PLATFORM 13

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COVER PHOTOGRAPH

This view of Burnley Manchester Road station is purported to have been taken on the opening day of public service on the line which would rank it as one of the earliest of railway photographs, if it is true. Another view taken at the same period, if not the same day, shows 'Diomed' before its 1853 rebuilding to a 2-4-0 tank loco so the photograph was certainly taken before that date. The subject of our cover had also been a 2-2-2 for a short period. Sharp Bros. were building their locos as 2-4-0 by 1849 so the loco would only require another pair of the 5ft. driving wheels and frame modifications to match the newer products. The train is remarkable in that the first vehicle has the same shape of guard's look-out that we attribute to Charles Fay of the Lancashire & Yorkshire Railway. James Newall was the C. & W. Superintendent on the East Lancashire Railway so could he be the originator of the distinctive shape of birdcage.... or is the first carriage actually L. & Y. R? We may never know.

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Published on behalf of the Lancashire & Yorkshire Railway Society by the Editor, B. C. Lane, 26 The Hawthorns, Sutton-in-Craven, Nr Keighley, West Yorkshire BD20 8BP. Thirteen is thought to be unlucky, and so this issue of the Journal features some previously unpublished photographs of unhappy events.

ACCIDENTS

All Photographs from the collection of B. C. Lane who would like to thank John Robinson and Tom Beckett for help and information in producing this feature.



If ever there was an unlucky place on the L. \Im Y.R., it must be the bridge at Mirfield shown in this pile-up. In March 1895, a DX 0-6-0 fell into the roadway (see p.58, John Marshall's LYR Picture History) and in January 1922, an 0-8-0 did a very similar trick (as illustrated in LYR Miscellany, plate 262). Although both the above mention each other, this contretemp with an 'A' class and some local coal wagons has gone unrecorded. It is impossible to identify the locomotive exactly as only the first two digits of the number are visible. The tender is of the Aspinall pattern and these were only fitted to Nos. 1180 to 1199 so it narrows the field down somewhat as all others in the 11xx series were paired with old Barton Wright tenders from his 0-6-0s rebuilt into saddle tanks. It can only be coincidence that the series from which this particular loco came from were Lot 13!

Presumably, no one was hurt and the engine appears to have sustained the worst damage.... from the wagons hitting it as they followed the route from rail to road. The hand rails have been torn off and the sheet over the dome suggests further damage.



This was one of those day-to-day mishaps which befell any railway—a runaway of wagons ending in a mangled heap with no-one hurt, a lot of clearing up to be done and delays to services which ensured that those 'on high' got the clearing up done super quickly (though six men are watching and only one possibly working). The photographer in this case was Eric Mason, the location is Agecroft Junction and this is one of the pile-ups he termed 'a gas meter special'—indeed the picture is a companion to the top plate opposite p.64 in "My Life with Locomotives" and, for my money, a far better illustration.

For the wagon aficionado there is considerable interest, for everything that has come to grief is $L \otimes Y$, mostly single plank opens from Diagrams 73 and 80, the 12' and 10'-6" varieties respectively. Some display of wagon building techniques is on view with the odd underframe poking out of the debris. How curious it is to see so many floor planks have fallen out or been pushed out of position. A considerable number of wagon ends are on view with buffing and drawgear made much easier to inspect than in official three-quarter views of rolling stock. The original photograph clearly shows different styles of packing, or not packing, buffers to similar vehicles and one repair consists of a crude rectangle of wood. Alternative headstock styles are identifiable too. Different wagons show various paint colours, probably attributable to the slightly different paint mixes concocted in the paint shop, and to varying amounts of weathering over time out on the line. Finally, and probably most interestingly, there is a Tin Tab in the background, No. 21658, which has some additional transverse metal strips which appear to be bolted through a very thin roof, could this be metal as well? Another problem to be solved.



The 9.10 p.m. fast goods from Earby to Salford was descending Baxenden incline just south of Baxenden Station early on 16th August 1923, when Aspinall 0-6-0 No.444 got out of control. A commendably watchful signalman diverted the train into a reception loop at Stubbins Junction where it collided with wagons in Ramsbottom goods yard, destroyed several offices and finally came to rest in a goods warehouse. There were 57 loaded wagons in the train, totalling 610 tons. It had been banked up the incline from Accrington Station by 0-8-2T No.1501, which was later blamed for pushing the train too far over the summit for wagon brakes to be pinned down. Eric Mason took the photos on the 17th when he arrived with the breakdown crew to tidy up.

Barry C. Lane

I was staying with relatives close to Lostock Junction in 1920 when the accident happened that left 4 dead, 10 seriously injured and 135 passengers with minor injuries and shock. I was first attracted to the station by the tremendous bang and found two 2-4-2T locked in collision at the junction right at the end of the platforms. It seems that the 1-50 pm Wigan to Bolton train hit the 2-02 pm Bolton to Preston train because the signals were out of sight, being 36 ft high and obscured by escaping steam. The driver had been on duty for ten hours, it was reported. The photograph shows where the damage was greatest, in full third carriage No.3266 of diag. 34. Being quite a young boy at the time, I was soon sent away from the scene of the disaster so that I didn't see the dead and injured.

Geoff Pember.





Barton Wright tank engines used for Carriage Warming Duties

PART 3

BERNARD FIELDING LL.B.

More information has recently come to hand. First is a list of these engines published in 1950 by the British Locomotive Society and given to me by Peter Gibb.

