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PLATFORM 16

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Railway Society

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Cover photograph:

Although we think of Manchester Victoria station as being a passenger station, there was an enormous amount of freight which passed through the centre roads between platforms 11 and 12. In an easterly direction the heavy trains faced a hard pull up Miles Platting bank, often with a banker at the rear. In the westerly direction trains edged gingerly down the 1 in 47, for with a heavy train, running away was a constant worry.

In this view, an unidentified large-boilered saturated 0-8-0 heads a seemingly endless train of empties down into Victoria. At the head of the train are four brand new private owner wagons being delivered to their owner or the colliery where they will accept their first load.

Photograph courtesy—E. M. Johnson

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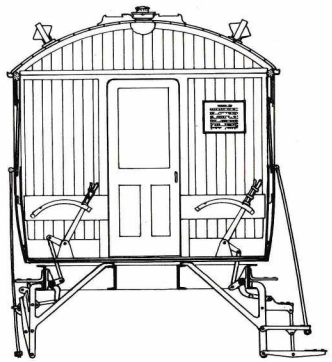
THE UNDERLYING FACTS or Getting the Railmotor Brakegear right

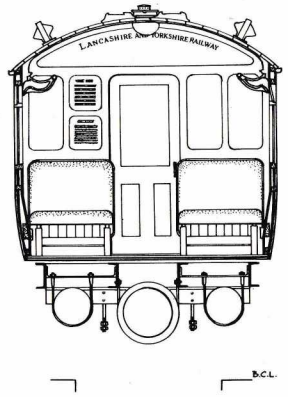
B. C. LANE

I should never have said "probably the first correct drawings of a railmotor" in the last 'Platform'. Almost before the ink was dry, I found further information that proved my drawing to be not quite right.

It all concerns the brake gear under the carriage. There are two very obvious vacuum diaphragms suspended under the centre of the carriage underframe. One was obviously connected to the rear bogie for that could be seen in the many clear, broadside photographs. Unfortunately, the rest of the gear was never clearly visible and the reason for another vacuum diaphragm of larger diameter was never clear. One member had suggested that it was for working the steps but when the steps were powered, two small vacuum cylinders were hung on their sides so that one worked to one side and the other to the opposite side. The steps were operated from a revolving shaft down each side of the vehicle with a lever for each side in the end driving-compartment. To convert the operation to powered steps, the two cylinders worked directly on to the shafts. The second diaphragm was not then for the steps.



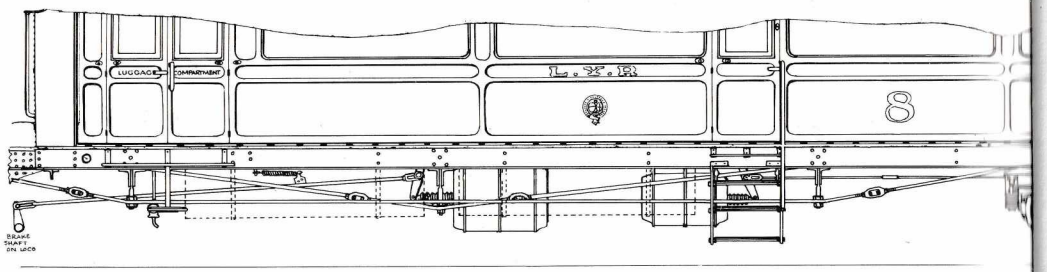
SECTION THROUGH DRIVERS COMPARTMENT



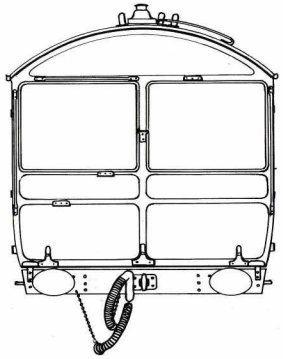
SECTION THROUGH SALOON

The confusion started from the fact that a brake diaphragm was an open-ended cylinder with a piston in either end that was coupled to the brakes. The method was to produce the vacuum (from the engine) in the middle of the cylinder and both pistons were sucked in towards the centre, thus releasing the brakes on the bogies. The L. & Y. system was simple and relatively inexpensive to maintain. There was no adjustment to keep checking as the movement was self-equalizing . . . . the pull on either end always being the same.

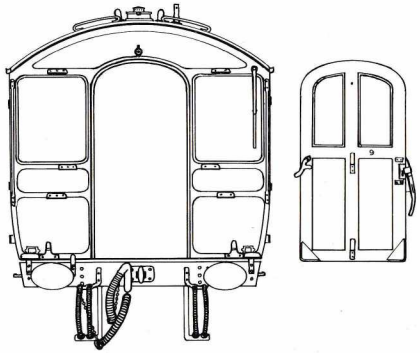
I had the answer all the time. Newton Heath drawing No. 6005 shows the carriage underframe after the fitting of the 14½" vacuum cylinders for the steps had been added. These cylinders are exactly the same as the ones used on freight stock and shown on the drawing on page 10. The smaller diaphragm was single-ended and quite unusual in that single-ended diaphragms normally worked downwards onto a crank mounted between two 'V'-hangers as seen on six-wheeled stock. This was a 21" double diaphragm working on one end only and linked to the carriage bogie. The other larger diaphragm was a massive 26" unit, again working on one end only and connected to the loco brakes. My amended underframe drawing shows where the rods were fitted and I apologise to any modeller who has done it wrong from my earlier drawing. The odd point that occurs to me, after all this insight into the brake gear is that the only vacuum brake available to the engine came from the gear under the carriage. When a loco went light, to another shed or off to Horwich for overhaul, it relied on a screw brake only.



While on the subject of the railmotors, I found it amusing that the screws on the end steps clearly show the modifications. The original ones with a fully glazed end had steps fastened on with three screws. Later steps had two screws only, showing the obvious later additions.



END OF LOT D23 Nos. 3 TO 8



END AS ALTERED & LATER ORDERS 9, TO 17

The Saga of the 4-43

by the late R. W. HALL

IN THE early 1920s, before the grouping had really changed the scene, three steam trains left Liverpool Exchange: at 4.35 p.m., 4.40 p.m. and 4.43 p.m. The 4.35 was a four-coach Dining Car Express for Leeds which, by the process of Railway Magic, became the 7.15 p.m. Leeds to Fleetwood and known as the 'Fleetwood Boat Train.' The 4.40 was a Blackpool businessmen's express and had a portion for Blackburn which was slipped at Midge Hall. The final destination of this portion was extended down the years, first to Colne and then to Skipton. One day the main portion disgraced itself at Lytham when 1105 fractured a bogie tyre with tragic results. The 4.43 was a semi-fast to Rochdale which stopped at Fazakerley, Rainford Junction and then Wigan. At the time of which I speak, an electric left at 4.57 for Aintree and travelled via the slow lines to Sandhills, crossing to the Kirkdale slow lines there. Whenever I could, I used to make a hectic dash to catch it.

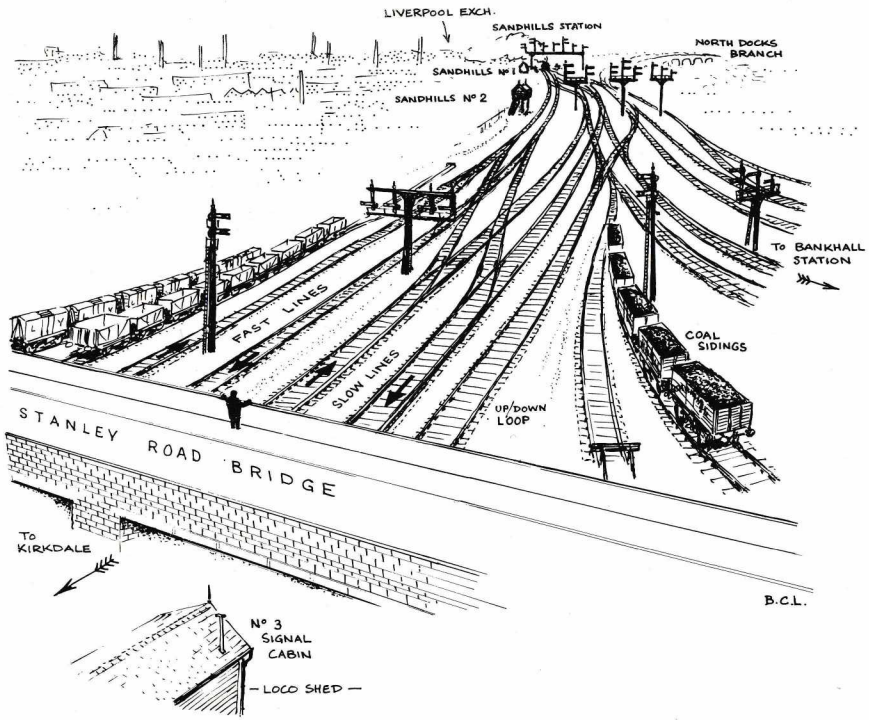
Passing Sandhills, I always looked down into Huskisson Yard in the hope of catching a glimpse of the G.N. 0-6-0 which headed the 4.55 goods to Kings Cross. It was always a large Gresley type.

