

PLATFORM 17



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

Platform 17 is the Spring 1985 edition of the Journal of the Lancashire and Yorkshire Railway Society. Up to four editions of the Journal are published each year with the occasional booklet on Branchlines occupying one of the mailings. Members also receive a regular Newsletter and hold monthly meetings in members' homes. For further details of membership, please contact the Honorary Secretary, Tom Wray, 17 Chale Drive, Middleton, Manchester M24 2BZ.

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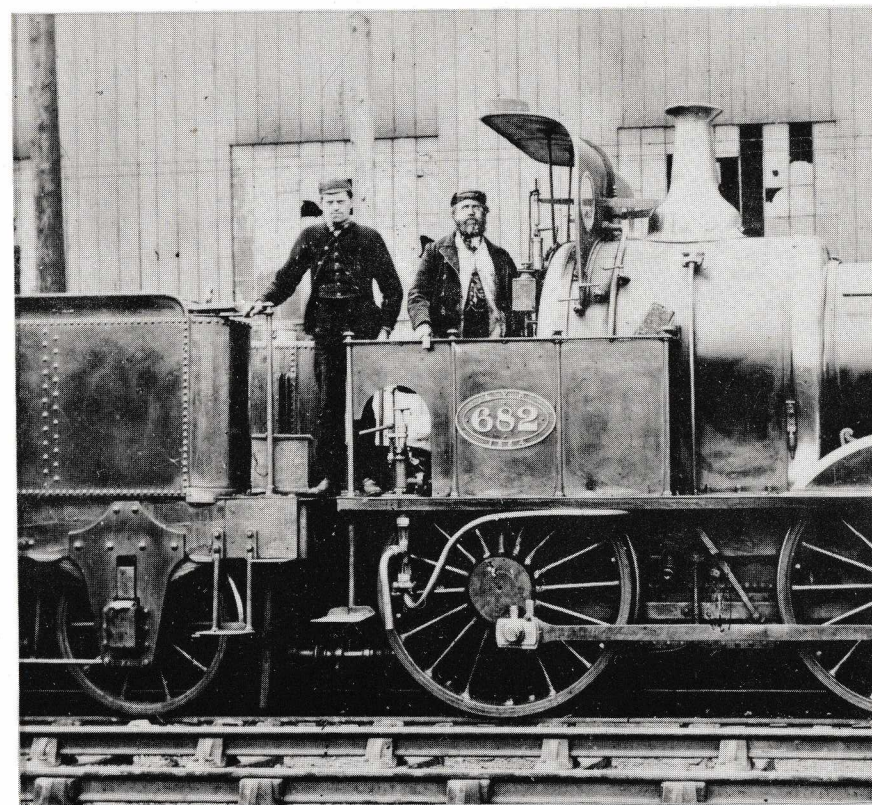
Cover photograph:

Aspinall 'High-Flyer' No.1418 has run through a thunderstorm with a York to Manchester express, passed through Sowerby Bridge tunnel and picked up water over the troughs to the west of the tunnel. The monument on King Cross hill, near Halifax, is visible on the hill in the distance and will be well known to members who have attended our July meetings for the venue is very close to the tower.

The photograph was taken after 1920 for the locomotive carries a class plate on the upper cabside and is in the 'final' condition of the class. At the head of the train is a typical LBL set which has probably joined the train from Bradford. The first vehicle is a brake third and the next vehicle is a composite with centre lavatories for the first class compartments adjacent to them. A party of men and boys are emerging from the occupation bridge where they have no doubt been sheltering from the storm.

