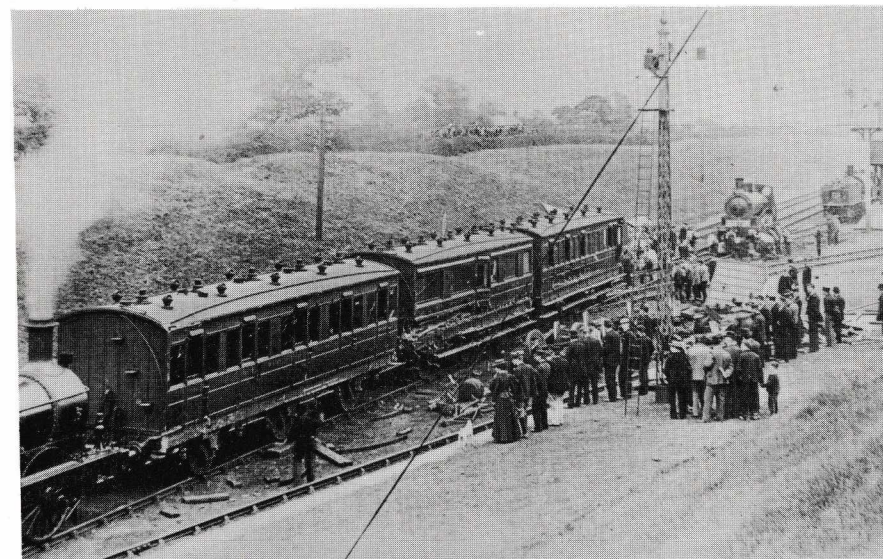
Composite No. 37: Both headstocks, three bearing springs, four axleboxes broken, journals bent, brakework damaged.

Third Saloon No. 41: Headstocks broken, three axleboxes, footboards shorn off, left side panelling badly broken.

Third Saloon No. 42: Body and underframe completely destroyed.

Brake Third No. 28: One headstock, three axleboxes, one corner pillar broken.

The inspecting officer, Lt. Col. G.W. Addison, laid the blame squarely on Driver Wigglesworth of the L. & Y.R. excursion train. No blame whatever could be attached to Driver Wright of the W.L.R. train, or to the Preston Junction signalman, who had both acted in an exemplary manner and done everything humanly possible to avoid the collision. After hearing evidence from the two signalmen (Preston Junction and Brownedge Crossing), both engine crews, and the two guards of the L. & Y.R. train, Col. Addison said "The accident was due to the error made by Driver Wigglesworth of the L. & Y.R. train in mis-reading the



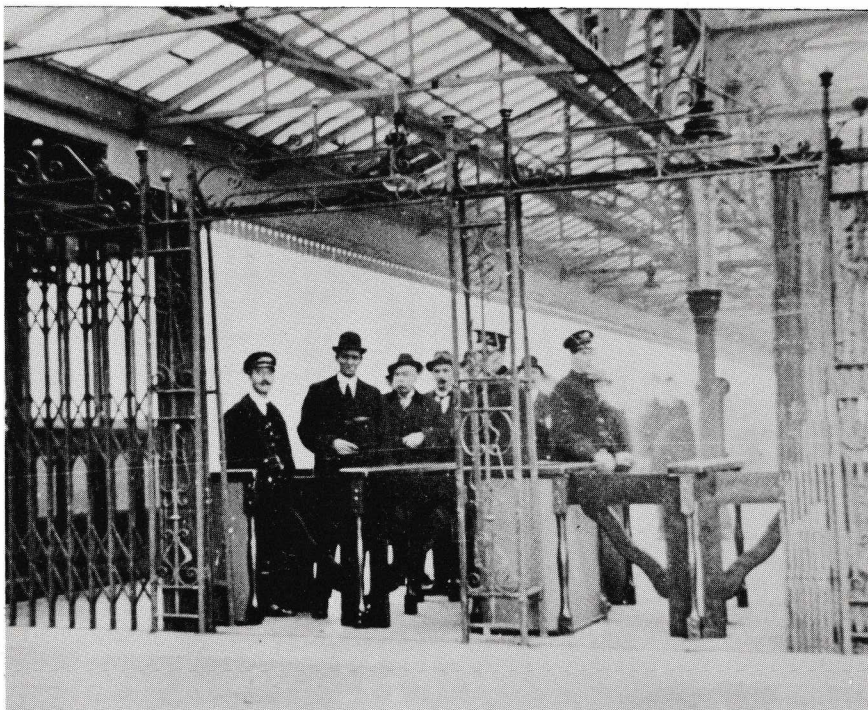
All that is left of saloon No. 42 lies at the foot of the signal!