Passing the newly-renamed engine shed, Bankhall, there was always something interesting to see. Often one or more of those mini locos the L. & Y. used on their motor trains would be perched on blocks of sleepers. These machines looked very fetching in L.M.S. red even though they did almost disappear behind the large numerals.

As the electric passed on to the Kirkdale lines, all signals would be off for the fast lines for the 4.40. Always the electric was held up at Kirkdale East starting signal—just outside the tunnel.

Usually the express had an Aspinall 4-4-0 but sometimes one of the rebuilds appeared. I liked those with the high pitched boilers with Belpaire fireboxes. All these engines had their boilers pitched higher to clear the piston valves, even those still with round top fireboxes, but most had extended smokeboxes to house the Schmidt superheaters. These rebuilds achieved an efficiency far in advance of any other locos of their day.

It was quite a sight to see the 4-4-0 pass with 7'-3" wheels revolving lazily as speed had to be kept down for the crossover at Walton Junction. Eventually one would get the road and simetimes the fast line starting signal would be off before we had entered the tunnel. I always rode at the rear end because as we approached Walton Junction Cabin, a roar from the rear would herald the approach of the 4.43 trying very hard to reach the Cabin before the electric had cleared it completely. I don't remember now which shed worked the 4.43 but it seemed to be a point of honour that the 2-4-2T should be round the curve to Preston Road before the electric had drawn up in the Station. A superheater job sometimes managed it but we had usually almost stopped before the tank dashed past. Occasionally we won hands down and the tank had not appeared before we left the Junction. I particularly remember one very sunny afternoon when, glancing back, I saw the shadow of the 4.43 and its plume of steam chasing us for dear life along the embankment. All this involved driving of no mean order so one day when I was off work for some reason, I decided to watch the passage of this cavalcade from Stanley Road Bridge.

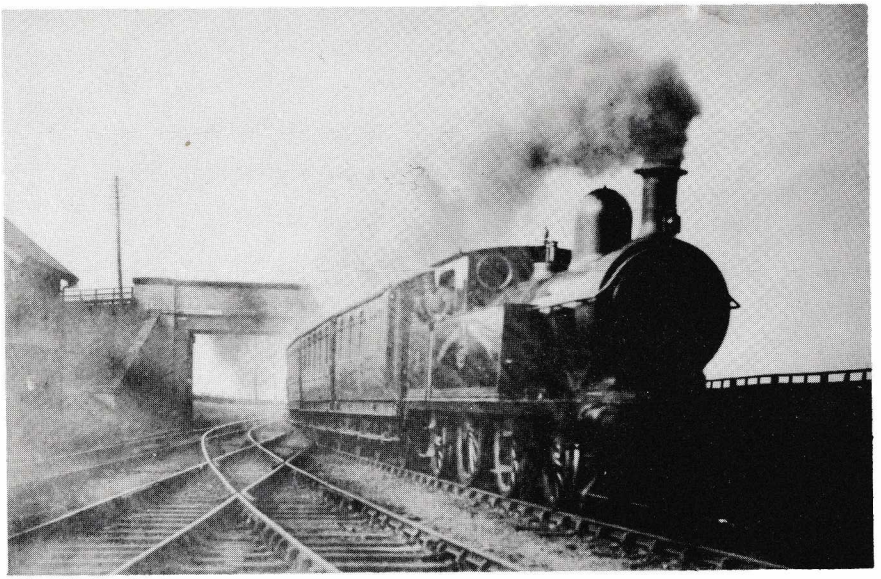


The day that I chose was bright with Spring in the air so that the plume of steam denoting the approach of the 4.35 could be seen quite easily as it passed Exchange Junction. At this time it was always hauled by a Bank Hall Atlantic. Apart from two N.E.R. 4-4-0s with 7' 7¼" driving wheels, these engines together with the preceding L. & Y. 4-4-0s had the largest driving wheels of any express classes in the country.

I watched the Atlantic pass Sandhills Station—take the junction to the fast lines, pass under the bridge and, as the cloud of steam dispersed, watched it proceed easily on its journey with the usual dining-car set. An easy task for it, and the large drivers never gave the impression of speed.

All signals had returned to danger as the train passed. The 4.37 electric arrived on the slow road, paused a moment to allow a Southport train to pass, then crossed to the Ormskirk line. Meantime, home and fast line signals came 'off' as sections cleared. The distants often cleared in the reverse order. Kirkdale West cleared its distant before Sandhills No.3 could pull its distant, and then Sandhills No. 2 and No.1 cleared theirs. By that time steam appeared— the 4.40 on the way, headed by the usual Aspinall 4-4-0 and without the sense of urgency just apparent in the Atlantic. The load was three for Blackpool and three for Blackburn with the last coach carrying the twin red and white targets denoting a slip set.

As it passed towards Kirkdale, I looked back and saw a plume of steam hurrying near Exchange Junction's starting signal and as I watched, Sandhill's No.1 home signal on a tall post just beyond the station came off as did the inner home at the end of the station platform. No. 2 pulled off the splitting signal for



the fast road, and by this time the plume of steam was getting very near Sandhills station.

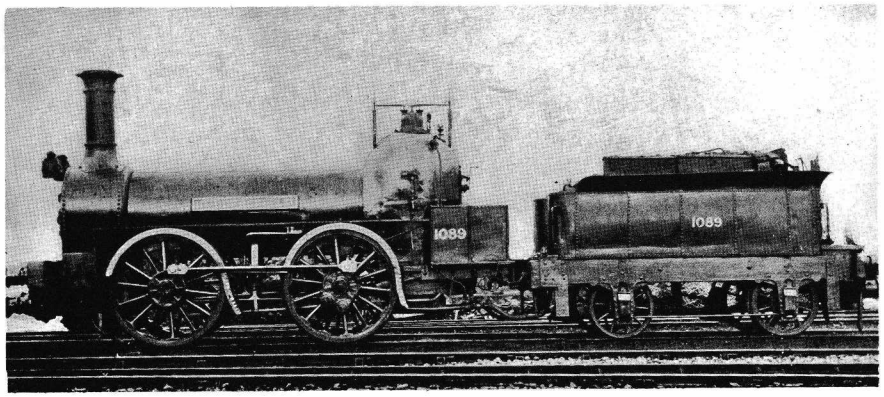
Kirkdale West could not accept a train on the fast line until Kirkdale East had given 'Section Clear'. So the 2-4-2T was passing No.1 Cabin before Sandhills No. 3 pulled off its own. Although the tank was coming fast, not a distant had been cleared for it. A quick glance showed that Kirkdale West had its home off and the tank still came on, over the junction now.

With only 5'-8" wheels, the 2-4-2T seemed to be going much faster than the express loco. As it cleared the mass of steam under the bridge, I caught a glimpse of the driver with his hand on the regulator ready to shut off, but determined to catch the electric if he could. With its four 22-tonners, the train went behind Kirkdale Station with Kirkdale East distant still on. No doubt Walton would have given 'Line Clear' by then and accepted the Rochdale, so that by the time it emerged from under the bridge by the station, Kirkdale East home and starter would be off and Walton Junction's distants too.

In my school days I saw this operation quite often at Walton Junction without quite realising how exciting it could be.

The signalman at Walton Junction always asked Hartley's Sidings Cabin, the next on the Wigan Line, for the road for the 4.43 before he had the 4.40 'in the block' from Kirkdale. As I watched and the 4.40 approached, the weights under the fast line homes were up at the same time as the fast to Preston home and distants were 'off'.

On several occasions I watched the signalman give 'line clear' to Kirkdale whilst the 4.40 was still on the crossover and long before he could see the tail lamp which he was supposed to do. One day when the 4.40 seemed particularly laggardly, he gave it whilst the loco was still on the crossover and had accepted the 4.43 before the 4.40 had technically cleared the block. Of course, fast to fast home and distant fell together, a process which always fascinated me.



Manchester & Leeds Rly No. 49 (Sold to the S.& D.R.)

BERNARD FIELDING LL.B.

This was described in the "Engineer" at the time of the S.& D. Railway 1875 Exhibition as being of extremely rough construction and workmanship. An observer stated that, despite its many years of hard work, he was at a loss to understand how a firm of the standing of Bury, Curtiss & Kennedy could ever have turned out such an engine. The engine was one of several built by Bury in 1846 for rough mineral duties, at a price too low to allow for good workmanship.