 $\begin{array}{l} Accrington - 0.4.4T \ 713 \\ Blackpool \ North - 0.4.4T \\ Blackpool \ Central - two \ 0.4.4T \\ Cheetham \ Hill - 0.4.4T \ 20 \ and \ 636, \ also \ 0.6.2T \ 247 \\ Garston \ Docks - 0.6.2T \ \ 239 \ (banana \ van \ heater). \end{array}$

My first reaction was how few were listed. It appears that by 1950, the following had gone:— Dubs 61 at Longsight, the three (unidentified) engines at Colne, Irlam-o-the Height, and Southport. Where is the Edge Hill engine? It obviously existed in 1964-9 so it is obviously in the list somewhere. The only engine in the list that fits (a Sharp Stewart engine with splashers removed) is the Blackpool North engine. This shed closed in 1964 and my first 'sighting' of the Edge Hill one was in 1964 so I presume it came from Blackpool North.

Our member John Williams tells me that the engine at Blackpool Central farthest from the buffers had gone by October 1963 although it was there for certain in May 1962. It has now been proved that it is the mysterious '926' (in Platform 11) and as it is not 910, it must be 480. John also says that the engine next to the buffers was still there in October 1963 marked No.1 on the frames.

John also sent me a sketch diagram showing the location of engines at Cheetham Hill in May 1961. Going from Victoria, first is Red Bank without an engine at that time but with a vacant site for it. Next is Cheetham Hill where there was one engine with 994 painted on the smokebox door, and one vacant site. Then comes Queens Road sidings with one engine marked 925 on the smokebox door and an 0-6-2T without a number.

A Mr Cort of Sale has written stating that the engine (LYR 920) in table A in Platform 11 is L.M.S. 4783 in table B and was cut up in August 1967 at Newton Heath. It was a Sharp Stewart engine from Cheetham Hill. He also says that in table A, boiler 925 and engine 636 are the same engine which was also cut up in August 1967. This came from Queens Road and was not a Sharp Stewart. He also sent me a sketch plan of the two latter sites as at October 1965 which shows Cheetham Hill to have one S.S. engine and one vacant site and Queens Road to have one non-S.S. engine and a vacant site where the 0-6-2T had been.

Finally I have traced a reference to 925 as 'No. 6'.

So it would seem that in the latter years there had been up to five engines in the Cheetham Hill area. It would also appear that the 0-4-4T engines had been numbered as 1 to 6. I do not know if this renumbering covered the two 0-6-2T. Presumably No. 5 was boiler 903.

The above raises the question of where did 994 come from? Accrington shed closed in 1961 and I am wondering if it was the Accrington engine, sent to Cheetham Hill, perhaps as a temporary arrangement. It has also been proved that the Blackpool North and Accrington engines were switched over in the late 1940s.

As regards the 0-6-2T LYR No. 247, this is thought to be the engine illustrated in Horwich yard in Platform 1 in September 1932. L.M.S. 11612 (LYR No. 688) came in for withdrawal in October 1932 and its boiler may have been put onto 247. This would explain why, when seen in Newton Heath shed in 1962, the engine had 688 and 11612 chalked on its side. It was not seen again. It is thought to be the engine illustrated in Platform 11 at Horwich Works. I think the newly painted 0-4-4T illustrated in Platform 11 is the Blackpool North engine.

Finally, mention should be made of the 'Jinty' that came to Cheetham Hill in 1965. It was 16647 (later 7564) built in 1928 and was converted to stationary boiler No.2022 at Darlington in September 1965. It stood near to 903. It was removed to the Midland Railway Trust at Butterley in 1972 to be used in the restoration of 16440.

(M 129) Owner and No. of Wagon Owner and No. of Sheet. Owner and No. of Under Sheet Jonsignee

Some Further Reflections on South Lancashire Private Owner Wagons GRIFFITHS

A.J. WATTS

Following my previous article on South Lancashire Three-Box Coal Wagons, the unearthing of new information allied to subtle editorial pressure prompts a return to the subject.

It will be recalled that in that article, reference was made to the box wagons of J. Griffiths & Co. of Liverpool and it is this private owner upon which this article concentrates.

The livery and lettering of this owner's wagons has been known for years, but to the best of the writer's knowledge little extra has been written which gives authentic details of the wagons or the firm's span of operations. This article attempts to fill that gap and the discovery of further details of the firm's 3-Box wagons acts as an excellent starting point. The new material unearthed is on a photograph, the relevant parts of which are reproduced below. The two enlarged views come from one negative which features some Griffiths wagons, prominent amongst which (on the right hand view) are three 3-Box wagons. While the quality of detail is unfortunately limited, the livery detail and legend of the left hand wagon is clear enough and clears up speculation as to how it was applied to this type of wagon, or at least to this particular wagon.

The company legend 'GRIFFITHS' was split evenly into three letters per box thus 'GRI FFI THS', with the word 'Liverpool' on the bottom plank of the right hand box. The same applied on the other side. Closer examination of the photograph reveals that the right hand box on the wagon has been placed onto the wagon base the wrong way round thus producing the legend 'GRI FFI GRI' and is the first recorded instance the writer has come across of this occurring. What a casual onlooker would have made of the legend appearing on the opposite



side of the wagon is intriguing. Details of the company legend on the other two 3-Box wagons are indecipherable, but what is of interest is the mode of construction of all these wagons.

The first two (from right to left) appear to rest on a wagon base which seems to have a shallow single plank along the sides and ends, within which the boxes are placed. No 'separation pieces' are visible between the boxes and there seem to be no vertical retaining end pieces as was sometimes the case. Other than this, the wagons follow the general pattern for the type.