starting signal, an error which he readily admitted. It must be said that Driver Wigglesworth acted in a most careless manner for which it is difficult to find any excuse whatever. His train was already half an hour late, and he was no doubt anxious to get away without any further loss of time. He had commenced work very early in the morning, at 3.50 a.m., having thus been on duty for five hours, but he was off duty all the day before. He does not seem to have much experience of the line he was running on, though his memory is probably at fault when he says he has not been on the line from Bamber Bridge to Preston for three years. Making full allowance for facts such as these, the gravity of his error, momentary though it was, can hardly be exaggerated. The two signal arms were in front of him, the higher one, referring to the main line, had been "off" for at least two to three minutes, the lower one, clearly marked by a ring and referring to the loop, remaining at danger." *

The fireman of the excursion train had been oiling round at the front of the engine while the train was stationary, returning to the footplate by the platform at the moment that the driver opened his regulator; he therefore was completely unsighted as far as the W.L.R. train was concerned, but it is difficult to see how either he or the driver could be unaware of the train creeping up alongside their own engine.

Col. Addison also criticised the front and rear guards of the excursion train for giving the right away signal to the driver without satisfying themselves that the correct signal had been pulled off for them. This rule is strictly adhered to by drivers, but does not seem to be equally appreciated by guards. The inspector also criticised the siting of the signal post as being too near the actual junction, though he admitted that resiting would not be an easy proposition, under the prevailing conditions.

* (Extract from B.O.T. Accident Reports, 1896.)



Blackpool Central Station barrier 1921.

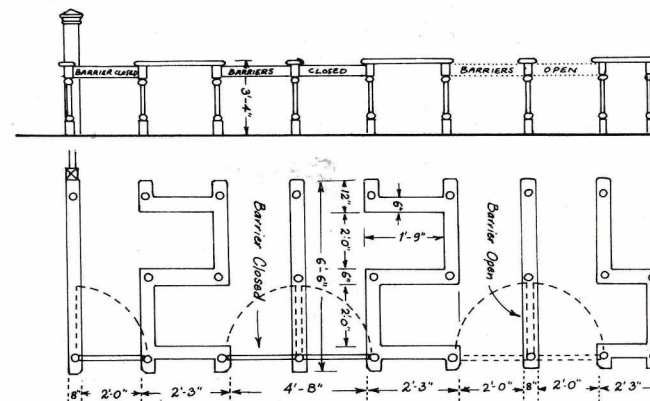
Photograph — Blackpool library collection