The motion, valve gear, etc, are described as a study in themselves, and the workmanship here is very fair, but the perverse ingenuity manifested in the attempt to do with round rods that which could be infinitely better done with flat plate has to be seen to be believed.

N.B. *Marshall (Vol III)* states that all the engines of this batch (47-49) were sold to the Stockton & Darlington Railway in 11/54.

47 "West Riding Union" and 48 "Cleckheaton" originally cost £1,695, and 49 "Huddersfield" cost £1,640.

From the Minute Book 10th August 1870:

Following reports of M.R. and L.N.W.R. carriages with six wheels, Mr Fay be asked to report how many such vehicles have been placed in service and to investigate how they run.

From the Minutes of the Traffic Committee Meeting 25th January 1876:

"Wilful damage to the lining of First Class carriage No. 276 was discovered at Southport on the arrival of the 6 p.m. train from Liverpool reported, the matter having been placed in the hands of the police."

More on Wagon Brakes

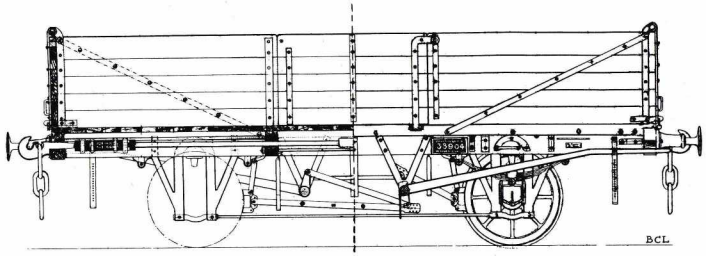
J. B. HODGSON

Photographs and drawings by the Editor.

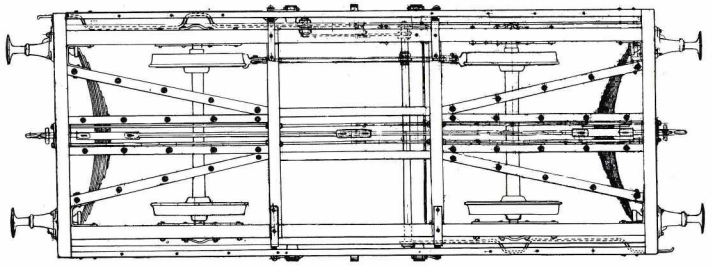
No, we didn't spell it wrong last time. In the working timetables and the rule books, the L & Y continued to use 'Breaks' until 1921.

As the L & Y moved into the twentieth century, the call for larger capacity wagons (and vans) able to travel at higher speeds was made. Higher speed meant better braking so it was thinking-caps on. H. N. Gresley was feeling his feet at Newton Heath; Aspinall and Hughes were travelling abroad to inspect other railways; and the L & Y was in the forefront of modern railway development and thinking.

The result of all these was the decision made in 1908—that ALL new goods stock was to be fitted with the vacuum brake. A target date of ten years (i.e. 1918) was fixed for the scrapping of all stock with a fixed wheelbase of less than 10 ft-6 in and for ALL remaining stock at that date to be vacuum fitted.



HALF SECTIONAL ELEVATION SIDE ELEVATION



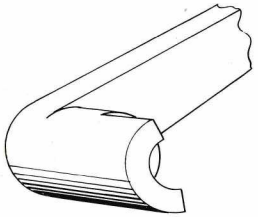
20 ft-0 ins SIDE & END-DOOR WAGON ON 10 ft-6 ins WHEELBASE 1911

4mm scale

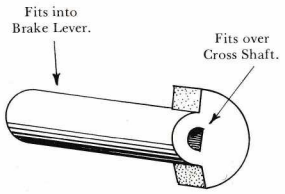
This was a herculean task—the company's goods stock numbered about 26,000, about 55% of which was of 9 ft-0 in wheelbase; and only 3% was 'fitted'.

Having made the decision, Newton Heath rolled up its sleeves and started! New designs, new experiments and new stock poured out. New wheelbases of 10 ft-6 in and 12 ft-0 in were agreed upon, necessitating new brake layouts, which together with the 'law' demanding E.S.B. and trailing brake-levers was overcome as follows:

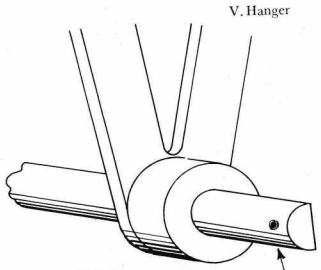
The first move was to introduce the 12 ft-0 in wheelbase. By taking the existing brake parts (still required for maintenance of existing stock) and applying them to the R.H. pair of wheels—it was necessary to provide an additional 'V' hanger to carry the standard hand-brake lever on the off-side. This was then connected to the original cross-shaft by a new linkage. For wagons fitted with vacuum brake—the cylinder was also connected to this shaft.



BRAKE LEVER
(same both sides)

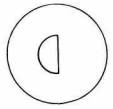


BRAKE LEVER BUSH
(same both sides)



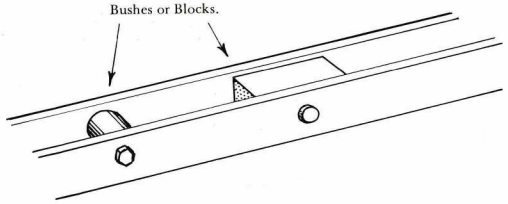
CROSS SHAFT
(same both ends)

Split pin
for washer



RETAINING WASHER
for bush and brake lever.

With the extended wheelbase—the push-rod for the brakeshoe on the right-hand wheel had to be longer than that on the left. As these were in compression when the brakes were applied, it was found that they were bending. To overcome this they were made of double width, with spacing blocks or bushes, as shown.

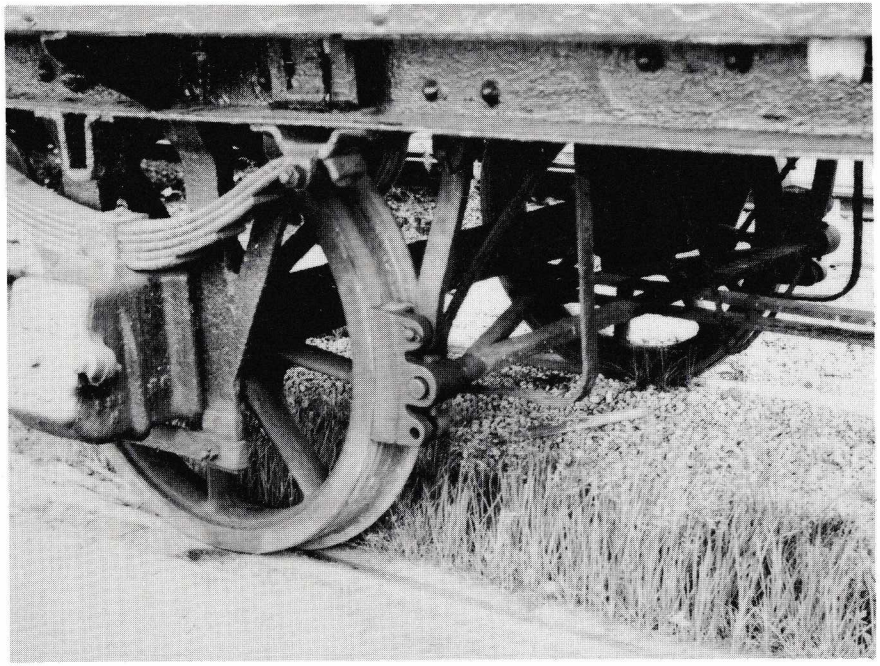


Next, with the move from wooden underframes to steel, the 'V'-hanger brackets were placed on the inside of the frames. At the same time, the move from 2 to 4 brakeshoes was made, thus allowing simplification of the push-rod layout. With reduced wear on the shoes, they were made narrower and lighter.