The third, slightly larger 3-Box wagon does not display a single plank feature as described above, although it conforms otherwise to the general outline of the type. However, one curious feature is just discernable on closer examination, namely the two broadly separate vertical markings resembling strapping which is on the sides of each of the boxes as they appear on the wagon. To the writer, these appear to be hinge straps, not merely re-inforcing straps, perhaps providing evidence of a different mode of opening the bottom doors. Better evidence than this is needed to confirm that view.

All three wagons have evidence of a numbering on the top plank of the centre box, the initial number of which appears in all instances to be '7--'. If this reading is correct, we may be looking at three of the 3-Box Coal Wagons 'rebuilt' for Griffiths in 1909 by the Wigan Wagon Company, although whether this was a rebuild of original 3-Box wagons or of old standard 'half-box' wagons is not clear from the registers. However, evidence of any clearly definable legend on the two of the box wagons makes firm assertion on their origin mere speculation.

Consideration of the remaining Griffiths wagons makes us to look closely at the overall livery in greater detail, together with sample evidence and other incidental material.

The two wagons immediately following the 3-Box wagons are virtually similar in size, the first one being a 6-plank vehicle, the second a 5-plank one with broader planking. Both are 10-ton vehicles. The wagon next to the break van is a much older 8-ton wagon with corner strapping clearly in evidence on the fixed end. The lettering shows interesting variation in that each succeeding wagon has smaller lettering than the one before.



Reproduced appropriately below are authentic details of the livery and lettering of a Griffiths wagon from a drawing which is in the writer's possession. This shows an 8-ton vehicle rebuilt by Wigan Wagon Company in 1909, together with full details of plank sizes, dimensions of the lettering and incidental features.



Further details of other Griffiths wagons, their construction date, size, dimensions and builder are also set out below from further details in the writer's possession.

It is interesting to note the recorded longevity of some of them which were only broken up as late as 1949, a not unusual state of affairs according to the records.

Reference No.	Date	Wagon No.	Tons	Type	Dimensions	Builder	Remarks
7239 - 7258	24.1.96	103 - 122	10	Coal	16.0 7.8 3.8	Chorley Wagon	Attocks A/Box
8036	2.12.96	128 - 130	10	Coal	16.0 7.8 3.5	Ince Wagon	Broken up
8046	11.12.96	130 - 147	10	Coal	16.0 7.6 3.9	Ince Wagon	1947/48/49
8706	4.11.97	141	10	Coal	16.0 7.6 4.0	Ince Wagon	(see 8046 – replacement of damaged wagon?)
12111	12.00	269 - 291	10	Coal	16.0 7.6 4.0	Chorley Wagon	Rigleys A/Box
	16.01.01	292 - 318	10	Coal			
13173	10.01	325 - 334	10	Coal	16.0 7.6 4.0	Ince Wagon	Rigleys A/Box
(et seq.)	11.01	346 - 358	10	Coal	16.0 7.6 4.0	Ince Wagon	Rigleys A/Box
	1.02	369 - 393	10	Coal	16.0 7.6 4.0	Ince Wagon	Rigleys A/Box
	1.02	408 - 418	10	Coal	16.0 7.6 4.0	Ince Wagon	Rigleys A/Box
	2.02	500 - 525	10	Coal	16.0 7.6 4.0	Ince Wagon	Rigleys A/Box
	2.02	555 - 560	10	Coal	16.0 7.6 4.0	Ince Wagon	Rigleys A/Box
	2.02	575 - 600	10	Coal	16.0 7.6 4.0	Ince Wagon	Rigleys A/Box

SAMPLE ENTRIES	RELATING TO) WAGONS CONS'	FRUCTED FOR J.	GRIFFITHS	& Co. (LIVERPOOL)
LANCASH	IRE & YORKS	HIRE RAILWAY -	– PRIVATE OWNE	R WAGON	REGISTERS

Primarily operating as colliery agents or coal merchants in Liverpool, the firm had a stake in coal mining by its ownership at one period of Glenburn Colliery, Skelmersdale, which in the mid-1920s employed at least 200 men underground. Its output is unknown.

The firm also acted as shipping agents for certain collieries, Haydock, West Leigh and Worsley Mesnes Collieries for South Lancashire and Manvers Main in Yorkshire. There were probably others as well.

The writer has photographic evidence of the presence of the Company's wagons at certain of those collieries.

As to the number of wagons owned by the firm, it is difficult to be precise in the absence of detailed figures, but in an inquiry in 1915 carried out by the L. & Y. into the almost complete blockage of its sidings in the Liverpool area, Griffiths featured as the major culprit.

Of all the coal merchants, the firm had 382 wagons stored in the L. & Y. sidings for over five days waiting for a 'Bull Market' in coal in Liverpool. In the subsequent re-appraisal of sidings facilities, the firm was limited to the use of one siding for 80 wagons.

It is difficult to know what to make of these figures. One can assume that they were all the Company's wagons, indeed the inference is strongly in that direction as the wagons of the various collieries involved are detailed separately. Therefore, proceeding on the basis of that assumption, it could be inferred that the firm had an almost equal number of wagons elsewhere in order to maintain their other commercial activities. Bearing in mind the numbers allocated to the company's 3-Box wagons referred to in the writer's previous article, we could be talking of 700 plus wagons. Other circumstantial although un-corroborated evidence suggests an even higher figure.

However one must be wary of assuming that the allocation of a high number to a wagon implies that actual number in use. In many cases it did not and was merely a flight of fancy on the part of the owner.

In view of the uncertain position, one can only rely on the evidence of the registers, a sample of which is included. This should provide a sufficient guide for those who are interested.