Ticket Barriers

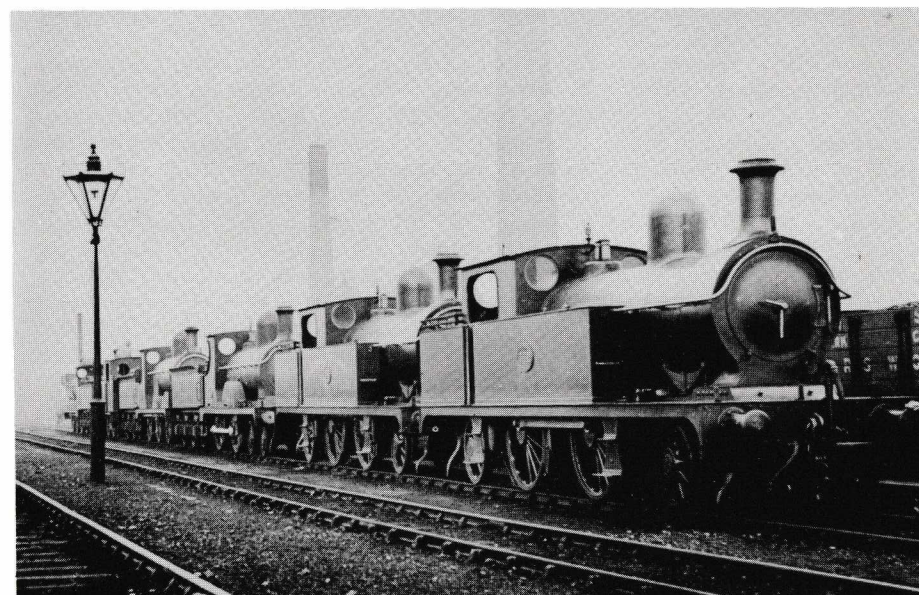
B. C. LANE

Several important stations of the L. & Y.R. had in use an ingenious arrangement of ticket-collecting barriers. The accompanying diagram shows the extreme simplicity of the device. The barriers consisted of horizontal wooden bars, resting on iron pillars. At each a collector stood in a recess and thus, while exercising complete control, his presence did not cause any obstruction to passengers entering or leaving the platform. The number of barriers varied of course according to the volume of traffic for which provision had to be made, and when any particular barrier was not required, it could be instantly closed by hinged flaps as shown. A further advantage of the arrangement was that it necessitated the formation of a queue at each barrier, and thereby prevented crushing when many people were leaving a station. Separate gates were provided for the removal of luggage and these could be used as additional passenger exits when tickets had been collected at an intermediate station. "The arrangement has given great satisfaction to the company and to travellers," stated the publicity document of the company.

Ref. 'The Railway Magazine', February 1911



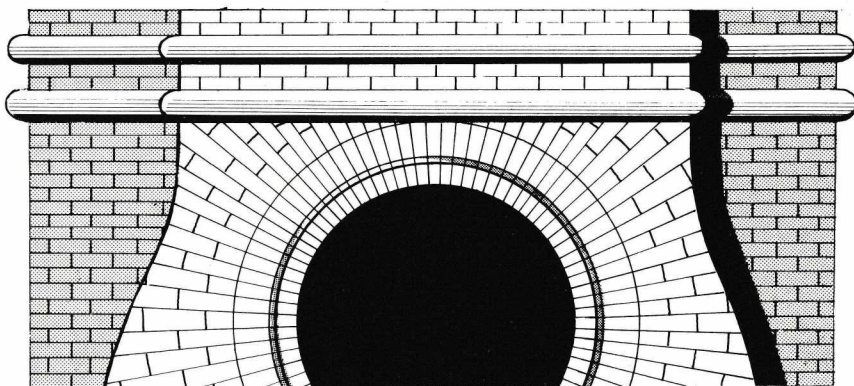
TICKET-COLLECTING BARRIERS



The row of beautifully turned out locos must have been photographed in the early Hughes period (1905) as the locos are either unlettered or finished in the style of arced lettering as first applied by Hoy. Furthermore, few of the locos are changed over to single lamp brackets on the smokebox as adopted in 1904. The 2-4-2T No. 332 has extra clasps added to the bottom of the smokebox door as air leaks on the Aspinall pattern doors were a constant problem as the work loads became heavier. Hughes fitted a new type of door to all locos to improve on this trouble. Apart from one Barton Wright 0-6-2T, all the locos are of Aspinall design. The location is Blackpool, the photographer unknown.

THE BUILDING OF THE SUMMIT TUNNEL

S. SUTCLIFFE



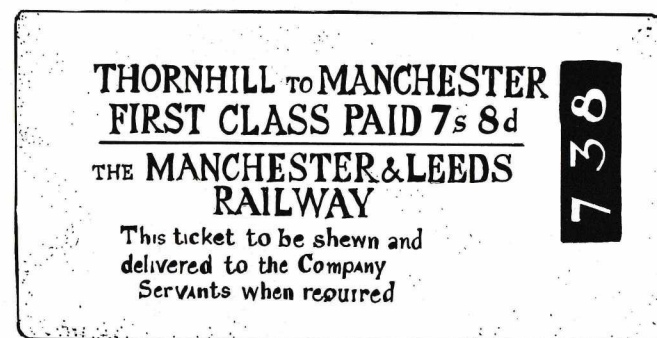
The construction of the Summit Tunnel employed the labour of over 1,000 men for nearly four years. Besides excavating the arch out of solid rock, they used 23,000,000 bricks and 8,000 tons of Roman cement. Thirteen stationary engines and approximately 100 horses were used in removing earth and stone out of the shafts. It is 2,869 yards in length which is 211 yards short of a mile and three-quarters, and exceeded Kilsby tunnel on the London & Birmingham Railway by 471 yards. Its height is 21 ft 6 ins, width 23 ft and its depth at the deepest point below ground 300 ft. It was a stupendous undertaking and cost £251,000 to build, (or £87 per lineal yard). The principal contractors were Mr John Stephenson and the resident engineer Mr Bernard Dickinson. The approach from Littleborough was through a cutting almost 100 feet in depth and entry to the tunnel is through a fine massive arch of impressive appearance.