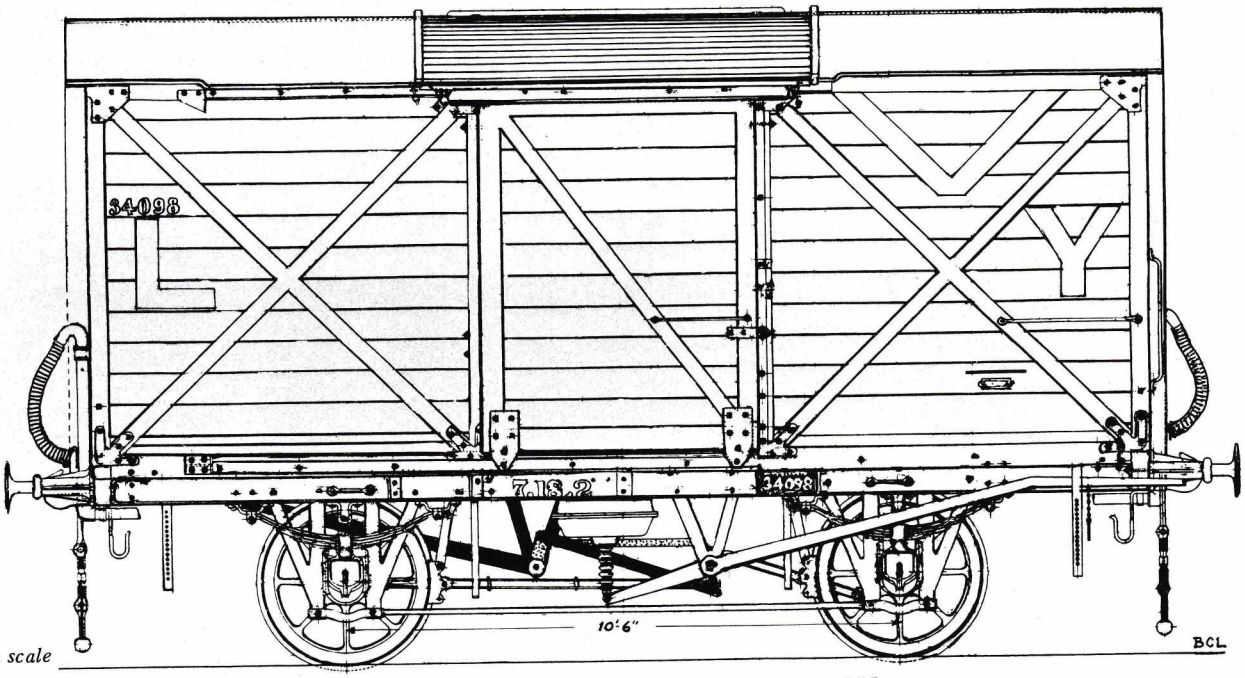
With the introduction of 20-ton coal wagons on the 12 ft-0 in wheelbase, intended to travel at 'high' speeds—better braking was needed, so larger vacuum cylinders were called for. If the shoes were placed on the 'outside' of the wheels —then the *Push*rods would become *Pull*rods when the brakes were applied—and would not bend under the greater vacuum cylinder thrust—thus the same size of rigging would serve the larger cylinders.

Experiments to improve braking continued but before the Great War started, economic restrictions and government legislation forced many of the L.& Y.s plans into cold storage. The outbreak of war killed all ideas of conversion to vacuum brakes of the entire stock, but due to their forward thinking and actions, the L.& Y. had in 1923 the highest percentage of continuous-braked goods stock of any of the pre-group companies (16%).

In fact, when British Railways was formed . . . . the overall total was *still* only 14% ! ! !



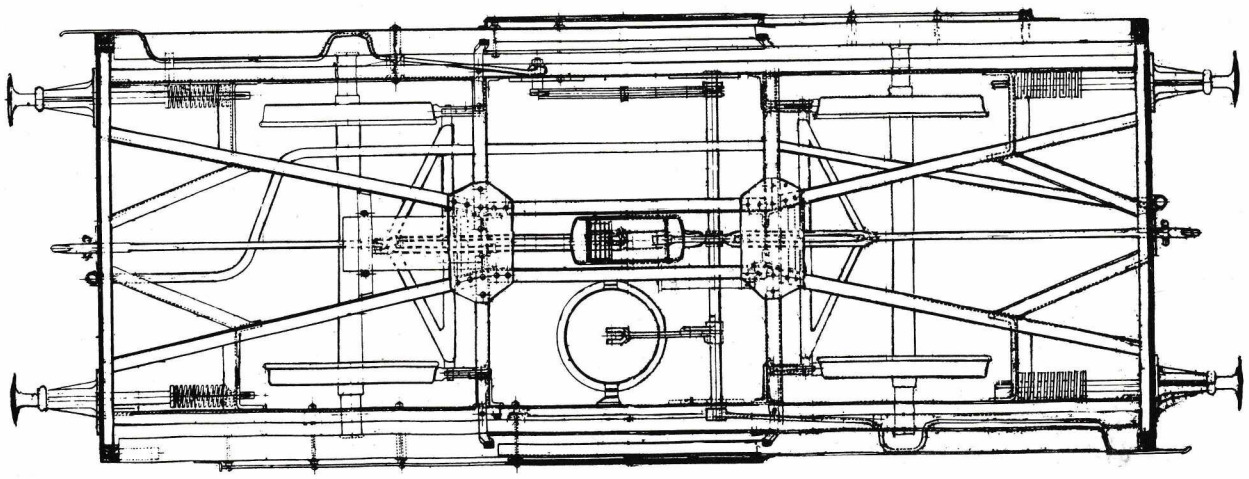
The L.& Y. brake shoes could be hung either way up and saved the casting of right and left hand examples. The triangular-shaped cross-shaft and safety hangers are clearly shown in this view.



7mm scale

12 TONS COVERED GOODS WAGON
Fitted with Steel Frame, Vacuum Brake, Sliding Door and Hinged Doorway Rail. 1913

The COVERED GOODS WAGONS built to Diagram 88 were typical of the 'new approach' to goods stock design in the late Edwardian period. The first order for 'long wheelbase' stock was placed in 1902 for two 20t coal wagons with wooden frames and a 12ft wheelbase. The drawing shows how far the goods van design had progressed by 1913 when this type, with 10ft-6in wheelbase and steel frames, was first ordered. Over 500 were eventually in service. The first 88 had 14½" vacuum cylinders but all the later ones were equipped with 21" diameter vacuum cylinders. The photograph below shows a similar brake arrangement from which the vacuum gear has been removed.



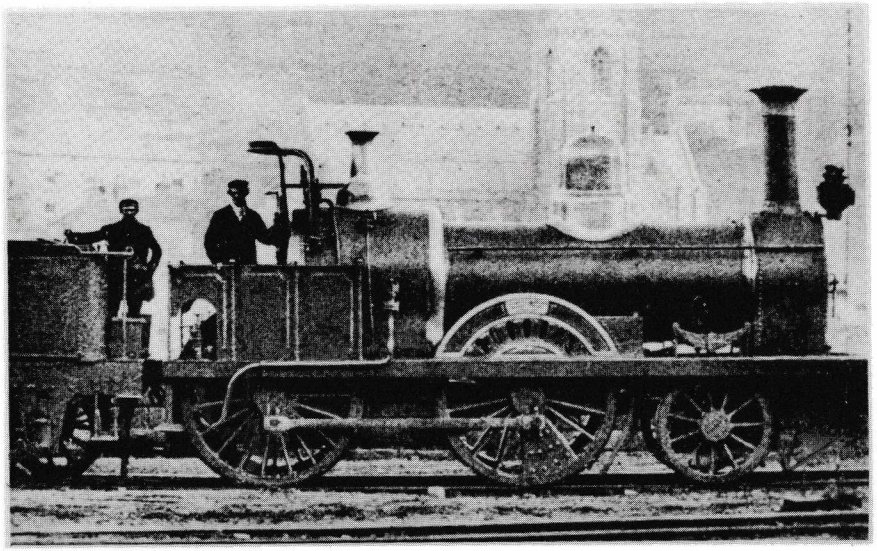
The Jenkins 2-4-0s

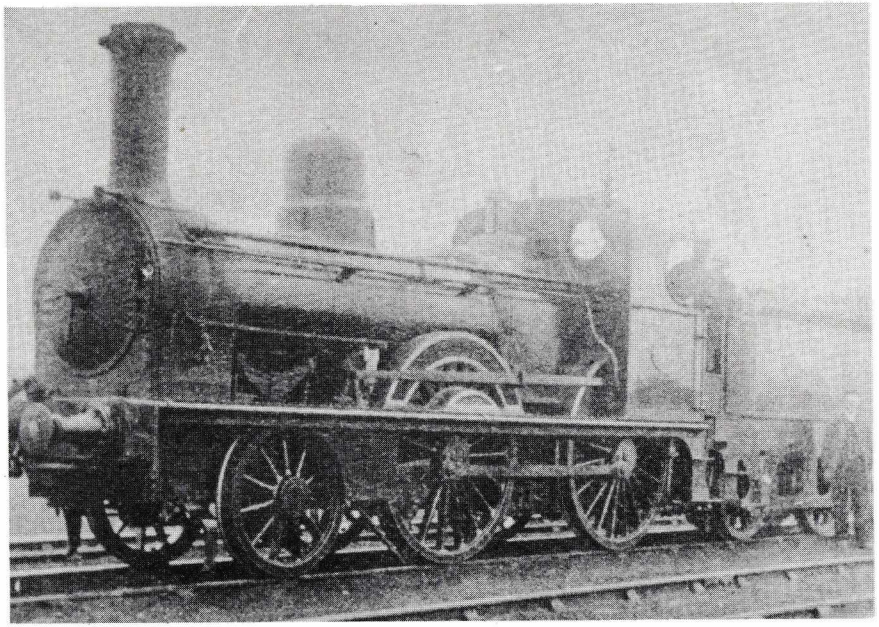
BERNARD FIELDING LL.B.