REFERENCES

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- 2. Lancashire & Yorkshire Railway-Private Owner Wagon Registration Books 1888-1923 Public Records Office, Kew. Ref. Nos. RAIL 343/814-817
- 3. Private Owner Wagon Notes & Sketchbook c.1918-1953 (copy in writer's possession)
- 4. (see Ref. 2 ibid sample extracts)
- 5. Colliery Yearbook 1925
- 6. J. Peden collection.
- 7. Report on the workings of the High Level Coal Traffic-Liverpool 1915. Public Records Office, Kew. Ref. Nos. RAIL 343/708.

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YATES 0-6-0 SADDLETANKS

It was Yates who was responsible for the fitting of saddletanks to many locomotives during the 1870s. The advantages were that the weight of the water was carried centrally over the wheels yet still allowing daylight to the inside motion. In 1876 a saddletank design was built new rather than being rebuilds and Barton Wright continued the building with only detail alterations. When Aspinall rebuilt the 'Ironclads' to saddletanks, he was doing nothing new ... just perpetuating a well-proven practice of his predecessors.



The likeness to the later Aspinall rebuildings is very clear in this view of No.98. The staff are rightly proud of their engine which has the brass beading over the splashers polished brightly. The overall black livery of the period was unofficially relieved by the personal efforts of the staff. The brake blocks are of wood which was probably adequate for shunting duties. In 1891, Aspinall started rebuilding the 'Ironclads' to saddletanks which would contribute to the demise of this class, for No. 98 was scrapped in 1896 after only 19 years service.

opposite:-

No.97 was withdrawn in April 1895, making this view of the crew and details of the engine all the more interesting. The driver is holding a long necked oil can which was so necessary on locos with inside motion and a familiar part of the engineman's kit in the old days. The red lining is just visible on the bunker side. At this period, only the new passenger locomotives of Aspinall's designs carried the white and red lining and because of the orthochromatic photographic emulsion of the time being 'blind' to red pigments, locomotives usually appear to be plain black.



The above illustration is one of a few known to have been taken by the Reverend W. A. Wickham in the Wigan area about ninety years ago. Most of his photographs feature canals, mines and churches so this study of railwaymen backed by their machine is of particular interest. Notice the sockets for the old style of lamp, on the firebox valance. The lamps sat in the socket and of course could not stand upright without such a cavity to rest in . . . these being for spare lamps not in use at the time. A change to the bracket-mounted type of lamp took place after the turn of the century but these locomotives appear to have all missed the new fittings.



The products of Miles Platting works were short-lived and No. 134 was one of the last to remain in revenue service. Seventeen of the class of useful shunting engines lasted into this century, when the rebuilding of Barton Wright's 'Ironclads' had stopped but only four were still extant when George Hughes took charge of the locomotive department. No. 134 was the last one in service and the last loco to carry the Yates style of cab that was once so common on the L. \mathfrak{S} Y. As shunting engines they were probably quite the master of such insignificant work. The lampsockets were never altered from the Victorian type and once again they were probably the last on the line to carry the old code. The vehicles behind the engine are the common Diagram 3 van with one-sided brakes and the lever on the other side (as viewed here) being toward the left end, is mounted on the same cross shaft. The number 18174 is just visible on the end but no identification of ownership is to be seen on the side. The date of the photograph could be anytime since 1876 when the engine was built except that the cast brake blocks suggest the turn of the century. They might well have contributed to the longevity of this particular engine. The stone-built and roofed buildings suggest Yorkshire as the location.

> Photograph - L.& G.R.P. 4661 courtesy of David & Charles Ltd.



by the late R. A. MILLS

IN 1919, whilst still at school, I was fortunate enough to be included in a party to visit the Manchester Victoria Control Office. The Manchester-based Master Cotton Spinners' Federation had arranged the visit in the week preceeding Christmas so it was a very merry party that were sobered by what they saw, plus two small boys, and I think we took a far greater interest in the undertaking than the rest of them. One of the boys was a son of the Secretary of the Master Spinners' Federation and I was the other.

The Federation was a body of influential men who indirectly or otherwise caused the 12.35 p.m. from Liverpool Exchange to be packed with bright young men each carrying under his arm, samples of raw cotton in roll form, with the cotton sticking out at each end presumably because they wanted everyone to know their business. Although they were keen competitors, the young fellows were a friendly lot and all headed for the same place every Tuesday and Friday, for the Manchester Royal Exchange was where the business went on. Thousands of tons of raw cotton were loaded each day at Aintree and sent to every major cotton spinning centre in Lancashire. Of course, the L. & Y. didn't get all the traffic but after a visit to the Control Office at Victoria, the Federation visitors must have been impressed by the organisation of the Lancashire & Yorkshire Railway.

Mr John Pogson, his son and myself, were the first to arrive and we were immediately ushered into the presence of the Superintendent of the line, Mr Ashton Davies who made us extremely welcome while we waited for the rest of the gathering to arrive. It was pointed out however that we boys should stay at the back of the party and it was in this order that we entered the 'Holy of Holies'.