As it approached completion, a rumour was spreading around Manchester that the tunnel had fallen in and buried a number of workmen. The last arch had been keyed in, and the work was almost finished when an accident *did* occur which was much exaggerated. It appears that an 'invert' had collapsed due to the irregular pressure of the surrounding earth and rock at a part of the tunnel where a 'fault' had occurred in the strata. A party of the directors accompanied the engineer to inspect the scene of the 'frightful accident' about which so much alarm had been spread. All that was visible was the unevenness of the ground which had been forced up by the invert due to it giving way so that the ballast had been loosened, the drain which ran along the centre of the track had been displaced, and small pools of water were noticed. The walls of the tunnel and the roof however were still as perfect as any other part. The Engineer then explained the cause of the subsidence. At that point he said, the excavation went through blue shale and was considered to be so hard and firm as to render it unnecessary to build the invert very strong there. But shale he said is always a deceptive material. Subjected to the influence of the atmosphere it gives but a treacherous support. In this case, falling away like quicklime, it had left the lip of the invert alone to support the pressure of the arch above, hence its springing inwards and upwards. He then directed the attention of the visitors to the completeness of the arch overhead where not the slightest fracture or yielding could be detected.

ted. Speaking of the work he said, "I will stake my character and my head if the tunnel ever gave way so as to cause danger to any of the public passing through it. It is the greatest work that has yet been done of this kind and there has been less repairing than is usual—though an engineer might well be beaten in his calculations—for he cannot beforehand see into those little fractured parts of the earth he may meet with."

As Stephenson had promised, the invert was put in and the tunnel was made perfectly safe.

NOTES:— The above account is taken from 'The Story of the Life of George Stephenson' by Samuel Smiles, published in 1867, and from a descriptive history by Edwin Butterworth, a companion to accompany the 'Tait Drawings' by A. F. Tait, describing the places through which the line passed. This work was published in 1841 by Nicholson & Wilson, printers, of Cheapside, Halifax, 'A Companion to the Manchester & Leeds Railway.'



Thomas Normington writes

I remember going to Manchester to see my grandfather in 1845. I left Thornhill station, which at that time was the only railway station for Dewsbury. I travelled in a passenger wagon train in a stand-up carriage. This carriage was simply a square wood box or wagon, without seats or roof, exposed to all sorts of weather, and the passengers all wedged in, like cattle in a truck. Of course, going to see my grandfather, I must go in my Sunday clothes, and had on a new top hat. To my surprise and sorrow, on emerging out of Summit Tunnel, I found my new hat entirely spoilt, the down being frizzled up by the small hot cinders emitted from the funnel of the engine. I arrived at Manchester about noon, immediately made my way to my grandfather's, and gave a loud rap at the door, which was opened by a girl, who showed me into a side room. My grandfather soon made his appearance, expressed his surprise at seeing me there and said, "Tom, my boy, whatever has brought you here, without writing to tell us you were coming?" After a little conversation, I told him I had come to have my head shaved and to buy a wig. He then burst out in loud laughter, which had the effect of bringing my grandmother into the room, who also had a good laugh, and said she thought I was going to do a foolish thing, in spite of my explanation that I was under the impression I should benefit by it. My grandfather took me to a place next day, where I had my head shaved and got a wig, which cost me £3 10s. On the day I returned he called me into his room to have a quiet talk together, and he gave me some good advice.

On my return home I again travelled by train in a stand-up box from Manchester to Thornhill, in a down-pour of rain the whole journey. This and the previous frizzle completely put an end to my brand new hat.

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