THE Chinese have a proverb; "One picture is worth a thousand words." Accordingly, I hope I shall not be accused of simply lifting chunks out of Marshall's and Ahron's books and putting my name to them in writing this article. The truth is that I was fortunate in buying a large number of early L.& Y.R. loco photos from the Locomotive Publishing Company in the 1930s, not knowing of course that their premises were to be destroyed in the 1940-41 blitz on London. This class of engine is fairly well covered in my collection. I have been particularly interested in them since seeing Hamilton Ellis's marvellous coloured print of 290 'Atkinson' on a Blackpool-Manchester train at Kirkham in 1865, which used to adorn certain B.R. carriages in the 1950's. I have been lucky enough to obtain one of the prints from British Rail.

In the 1860's these were the L. & Y.R's best 'express' engines but they had a short period of glory, being superseded by the Yates 'Straightbacks' in 1871 and by the L.N.W.R. type 2-4-0s in 1873. Nevertheless, in their day they handled the Royal trains.

Mechanically they were little removed from Manchester & Leeds Railway practice, with a small boiler, no cab and a miserable 4-wheel tender. Their chief features were, according to Ahrons, an enormous brass dome which he likened to a 'cottage loaf' in shape which was in the middle of the boiler barrel, raised firebox and an assorted variety of copper-topped chimneys. Driving wheels were 5'-9" and the inside cylinders were 15" x 22".





It is not known exactly which loco this one is but the numberplate suggests 33X. As the vacuum brake has been fitted, with its attendant piping along the edge of the valance, it is most likely to be No.337 which kept a Jenkins boiler until the end. It has acquired a Yates cab and Naylor safety valve as well as Barton Wright pattern buffers but otherwise remains substantially as built.

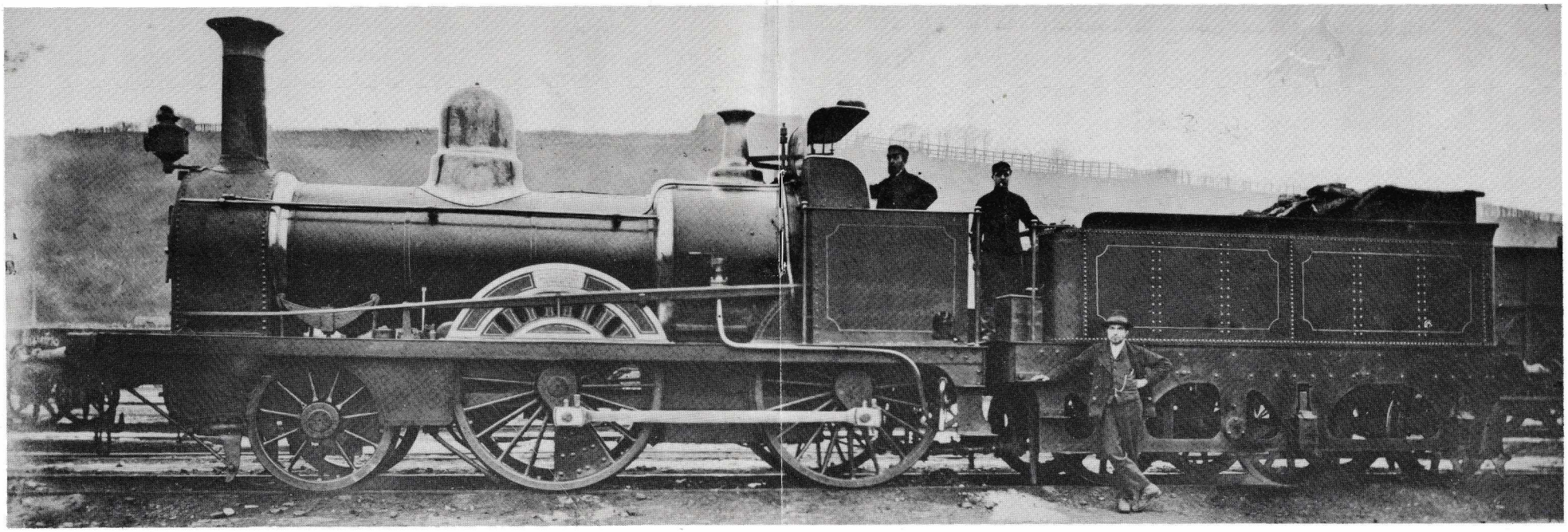
****

opposite:—

An unidentifiable member of the class in original condition stands at Todmorden with the newly built Unitarian Church of 1869 in the background. The large 'cottage-loaf' dome was brass, unlike all the other such domes which were made of copper. The device on the cab footplate was the first form of injector and was a common addition to L.Y.R. engines of this period. The livery was dark green (British 'Racing' Green appears to be an acceptable shade) with the panels lined in highlight style; the left and lower lines were yellow and the right and top lines, being a broader white line, show well on this print. The number was only displayed on the front buffer beam at this period, in brass numerals. The raised firebox was necessary to burn coke which made less smoke than coal and Parliament had even passed laws to enforce 'the engines to consume their own smoke.' The use of a brick arch and proper draughting became normal procedure during the time these engines were built and the raised firebox was dispensed with.

Notice that the only form of braking was on the tender which had but two axles, wooden framing and is well shown on plate 33 of L. & Y. Miscellany (O.P.C.).

(all photo captions by the Editor)



Unidentified loco in phase 2 condition. Taken before the new numberplates were fitted, from the mid-1870s, the only identification was the number on the bufferbeam or tender back. The loco remains substantially as built except for the cab side sheets and the different livery. A new tender has been provided and it is possible that at least the last batch was built with the larger tender.

On the far right can just be seen part of one of the brake vans as drawn on page 10 of Platform Twelve.

Photograph—B. Fielding collection.

There were 22 in all, being built in three batches, nine in 1861, nine in 1864/5 and four in 1867. The first eleven were named after directors which in itself raises a problem. Out of eleven directors, why only name nine engines after them? My guess is that there were probably only nine directors and that two engines of the second batch were named after new directors replacing two who had either died or retired. A further problem is that a photograph exists showing a loco carrying the name 'Holme' which is not listed in the official records. The number of the loco is not visible on the photograph and so we cannot tell which loco carried the name. It might be a name carried for only a short period by one of the locos we know to have carried another name . . . . . or could it be that the twelfth engine, No. 335 carried this name?

The rest of the story is fairly straightforward. In the course of time, most of the engines were rebuilt by Yates or Barton Wright; indeed some engines carried features of both, having been apparently modified twice. A variety of cylinder sizes were tried out, possibly to find the optimum size and indeed, the only two engines to get cylinders 17" x 24" outlasted the rest of the class. Most if not all, got Yates 6-wheel tenders. Two even outlasted the Aspinall era, being scrapped by Hoy in 1901. All the rest went in the 1890s apart from No.300 'Wickham' which was scrapped in 1887 after just 24 years of use. They existed at a time when great changes were being made to locomotive design and it is true to say that an engine built in the 1860s was rendered obsolete quicker than at any other period. Train weights too, demanded a heavier and stronger engine. Most were replaced by Aspinall 0-6-0 and 2-4-2 designs.

As regards allocation, Ahrons states that "most were stationed at Lancashire sheds and some worked from Manchester on the Blackburn and Preston services." Some of them at Newton Heath (300, 340 etc) ran regularly to Leeds and one or two at Sandhills (16, 289 etc) frequently worked through to Normanton. Most of those which Barton Wright rebuilt eventually settled at Low Moor and Wakefield. In 1879 and for a number of years thereafter, rebuilds 13 and 21 were at Wakefield to work the more important trains to Manchester. Finally, these with 287 were transferred to Goole, finishing their career on the Leeds-Wakefield-Goole locals.