The walls were completely circular and quite unique to our eyes. On the walls were painted in black on a white background, a complete diagram of the whole of the L. & Y. system including the sidings. At practically every signal was a coloured light, white for Up Main, red for Down Main, purple for Up Loops, amber for Down Loops and green for sidings. Where there were fast and slow lines or as they were sometimes designated, East & West (Liverpool area) and North & South (Manchester), red lights and white lights were used appropriately as for main lines. We (the small boys) could not get near to Mr Ashton Davies who was explaining and answering numerous queries to the main members of the party, so we wandered off to the small section controllers. There were seventeen of them ranged round the base of the circular wall ... the only gap being the entrance door between No.1 and 17. The men seemed to be continuously employed in telephoning instructions to signalmen, yard staff etc but if they did get a break they were kind enough to answer any questions we asked about the workings. We saw Express Passenger Trains and traffic held in various sidings. There was a separate card for every goods train, shunt engine, bank engine and even light engines. We saw N.E.R. trains, G.N.R. trains, G.C. and M.R. trains. There was a light on the big diagram at Rose Grove West which we were told was a London Goods train. We watched the light most of the time we were in the office but it did not move and there was no other light between there and Accrington.



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No. 134 was one of the earliest built and yet was the last to be withdrawn in 1912. Like others in the first series, they had tanks that extended to the front of the smokebox and flared top bunkers. The driving wheels were 4'-6'' but others were built with larger or smaller wheels. They formed a most useful addition to the loco stud of the day.



We must have been in the Control for at least an hour and eventually the time came for us to reluctantly depart. We were the last out and I can still see Mr Ashton Davies holding the door open and shaking hands with his departing guests. He followed us down the steps, so we thought we would ask about the 'London' train standing at Rose Grove all that time. He said, "Why did you not ask the question when you were in the Control and who told you it was a London train?" We told him how we could not get near to him in the office and asked if the lights were actually worked by the trains or by the controllers pegging on their small section boards. I will never forget his face as he answered very abruptly that the lights were worked by the section men but he could not explain the 'London Train.'

It was some fifteen months later that I learned how there was one heck of a row after we departed.

ASHTON DAVIES. TELEGRAMS, TRAINS MANCHESTER Superintendent of the Line. TELEPHONE: CITY 8480 (NEVEN LINE (#353 Sura to your Victoria Station. [1/32116. IN ANSWER TO YOUR 5th November. 1920. Pear Sir, with further reference to your application for employment in this Company's service as Clerk; I shall be glad if you will attend at this office, No.19 Room, at 10.0am on Tuesday next, the 9th instant, prepared for Educational and Medical Examinations. Free ticket for the journey enc Losed . Yours truly, Mr.R.A.Mills, 106, Clarksfield Raad, ULDHAM .

We took our summer holidays in 1920 at Knott End as we usually had done, travelling via Fleetwood and the Ferry. My father made friends with the Chief Signal & Telegraph Inspector of the L. & Y. R. He lived in Failsworth but took accommodation for about three months in the summer for himself and his wife at Knott End. He travelled almost daily by the 8.02 a.m. from Fleetwood (First Class and first stop Salford after Poulton), returning by the 4.55 p.m. or 5.45 p.m. from Victoria. Sometimes he would travel by the 7.00 a.m. from Fleetwood but it seemed to me to be an ideal life with a first class all-stations pass. There was a most popular comic song at the time . . . "Living in the suburbs, working in the town and running like the devil for the 5.15."

He played golf and partnered my father and of course, I had the chance to ask him about the railway. He must have been favourably impressed as immediately after the holidays I was given a personally conducted tour of the famous signalling school at Manchester Victoria. I was assured that it was no mean honour to be taking the S. & T. Inspector's valuable time. Be that as it may, I had a wonderful and instructive afternoon. The visit coincided with personal visits to our headmaster about what career we wanted to take up. I was adamant that I wanted a railway career. After much discussion between the Headmaster and my father it was decided that I should leave school at the term end at Christmas to join the railway and although my boyhood leaning was to the L.& N.W.R. it was the 'Business Line' that I actually joined.

ζ.,

I applied for a job in the control office, was sent for, examined, passed and told that I might have to wait for a vacancy. I started work at Oldham Mumps passenger station to wait until there was a vacancy in the 'Control.'

What I did at Oldham Mumps could form a story in itself but sufficient to say that some fourteen months after starting there, I was informed to report for training at Control at 9 a.m. on 4th March 1921. The position was called a 'Clearing Youth' which in fact was just a glorified office boy's job.

The idea was that each controller had an IN and an OUT tray at his left hand. To avoid him getting up and walking to the next section with the cards, the clearing youth was supposed to keep walking round and transferring the cards from section to section. At the same time, the second drawer down on the righthand side was the receptacle for finishing trains. These had to be collected and filed in class and number order for scrutiny by the Freight Trains (O.M.) Office. We also had to make a summary of the running of the 'Right-Away Trains' which was printed in book form (foolscap size) with a carbon tissue copy and tinplate backing to avoid spoiling the fair copy. The L. & Y. were past masters at printing every possible thing they could. We also had to see that each section was fully equipped with blank cards and any other prerequisite and even to running errands outside. We were also expected to train ourselves on the sections by attending to the telephone if the section controller was absent for meals or other essential purposes. It was however far easier than the calculus and there was no homework! It didn't take long to pick up the job.

Many of the staff at Victoria were nine-to-fivers. I had to work turns which started with me on the 6 a.m. to 2 p.m. shift on the Wednesday morning. It was a bit of a shock getting out of bed to catch the 5.24 a.m. train from Oldham Mumps. I had a good mile to walk to the station but it was mostly downhill. The only people about were 'Knocker-Ups' with their long handles or poles, the ends of which were fitted with a sort of broom made of stiff wire rods which rattled against the glass of the window until the occupant responded. I don't know how they went on if they had to waken anyone at the back of the house. I finished at 2 p.m. and travelled back home on the 2.10 from Victoria. The rest of the week was uneventful except that we were relieved at 1 p.m. on Saturday instead of 2 p.m. so I travelled home on the 1.05 p.m. from Victoria.