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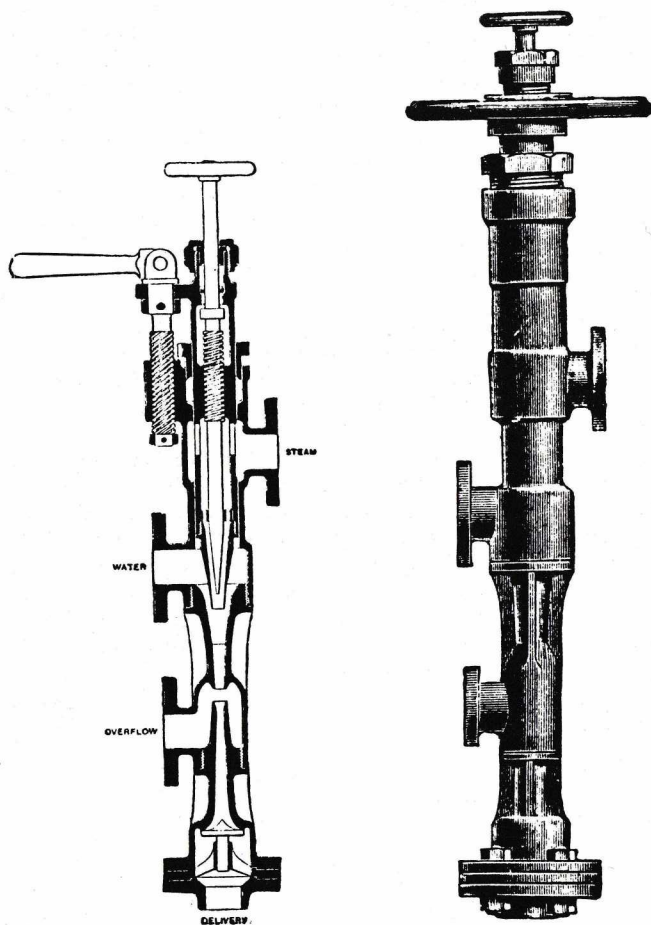
The Giffard Injector

by

GEOFF PEMBER

IN THE EARLY DAYS of railways there was always the problem of getting water into a locomotive boiler to replace that which had been turned into steam. This had to be done against the pressure of the steam inside the boiler, and there was a tendency for this pressure to be raised as locomotives developed in power and size. Various pumping devices were tried such as a donkey pump mounted on the footplate and a mechanical pump worked off a crosshead. This had the disadvantage of operating only when the engine was in motion. Its pressure varied with the speed and could reach dangerously high values.

It was not until 1859 that the Injector was invented by a Frenchman, Jacques Giffard. In 1860 the patent rights were acquired by Sharp, Stewart & Co. and that firm was the first to make injectors in this country. The photograph on page 12 of 'Platform 16' shows a 2-4-0 fitted with Giffard injectors, one on each side, which Jenkins probably obtained from Sharp, Stewart.



The working of the injector depends on the principle that the pressure in a stream of gas or liquid forced through a small orifice is much higher than that of the piston behind it. Anyone who has used a bicycle pump or a garden spray will be well aware of this.

In the injector, steam is forced through a tapered orifice by the boiler pressure behind it. It emerges into a space filled with cold water from the tank on the locomotive or its tender. This condenses the steam into a high pressure jet of water which draws some of the feed water with it into another conical orifice leading into a pipe which delivers water to the boiler through a non-return valve. In the early days this valve was often placed on the side of the boiler, below water level, and called a 'clack valve', but in the early years of this century, locomotive engineers, notably Churchward on the G.W.R., brought the delivery pipes to the top of the boiler, so that the feed water was sprayed into the steam space. This was called 'top feed' and became universal in the last years of steam.

The two drawings show a cross-section and a side elevation of two slightly different Giffard injectors, which may be of interest to model makers. It will be seen that steam enters the top hollow cone and its amount is controlled by the concentric solid cone which can be moved up and down by the small hand-wheel at the top. It can be seen quite clearly in the 'Platform 16' photograph. So also can the handle sticking out horizontally. This enables the steam cone to be moved up and down, to vary the amount of feed water which can get past it into the stream. The very large angle on the thread meant that the cone could be moved quite a long distance by a comparatively small movement of the handle. The right-hand drawing shows an alternative arrangement in which a wheel replaced the handle and the thread was cut into the outside of the moving cone.

An overflow pipe was necessary as the water might be turned on before the steam jet and it was essential to let it drain away. When the injector was working there might be a wisp of steam from the end of the overflow pipe, which pointed downwards, and this could be taken as a sign that the injector was working. In the drawing the non-return valve is shown at the bottom of the injector but it could be on the side of the boiler.