1861 BATCH BUILT WITH 15" x 22" CYLINDERS AND SPECTACLE PLATE ONLY

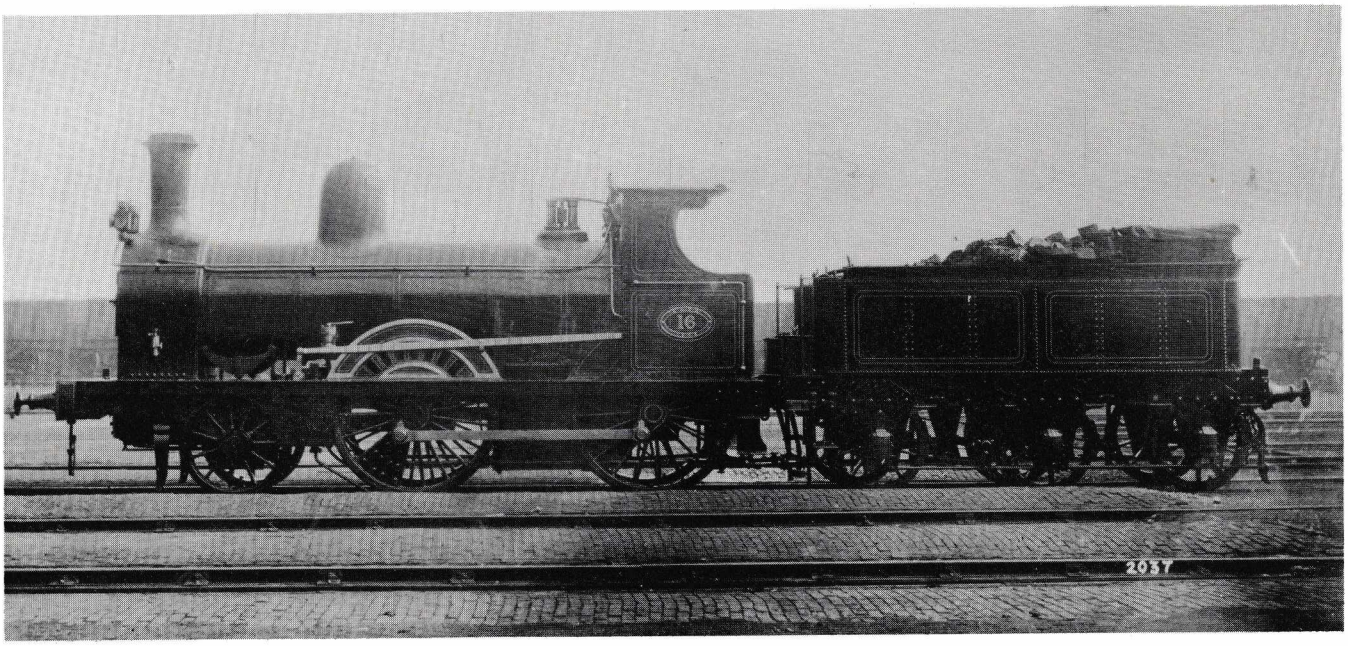
Number/Name	New cylinders	Yates Boiler	Barton Wright Boiler	Other alterations	Scrapped	Comments
286 Marshall	16" x 22"	—	1882	B/Wright cab	1894	
287 Audus	—	—	1883	Yates cab Naylor s/v.	1892	
288 Stuart	17" x 24"	—	1886	Yates cab	1901	
289 Anderton	16" x 22"	1875	—		1892	Was pilot to Royal Train taking Prince of Wales from Wakefield to Halifax 3/8/63
290 Atkinson	16" x 22"	—	1877		1893	
291 Wilson	—	—	1882		1893	
300 Wickham	16" x 22"	date unknown			1887	Hauled Royal Train taking Prince of Wales, Wakefield to Halifax 3/8/63
301 Barnes	16" x 24"	—	1877		1892	
302 Hare	17" x 24"	—	1886		1901	

1864/5 BATCH BUILT WITH CURVED WEATHERBOARD

321 Hatton	16" x 22"	date unknown	—		1892	
334 Pilkington	16" x 22"	—	date unknown		1892	
335	16" x 24"	—	1878		1893	
336	16" x 24"	—	1877	Yates cab Naylor s/v.	1893	
337	16" x 22"	—	—		1892	Apparently kept original Jenkins boiler
338	16" x 22"	—	date unknown		1894	
339	16" x 22"	—	"		1894	
340	16" x 22"	—	"		1892	
341		—	"		1893	

1867 BATCH WITH CURVED WEATHERBOARD

13	16" x 24"	—	1878		1893	
15	—	—	—	Yates cab Naylor s/v.	1896	Latterly used as pilot at Newton Heath shed
16	16" x 24"	—	1879	B/Wright cab	1892	
21	16" x 24"	—	1879		1893	



No.16 in final condition with a Barton Wright boiler and cab, though the lower parts with handrails and the tender owe much to Yates's influence. Although the appearance of the class altered with each rebuilding, the brass-edged splashers remained throughout. The photograph was taken at Sandhills shed with Blundells 3-box coal wagons as usual forming the backdrop. As rebuilt, the tractive effort was 10,600 lbs and the weight in working order totalled 28-tons 13-cwt but it still lacked any brakes on the engine. The numberplate reads 1879, the rebuilding date and quite 12 years out on building.

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HALIFAX

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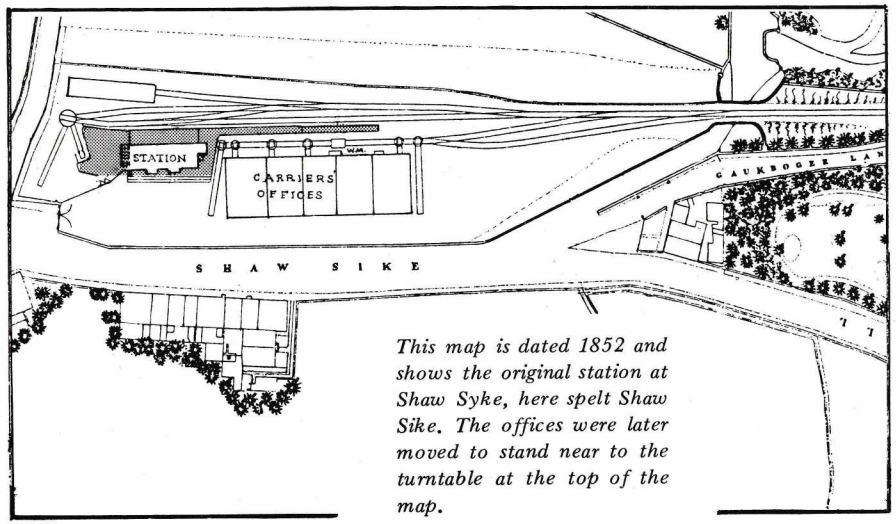
MAX OATES

THE Manchester & Leeds Railway (via Normanton) was completed and opened by March 1841 but it was many years later before the railway arrived at Halifax. Until that time, all goods had to be carted to main line stations, chiefly Sowerby Bridge. The carriers who did this work were Pickfords of Old Cock Yard and Smith of Northgate. This involved much slow and weary work by horse power to the railway. Halifax was greatly concerned that the scheme of the line as planned left the town in the background. The M.& L.R. had promised to run a branch-line to Halifax within three years of the passing of the Bill. It was not until July 1844 that the line from North Dean (later known as Greetland) to Halifax was opened, and then it was only single line on a gradient as steep as 1 in 45 to 50 which the engines of the day just could not manage. It was 1869 before the line was doubled.

The 'Halifax Guardian' of 8th July 1844 recorded that *"the branch railway from North Dean Wood to Shaw Syke was opened on Monday last without any demonstration on the occasion. The works at the station are not yet completed and a temporary booking office is therefore fitted up in the house lately occupied by Mr W. Throp. The railway office at the Swan Inn is of course closed."*

Walker's Halifax Directory dated 1845 has the following insertion: *"Railway station (M.& L.R.) Shaw Syke. The branch line from North Dean Wood to this town was opened July 1844. Mr Sweeney, station clerk."*



This map is dated 1852 and shows the original station at Shaw Syke, here spelt Shaw Sike. The offices were later moved to stand near to the turntable at the top of the map.

Shaw Syke station buildings in August 1971. The words BOOKING OFFICE can still be seen carved over the right-hand doorway, nearly 120 years after the building ceased to be used for passenger traffic.

Photograph—Max Oates

The public were not at all pleased about the new railway line. Many are the tales of trains skidding away on the bank and eventually running back to the starting point (Elland) in order to take another 'run' at the bank. There is another tale of one individual who took the omnibus to Elland. From there, eventually, he got a train to Brighouse which took about five minutes. From Brighouse, he proceeded to Bradford by omnibus and that occupied at least an hour to travel the distance. This was the only means of public transport from Halifax to Bradford. As the fellow recounted, he could shake hands with a friend in Halifax before departure and be just in time to greet the same friend on arrival in Bradford . . . . the friend having walked the distance between the two towns!

It is no wonder that other schemes to connect Halifax to Bradford and Leeds were promoted and one by the West Yorkshire Railway very nearly succeeded. It was the Lancashire & Yorkshire Railway that built the line in 1854, joining Halifax to the main line behind Mearclough Bottom and (with the line built by the West Riding Union Railway) to Low Moor. Thus the original station at Shaw Syke was abandoned as a passenger station in 1855 with the opening of the new station in Halifax. The station remained in railway use as goods offices and was even moved, stone by stone in 1872 so that it backed on to Water Lane. The goods manager resided in part of the building for many years and the main entrance was still inscribed 'Booking Office' until it was demolished in 1982. Although not a 'listed' building, it was considered suitable for preservation

and even moving to another site. It was after all a building from the first generation of our railways and even emanated from the Stephenson drawing board. Before any schemes had been got off the ground, the building, now in a dilapidated state, was sold (quietly) to a demolition company who swiftly removed it entirely, much to the distress of individuals who wanted to save it.