The turn was as follows: Starting at six, then twenty minutes for breakfast and another twenty minutes for lunch (S.X.)

The following week my turn became the 10 p.m. to 6 a.m. shift which was alright except on the Sunday morning; the first train to Oldham was not until 9.10 a.m.! Meal breaks were the same twenty minutes only.

Eating and smoking were forbidden in the Control room and we therefore made use of the 'Dining Club' on the ground floor. I remember old Enoch from Rochdale who worked nights as the attendant there. He kept the fire going, washed up and allowed us to use the frying pans. I always washed them first.... there were some terrible concoctions made in them. Nearby was the Bill office where all the L. & Y. posters were accumulated and distributed. It was staffed by three clerks who delighted in baiting the office boys and me too if they could.

The circular control room was built to one side of a large square room and it was possible to walk around the outside of the circular wall. There were lockers and desks for the master controller's clerk and assistant in this outer area. Because the whole structure was wood, there were alternate fire buckets of sand and water all around the circular wall, even though there was a full system of Mather & Platt sprinklers. Fire was obviously something that was feared but there never was one until Mr Hitler put paid to it all in late 1940.

Inside the circular wall, with its track diagram display and lights were the seventeen small sections each equipped with their own diagrams and desks. The chairs were specially arm types which swivelled on three legs and were finished in 'LYR First Class Blue' and stuffed with horse hair. There were four positions with



assistants but these had a cheap type of dining chair with horse hair seat. Lighting was arranged indirectly on the flat part of the ceiling. There was a large dome in the centre of the ceiling but this was fixed and therefore ventilation was always a problem. Many manner of methods were tried while I worked there but it was never satisfactorily dealt with. Each section desk had a telephone and accurate timepiece, which consisted of a large L.Y.R. guard's watch in a folding mahogany case. The pegs for pegging the trains etc were parallel with a slot at the top of the peg to allow an additional ticket to be secured to the one peg. All the tickets were punched with a hole at the top and a rectangular cut-out at the bottom which exactly fitted the slot in the peg. Thus two trains at one station on the same line could be accommodated or a banking or light engine double-heading to save a block section, without the need for a second peg. The pegs formed the switch in



the small diagrams and when they were inserted into the holes they made contact and thus lit the light on the main diagram.

There was a total of fifty lines from the control office but all were not used. Each desk (section) had their own selection but the chief controller had all fifty, though he was seldom there to use them anyway. There was a system of 'Tube Carriers' from the main switchboard downstairs by which we received telegrams. There was also one of the 'Phonofore' communications which had a loudspeaker instead of our usual earpiece and it was not all popular with the staff. On the section desks were four buttons which you held down to contact the Stock Controller, Guards Controller, Loco Controller and Stopped Traffic/Coal Regulator. This was to stop shouting across the office. You could of course walk round to speak quietly but bawling out was frowned upon!

In part two I will deal with the seventeen section desks describing the area that each one was in charge of and how they were operated.

ROYTON REVIEW

T. V. LIVESEY

Memories of L.& Y. days creep forward many times, some misty and fading while others are very vivid. One, I recall, was when my Father received promotion and moved to Royton near Oldham as Station Master and Goods Agent, a combined position. Cotton spinning was the major industry of the area.

After introductions to the staff, conducted by the Chief Clerk, Mr Pincott, my Father embarked on an inspection of all that fell within his responsibility. After seeing the signal boxes and station buildings and reviewing the maintenance standards he migrated to the more open and extensive Goods and Mineral Yards.



Photograph by E. Blakey

The last to receive the eagle eye of the new 'Boss' was the five (or was it six) storey warehouse which was so typical of the provision made to local industry at so many stations. All the floors were examined. There were thousands of pounds worth of raw cotton from America, Egypt and Africa and all was well stacked and spaced as demanded by the fire and safety regulations.

It was later in the day that a further inspection was made because the basement had not been looked at. There was not supposed to be merchandise kept there, but those places usually were far from empty! Father borrowed my spotlight torch as such a 'glory hole' would be dark, dusty and possibly unsuitable for an oil-burning hand lamp. Clad with old clothes and torch, the door was opened and as expected, the place had been used to dump straw and loose bits of sacking from cotton bales and all sorts of other inflammable material put out of sight over the years. That must all be cleaned up. The thought was already developing about arranging with Hunts Bank for a little overtime. The inspection of the catacomb-like basement showed a square brick room at one corner with a closed iron door. Evidently some wise planning person thought it a suitable place for putting goods needing security. This was the last place awaiting inspection and my Father was noted for his thoroughness so the door was heaved open. This action caused the air to be disturbed which set several things inside moving. The torch beam showed a decomposed body with tattered and rotting clothing swaying gently towards the door and hanging from the cross members. That door was closed much quicker than it was opened!

The coroner's report revealed that the body was 18 or 19 years old and was a shunter who 'went missing' about that period.

The basement was cleared up and if anyone ever asked what was kept in that basement, the answer was just one word—"Ghosts." One bright enquiry came from headquarters, "Had a signature been obtained for the package taken away by the police?"

I think my Mother had the last word, saying that she was sure the incident was the start of Father's hair showing a tinge of grey.

'Tis true.'

LNWR Workings over the L & Y

D. J. CLARKE

Before the First World War the service from Liverpool (Lime Street) to Southport (via Edge Lane and Bootle) was worked by LNWR engines (with LNWR carriages from London). The usual engines were 6'-6" *Precedent* 2-4-0s, the engine being stationed at the L & Y shed at Southport. When the service was re-instated after the war, L & Y engines worked the service through to Lime Street.