There was a pair of injectors similar to the type with two hand-wheels on a 2-4-2T built by Neilsons in 1864 of which I made a 7mm scale model. The total height of the injector was 48 inches and from this the dimensions of the various parts can be worked out. As will be seen in the photo of the 2-4-0 the injector was partly above and partly below footplate level. In order to make the body of the engine separate from the underframe I made each injector in two parts, from brass tube, with a hole in the footplate through which a locating pin was passed to line them up. Using a small lathe it was possible to vary the diameters of the tubes slightly, to make them agree with the drawing, but the ribs near the bottom were too small to manage.

From the MINUTE BOOK, 17th December 1901

In view of what is likely to take place in the future with regard to goods trains being provided with continuous brakes, Mr Aspinall be instructed to fit an experimental goods train and report the result of the trial to a future meeting.

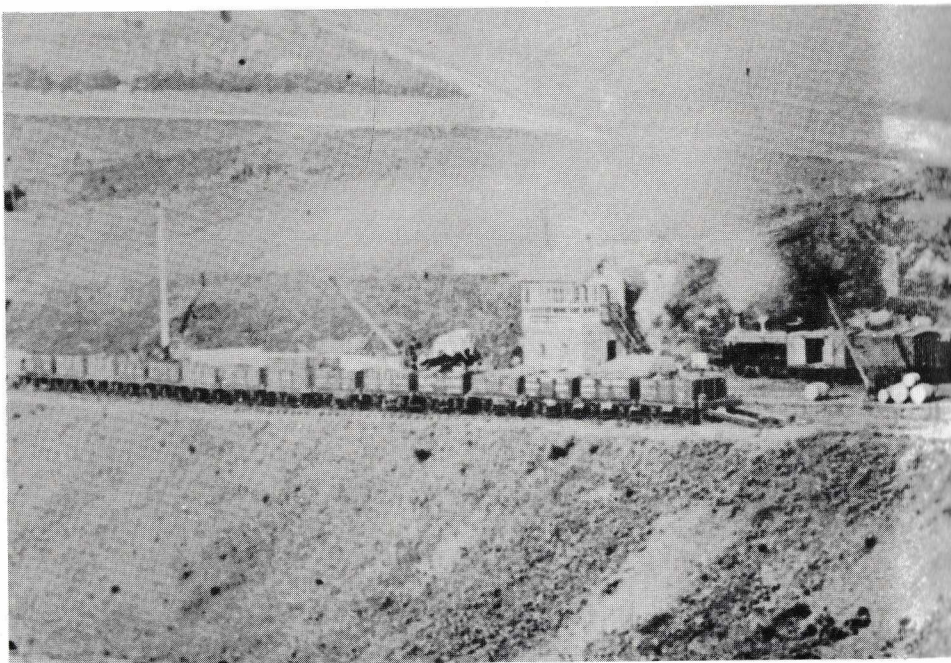
Railway companies whose carriages are fitted with Vacuum Brake represent 394,600 and those with the Westinghouse Brake 295,000 of which the N.E.R. owned practically one-third of this total. It was felt important that the L.&Y.R. demonstrate where ever possible that the Vacuum Brake was the best possible for the purpose. At the moment, a considerable quantity of our stock is dual fitted with both systems.

Mr Hoy has been instructed to build two bogie wagons of 32-ton capacity. Mr Hauxwell recommended the use of such wagons on his return from America where he found the average load on six journeys to be 23 tons.

A further 50 wagons of 30-ton capacity to be built.

From the MINUTE BOOK 24th March 1903

The 50 high-capacity wagons approved 17.12.1901 are now in traffic and prove to be very satisfactory. Mr Hoy instructed to build more.