The new railway station was opened on 24th June 1855 without any demonstration beyond a display of flags and the Corporation banner which was suspended over the principal entrance. On the Monday, no less than 3,500 passengers departed on various trains.

The architect of the building was a Mr T. Butterworth of Manchester who designed it in the Italian style. The principal entrance was situated in the centre and today forms the connecting passage between platforms 3 and 4 containing the entrance to the Station Master's office and the general waiting room. Originally this entrance was approached through a Portico consisting of four columns surmounted by elaborately carved stone vases but this was later demolished on station alterations being made.

The approach to the station at this time was by way of a carriage drive, the entrance to which is to the right of the present station bridge and could be seen as the entrance to a scrap merchant's yard. It swept steeply down to the right and then to the left behind the goods yard signal cabin, opening out into an extensive yard, which later became the goods yard. This yard which was used as a cab stand was previously the burial ground of the South Parade Chapel and its construction necessitated the complete removal of the memorials and remains. A pedestrian entrance gave access to the yard by a flight of steps through a gateway in Church Street.

The station was constructed of local stone by Messrs George Thompson while all the fine carvings and mouldings were the work of local stonemason George Shaw. The central block and two wings measured 236 ft across the frontage.

When built, the platforms were notable for their size, the longest being 450 ft long and the other being 323 ft long, all on the curve. It is recorded that 15 tons of lead were used in the roof along with 5,000 ft of plate and 10,000 ft of ordinary glass. The building was originally supplied with water taken from a couple of mine shafts in Beacon Hill tunnel and conveyed by 12,000 ft of 3" pipe laid down between the running-rails. The whole building was lit by gas from 14 copper lamps on the platforms, 30 similar lamps in the offices and large chandeliers in the principal waiting rooms. All the furnishings, desks and panelling (in the first class) waiting rooms were in polished mahogany. There were flushing toilets of the most up-to-date type. The paintwork was blue and white, not unlike the scheme used in later B.R. days when the station became part of the North Eastern region.

Opposite—A lithograph of Halifax town in 1873 shows scores of chimneys which have almost all now disappeared. The churches and mill buildings mostly remain to this day. The top of the main block of the buildings is just visible behind the trainshed, of which little seems to be recorded. The six-wheel carriages and chaldron wagons do not fit either the period or the location.

The entrance way to the 'joint' station about the turn of the century. The L.& Y.R. and G.N.R. have separate booking office entrances at the end of a level station approach. This was a bridge across the goods yard and entered the station at first-floor level. Compare this view with the similar angle photograph of page 5 (Platform 4) which shows the canopy was later extended out over the cab ranks.

Increasing passenger and freight traffic forced the station to be enlarged and reconstructed in the 1880s. The approach road had to be dispensed with to allow room for a larger goods yard and a new approach by a bridge was built from the bottom of Horton Street across to the first floor of the station. The booking offices of the L.& Y.R. and G.N.R. were on either side of the entrance with hydraulic lifts installed for the transfer of luggage and parcels. A covered footbridge provided access to platforms 1 and 2 and another island platform (Nos 5 and 6) was constructed to handle the passenger traffic of the G.N.R., access to which was by a staircase within the main buildings. The reconstruction was completed in two parts, the final part opening on the 1st June 1886 and the station remaining in this form more or less unchanged until recent years.

The station had two refreshment rooms, one for each railway, on platforms 3 and 5. The L.& Y. one on platform 3 became known as the 'Lamb Inn' since the Licencee of that inn was transferred to the station in 1872. The original inn was demolished by the railway when the Ovenden line was constructed. The G.N.R. booking office was closed before the grouping and the last refreshment room closed about 1960. Since then, the station has become more and more dilapidated and although recently, the remaining station building has been stone-cleaned, there are now tracks at just one island platform. Once there were through carriages to London and trains of the L. & Y.R., G.N.R and N.E.R. could be seen side-by-side every day with regular services to all parts of the north.

Probably the busiest day ever witnessed at Halifax station happened on 4th August 1863 when the Prince of Wales (later King Edward VII) visited the town

to open the new Town Hall. The L.& Y.R. handled 358 trains during the two days and it was calculated that 60,000 people were brought to Halifax and 65,000 despatched from the two platforms. This was of course before the later reconstruction and so there was very little siding space available.

The train carrying the Prince of Wales was arranged and the length and composition fixed so that the red carpet could be laid out on the platform exactly where the Royal saloon would halt. Unfortunately, the L. & Y.R. directors decided to add their saloon to the train, immediately behind the engines at Wakefield and so lengthened the train by nearly 30 ft. The engine driver stopped at the marked spot as instructed and the Prince of Wales had to alight on to bare platform while the Mayor and Corporation stood on the carpet further up the platform.

After that embarrassment, there was more to follow. A special carpet was to be laid from the station entrance for the official party to walk out to the Mayor's carriage but the carpet hadn't arrived. Ten minutes after the procession had left, one of the employees of Crossley's Carpets struggled into the station with the missing carpet on his back. In spite of all the misfortunes, the visit appeared to be a great success . . . . although the Prince never came back to Halifax.

References:

Halifax Railway Station by J. Wild (Halifax Antiquarian Society 1968)
Our local railways by C. Clegg (Halifax Antiquarian Society 1932)
Halifax Evening Courier. Assorted articles 1982/3.

The station building as it looks today (1984). Although recently cleaned, the track at the platform has been lifted and the canopy appears to be in the course of being dismantled.
Photograph—B. C. Lane

Notes on LYR Coach No. 1476 (also known as No. 4, Valley Gardens), at Hapton, near Burnley

G. H. FOXLEY

This coach had been a five-compartment third class vehicle and originally was used as a week-end cottage but latterly had been a store-room for car parts. The internal partitions had been removed and the whole was in a state of decay. To assist the description, the terms left and right side refer to the view of the coach from the end where the steps were.

The centre door on the right-hand side (Door 3) was the front door to the "house" and the remains of an L & Y coat of arms (now preserved) was the only evidence of origin in terms of stamped or inscribed company initials. This door contained the remains of a droplight, the side of which was stamped 1476 3. The slotted ventilator over the droplight was also stamped 1476 and the bonnet over the ventilator was made of copper/brass. The door to the right of the front door (Door 4) showed the lettering *3rd* and this was traced and has been repainted on the restored panel. There were no handles on the doors: the door catch mechanism was set into the edge of the door but again there were none in situ.

Similarly the grab handles to the right of each door had been removed (a long time ago). The panels on the doors (and other external panels) had been fixed with 1" brass pins and seemed to be Honduras Mahogany. Some still showed trace of cloth which had originally been glued to the inner surface of the cladding. The carriage door-locks were made by Hobbs, Hart & Co., 76 Cheapside, London. A number of panels from the inside face of the doors showed a blue *3rd*, edged black and white, on an orange oval with a black border. In some cases two overlapping ovals are present.

The panelling at the left end of the coach showed clearly where the steps had been, and two iron grab handles were still in position on the roof (now preserved). Brass corner plates were recovered from three corners. These plates consisted of two arms at right angles, each some 6" x 2" and cast in the same pattern as the beading which runs along the bottom of the coach cladding. There were two brass strips at each doorstep: one on the cill, where water would drain from inside the door, and one on the compartment floor, on the step proper.

Apart from the front door, all other droplights had been removed and replaced with tongue and groove planking. In the course of this work, the numbered ventilators were mixed up and it was not possible to work out the system of numbering the doors. The ventilators were made by G. Letts. The remains of two collars for the communication cord where it passes through a bulkhead were identical with those in the Hughes Brake Third. There were no catch-plates on the door pillars. (one found later). The type of droplight "gripper" is the same

style as that from the other three L & Y coaches we have parts from. The five compartments were each 6' 6" making a nominal 33' for the length of the body flooring. The planking was transverse between opposite compartment doors but was diagonal underneath the seats.

The rebates for the droplights were solid and to remove or change a droplight it had to be slid up to the top of the door, after removal of the "gripper". Examination of the remaining pieces of the one droplight left suggested that the strap had been fitted to a rectangular (six screw holes) holder. A complete droplight forms part of the porch of No. 7 Hapton Gardens. This also has a rectangular strap holder but I do not know whether it is a first or second class droplight.