Blackpool (Talbot Road) had for many years an LNWR locomotive allocated for working a goods train to Springs Branch (Wigan) and a fast freight to Fleetwood. Amongst the engines used were No. 684, an 18" Goods or 'Cauliflower'; and Experiment Class 4-6-0 1988 'Hurricane' which had a reputation of being very clean and polished.

The two Manchester Exchange station pilots-6' Jumbo's 817 Constance and 609 The Earl of Chester were to be seen assisting Benbow 4-4-0s through Victoria and up Miles Platting Bank on Leeds expresses.

COMMERCIAL TRAVELLERS

by J. B. Hodgson

In the 70's and then through to the turn of the century (1900) it is difficult to imagine what the commercial climate was like—so perhaps you will bear with me as I paint the backdrop!

Cotton was 'King' in Lancashire and everyone wore cotton—the men as shirts, and even as wool/cotton mixtures in long-johns etc., whilst the ladies from the highest to the lowest wore all the 'unmentionables' which were almost all of cotton. Liverpool was the first port in the country—particularly for the Indian and South American trade, whilst Goole and Hull with their connections to the German and Baltic ports were another ever open door. In Yorkshire the engineering industry was thriving on the expanding machinery trades, whilst the woollen textiles were selling world-wide.

To cater for all the 'wealth' thus generated the shopkeeping fraternity were expanding and were selling great amounts and it was to these very shopkeepers that the commercial travellers catered—bringing 'samples' and often short batches too!

It must also be remembered that the railway was the only reliable means of travel even over short distances, and thus the 'commercial' became a railway traveller too.

We tend to think of the 'hire car' as a new idea, but even in the 1870's it was possible to arrange for a pony and trap to be at the station to meet a given train, and after business was completed it could be left at the same or another station to be re-collected by the 'livery-man.'

The railways-led by the L & Y-introduced a "Commercial Traveller's Ticket," which gave the holder the right to travel to a named area and to use the ticket for up to 20 journeys in that area before returning to his starting point. The same ticket (2nd class only!) also permitted the holder to be accompanied by two 'skeps' or baskets free-additional ones to be paid for at passenger rates.

Let's look at a "Commercial" at work: From Manchester he books a C.T.T. to Bradford which covers an area from Bradford to Halifax, Greetland, Stainland, Elland, Mirfield and all stations up the Cleckheaton branch. The ticket was valid for six days, so we can presume most would be sold on Mondays.

De-training at Halifax—with his two baskets from the van—he would deposit them in the left luggage office (this is why even small stations have a "Left-Luggage Office") with his Gladstone bag in his hand containing his samples, he would then walk to call on his regulars (or take a cab, or a hired trap). If trade was such that an order could only be obtained by means of a short batch—he could return to the station and extract such items from the stocks in his baskets. Finally having completed his Halifax calls, the Gladstone refilled, the train taken to Stainland—with only one or two calls to make, he would return to Halifax for the night.

Next morning: Train to Elland with his two baskets for a day in that area, moving on to Mirfield in the afternoon. On Wednesday a train to Cleckheaton, but seeing one basket off at Heckmondwike for later. At Cleckheaton a trap would be hired to enable calls to be made in the surrounding area, working down the valley to Heckmondwike, where the night was spent. Thursday morning: Basket and man onto Bradford train-pick up basket at Cleckheaton and travel to Low Moor. Once more, trap with one basket to do calls in Wyke, Low Moor and Wibsey, returning in time to travel to Bradford (with baskets) for the night. Friday would be spent in the Bradford area, mostly foot travel, with frequent recourse to the left-luggage office. Saturday morning: Return to Manchester with empty-baskets and a Gladstone bag full of orders!

Such was the Commercial's life and ticket returns for the L & Y show that in the 80's the sale of such tickets was 25,000-30,000 annually.

This traffic generated quite a lot of van traffic and for this reason it was often the practice to provide extra accommodation (van-3rds generally) on Mondays and Saturdays for trains to and from Manchester.



L & Y Workings over the LNWR

D. J. CLARKE

The following are notes taken from the Railway Magazine in the period 1905-1922.

1. From January 1905 an L & Y goods from Rose Grove (Burnley) to Carlisle via Preston was regularly hauled by an L & Y 0-8-0 (usually a Rose Grove engine every day). At the same period a Lostock Hall 0-6-0 would work to Carnforth and back as the result of clever working arrangements with the LNWR.

2. During 1917/1918 L & Y 0-6-0s on U.S.A. troop trains from Liverpool to Wolverhampton (Bushbury), where they would hand over to LNWR and GWR engines. (What price a photo of an L & Y 0-6-0 next to its GWR equivalent!!)

3. During the summer of 1911 Newton Heath's radial tanks worked trains through to Morecambe (LNWR) presumably via Preston and Lancaster.

4. After the amalgamation of the LNWR and L & Y in 1922 one of the 7'-3" Aspinall 4-4-0s was used to haul a special saloon for the Superintendent of the line. The loco was seen over a large part of the LNWR system including Holyhead, Carlisle and Hereford!!

5. In 1917 L & Y 0-8-0s 154, 383, 390, 406, 407, 500, 659, 1457 were stationed at Springs Branch (Wigan)—the LNWR shed—and were used for daily workings to Crewe.

6. Between 1904 and 1915 (except 1906) the L & Y worked the 11.15 Manchester-Windermere (LNWR) trains and return. From photographs the stock appears to be LNWR, and the loco a 4-4-0 (No.455 being recorded).