ANOTHER VIEW OF HOLMFIRTH

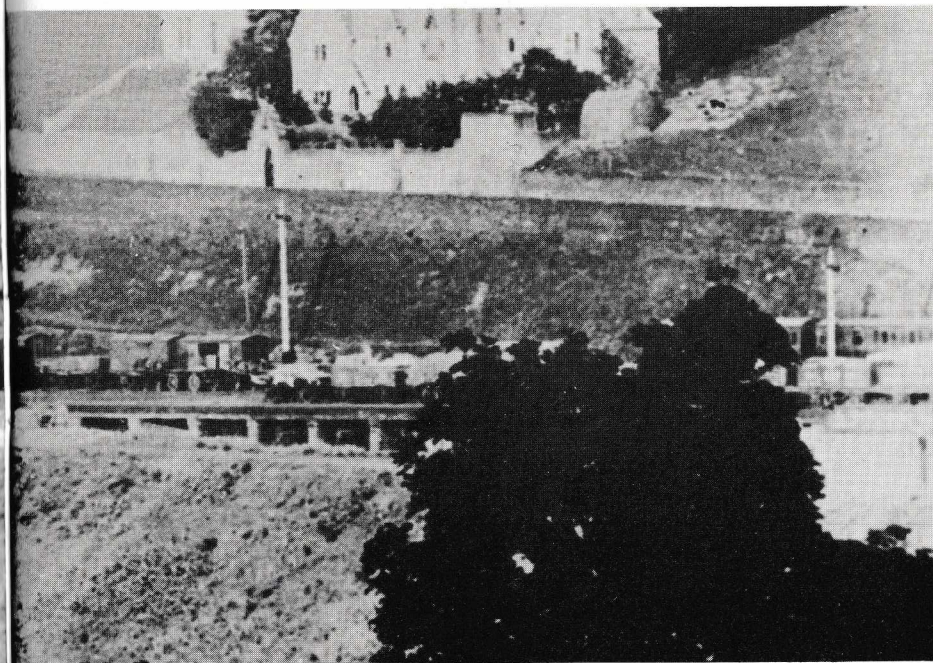


Notes by B. C. Lane Photograph J. B. Hodgson collection

Since publication of *The Holmfirth Branch* booklet, this photograph of Holmfirth goods yard has come to light. What a wonderful 'period' view it is too. The photographer has set up his camera on the opposite side of the valley to record the view and the station is part of that picture.

Judging from the heavy foliage on the trees, it is summertime. The shadow of the signal post shows the sun to be low in the sky and almost due west. Amongst the variety of goods stock in the sidings are several goods vans on the longer wheelbase with crossbraced side panels. The first of this size and pattern were introduced in 1904 so we can fix the date as between June and August, possibly between 1906 and 1914. For the sun to still be out but so much in the west, it must be quite late in the evening.

Comparison with other photographs show that the signal box has hardly altered over the years and the 1960 photograph in our booklet compares almost exactly with this view. The adjacent starter signal has been moved though. The original signal on this view is very tall

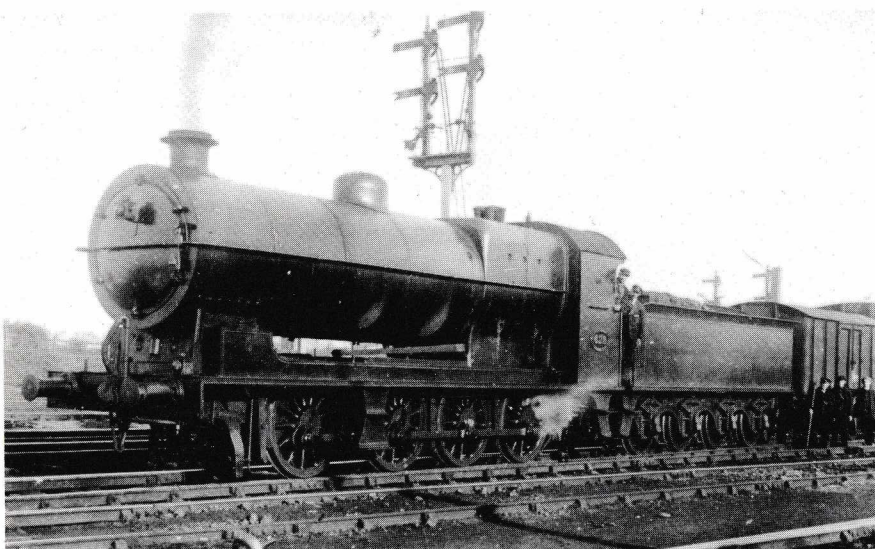


and calculated from the vans nearby, must be over 50ft high. It is sited near the platform end but must have been moved to further out when longer trains started to depart from the station. We know of 12 bogies on the post war 'Blackpool' specials.