LYR Coach No. 279 (No. 7 Valley Gardens)

This is a four-compartment (7 foot-6 inches each) coach incorporated into a bungalow. It forms two bedrooms and there is a verandah on one side, glassed-in, which is reached through one of the original coach doors. The number was found on the small piece of beading in the rebate of the door just above the droplight "gripper".

Half an LYR Coach

In the garden of No. 7 is a potting shed built around half a coach, possibly about 32ft original full length with diagonal flooring. No further information could be gleaned about this except that originally it was No. 5 or 6 on the estate.

Racks for Letters and Stationery

G. H. FOXLEY

SEVERAL racks have passed through my hands in the last few years and differences have been spotted that show that these common pieces of office equipment are not as straightforward as may at first appear. The fact that the sizes and colours vary suggests that they were made over a considerable period. As collectable items they are not particularly valuable or attractive. There are many of them 'saved for posterity' and indeed there are at least a few still in railway use in booking offices in the north of England. The following is a survey of a few of the ones I have examined.

No. 1 Ex Blackburn Area

Painted mid-brown. Lettering 'off-white' with blue shading and black bordering. 'L. & Y.R.' stamped into the metal just below the hanging hole. This latter was 12mm diameter and had a 'lifebelt'-shaped re-inforcing piece on the face side. There were signs that two support brackets had been soldered to the underside of the rack. See drawing for dimensions.

1.

2.

No. 2

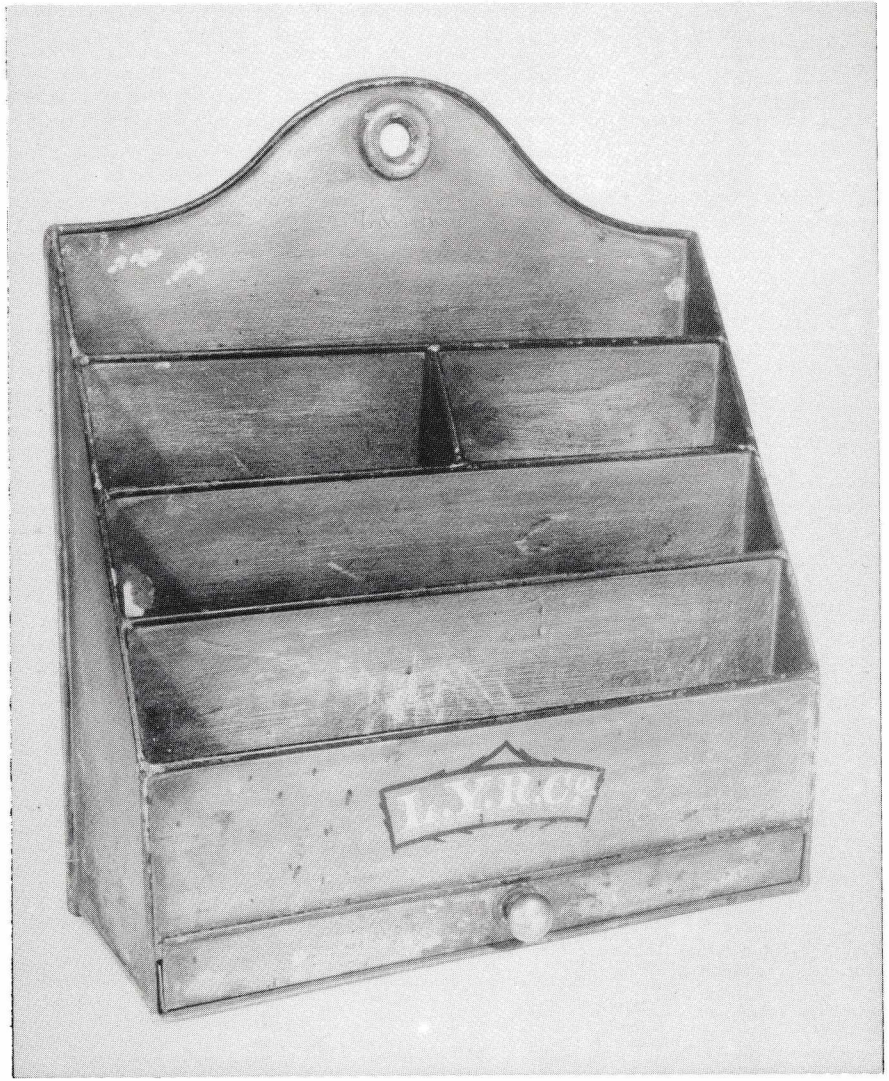
Painted beige colour. Dimensions and other details as No. 1 but the lettering was more elaborate. Shading was very dark but the original colour cannot be made out. The surrounding frame was in two colours (at least)—black, blue (?) and dark brown (?). Some dark brown also visible as shading at the right hand side of the letters. Note—no dividing partition in the drawer.

No. 3

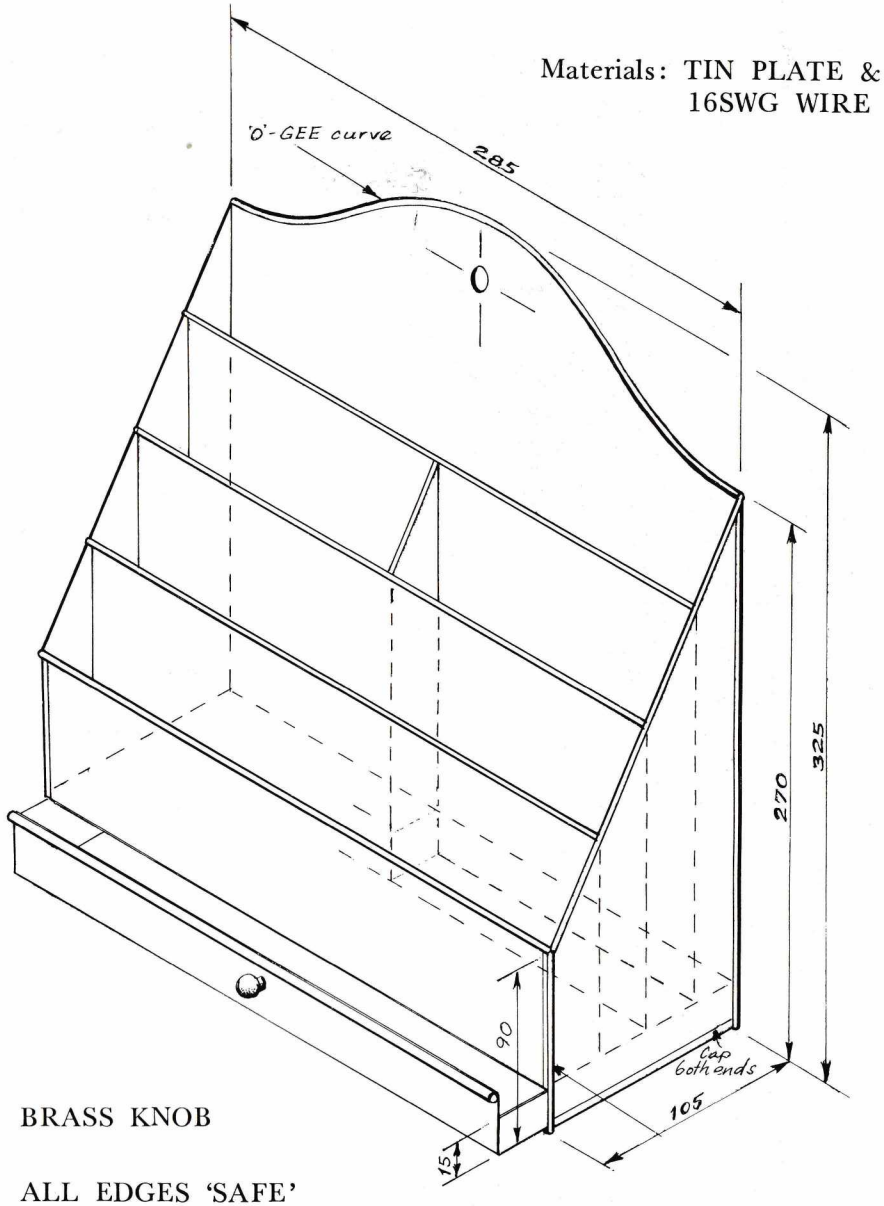
This is smaller than the other two, having four full-width compartments 235mm wide (as against 285mm). Height and depth were the same as Nos. 1 and 2. Stamped L. & Y. some 50mm below the 'hanging hole'. Originally painted dark green. Lettering appears to have been L. Y. in ochre-shaded red. Surroundings painted over in white paint so no details of framing of the letters is available. Letters approximately 17mm high.

No. 4

This was the same type as No. 3 and had originally been painted dark green too. The more recent overpainting in white had left the framing of the L. Y. visible. This appeared to be two sprays of green leaves with red (and possibly white?) flowers on it.



Materials: TIN PLATE &
16SWG WIRE



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