CARRIAGE DESIGN

B. C. Lane

THIS ARTICLE is put together to set out the basic guide lines that applied to the Attock pattern of arc roof stock and the 20th century development with the higher elliptical roof. A good example to start with is the 'common' Brake/Third carriage that is so typical of the type. The assortment of six-wheel stock that preceded this design is easier to understand once the basics have been learnt and of course the later stock is really a development on the theme.

First of all, the L. & Y. was a great user of standard sizes and probably because Attock held the C. & W. superintendency for so long, these standards lasted longer than happened on other railways whose C. & W. post changed often. On the standard designs that we are considering, all doors to compartments were 2'-2" regardless of class. Doors to the guards van and luggage compartment were 2'-0" wide. All windows in doors, quarter-lights and toilets were square cornered at the bottom but curved at the top corners, the radius being 4". Below are illustrated the standard sizes of these windows.



A most noticeable feature of all flush side (as apart from the few twentieth century panelled vehicles) was the inward step of the sides beneath the waist panel. The tumble-home was restricted to this area only and the sides from the waist upwards were quite straight. The 'grab' handles at each door straddle this step, thus the lower leg is longer than the upper one. There was a strip of halfround beading along the waist line, at the bottom of the windows, between the windows but not on the doorway pillars. This was matched by another piece at a higher level between the windows. There was no other raised beading although modellers usually fall into the trap of edging each window with beading of one size or another. The only beading around windows was the moulding that held the glass in place and this was sunk into the side so that the outer curved edge of it was level with the bodyside. A sunken groove around the edge is obviously what has misled modellers who have examined photographs and not the real thing. The sectional diagram shows full details of this part of the body which was the same on almost all L. & Y. stock from 1876 to the early L.M.S.-built vehicles.

The normal compartment vehicle was the same at both ends unlike brakes. The end of the Attock carriage was divided into six panels. The half-round beading also formed a border around the top, sides and bottom of the end. Steps to the roof were provided at each end, from the left side only with a curved handrail from that side to the top. Straight rails, apart from short vertical ones on the oldest of stock, were only introduced in this century and almost entirely on elliptical roof stock although the curved rails persisted until around 1910 on even these. One of the ends would have the emergency cord indicator mechanism and the gas light control would usually be at this same end. Gas piping was very often covered by the beading on the end.



A guards van/compartment carriage was different as the end steps to the roof were all at the one end, away from the brake-van-end windows. Steps were arranged in an inverted 'V' so that access was available from either side. Lights and emergency indicator gear was also at this end. The 'brake' end was arranged with the standard sized six panels below the windows but later designs had just five panels which matched the window arrangement of five apertures. The centre 'window' panel was a revolving board which was white on one side and that was shown in daylight hours. The other side was red and a red lamp was hung in front of it at night. The adjacent windows were both hinged in normal window fashion while the end windows were fixed. The long straight handrail below the windows was curved outwards in the centre on six-wheel vehicles. Bogie carriages didn't perpetuate this end rail but otherwise the ends remained almost the same.

Carriage interiors were plain in third class, with the horse-hair six-a-side seating and white matchboard divisions, through to sumptuous in the first class with blue seating and antimacassars. The walls too were very often padded and

THIRD CLASS ELEVATION



The bogie is the 6'-6" wheelbase, transverse and lateral spring type fitted to Attocks stock in the majority of designs. The very similar 8'-0" wheelbase type was used on the earliest bogie carriages to shorten the gap between the bogies, which was longer than the point locking bars in use at that time. Although they became spread around all the various diagrams after refits at Newton Heath, the shorter type were the 'standard' size used on even the longest carriages of Attocks design.

buttoned to chairback height. The walls were 'tastefully' finished in wood grain while the ceiling was again white. The second class fell roughly halfway between these two standards and had green upholstery. Sepia tone photographs ranging from Blackpool to Hardcastle Crags were displayed above the seats in first class compartments and toward the end of the L.Y.R. period, in lower classes too. First class passengers even had mirrors.

Lighting was by gas until the Stones system of electric lighting was tried in the early years of the century, but for a number of years gas lighting was to remain the standard. Some of the early electrics were taken out and gas lighting substituted but a complete reversion to electrics took place by about 1911. Arc

END VIEW-BRAKE END



7mm scale

Re-drawn from Newton Heath drawing No. 3011 of 1894.

roof stock used the 10" Pope's gas lamps on 2nd and 3rd class but used the bigger Coligny lamps on first class compartments. Torpedo type roof vents were only used on 'Smoking' compartments for the greater part of the L.Y.R. period but after the Great War 'Non-Smoking' became the specified class and the roof vents were applied generally. The Attock carriage had the logo 'SMOKING' with a border round the letters etched into the glass in such compartments but a coloured sticker was in use by the War period. The old windows would last through to the end in most cases.

It has been said in the past that the foreman at Newton Heath Works would select a long piece of timber in the morning and the staff would then build a carriage accordingly. This 'tongue-in-cheek' tale was far from the truth as the standard designs were maintained almost exactly. There was one time though when an error was made and one carriage was built with one more compartment than intended and the eight-compartment 49'-0" full-third became a non-standard 55' vehicle. The official diagram book confirms the event by notice "one built 9 compts. No.972." It should be pointed out that this type of carriage, the Diagram 34 third class 49'-0" eight-compartment design was built in a period of ten years to the same design and eventually totalled 808 vehicles....more than any other railway ever did to one design!



Not so much seasonal decorations, even if appropriate at this time of year. The L.M.S. produced this diagram in 1930 for the benefit of 'foreign' sheds with an allocation of ex-L, & Y.R. locomotives.

(John L. Hudson collection)

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