The engine is a Barton Wright 'Ironclad', facing 'down' the branch. It stands at the head of a long line of vehicles. The first vehicle is just visible behind the two vans near the crane and is an L. & Y. van. The second vehicle is an open wagon with rather blurred and undecipherable lettering on the sides. Next come two diagram 3 L. & Y. vans, one of which is being unloaded onto a horse and cart (dray, lorry or whatever) while another cart waits in line behind it. Those people are certainly working late.

The goods siding on the left contains eighteen visible private owner wagons. Not one is identifiable, unfortunately. Amid the 5 and 6-plank coal wagons is a coke wagon with its higher extended sides clearly visible. The long length of this curved siding, used for general merchandise and local coal traders, may have caused problems when shunting. The driver of the engine would not be able to see the buffers at the end of the siding and one wonders whether the extremely sturdy buffer stops were erected to prevent further, or possible, accidental over-running?

On the right are the coal drops. The photograph on page 29 of 'Holmfirth' shows the part of the drops hidden by the tree in this picture. The siding next to it runs into the goods shed and has three wagons visible, one sheeted lowside type and one M.R. 5-plank. At the back of the platform stands some passenger stock. They appear to be L. & Y. six-wheelers but the window arrangement is not recognisable as any particular diagram known to us. The appearance of several wagons with dumb buffers dates the photograph as fairly early and thus before 1914.



Explosives — Handle With Care

by

J. B. HODGSON

FOLLOWING various explosions resulting from accidents on railways around the country, an inquiry was set up by the Railway Clearing House into the ways of handling and transporting 'explosive substances'. The result of this was the issuing of the proposed standard for Gunpowder Vans. This was based on the best available van at that time—the Great Western Railway vehicle now known as the 'Iron Mink'. Subsequently the L&Y took this standard and modified it to their own design which was given Diagram No. 60 and was first built in 1905, for further details see Table 1.

There was not a lot of call for gunpowder in the L&Y area for the following reasons. In the Pennine area (Bacup, Todmorden etc) one of the basic rocks was of the type which splits easily into thin layers—the traditional 'flags'—and in the quarries it was far easier to get by means of wedges and hammers than by use of explosives. In the two coastal plains, east and west, most of the building material used was brick or 'imported' stone, so gunpowder was not needed, whilst in the coalfields the use of explosives was understood and rigidly controlled, being mainly supplied over the LNWR (west of the Pennines) and the Midland (east).

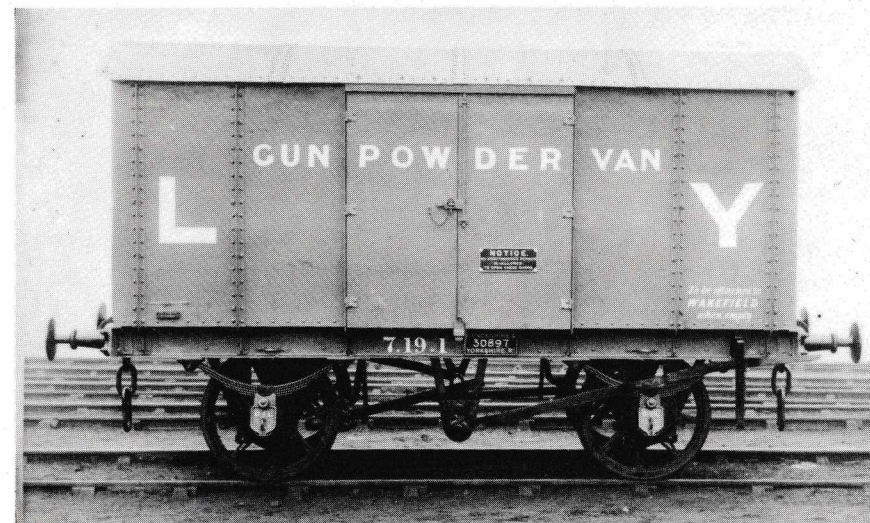
With the coming of T.N.T., one of its constituents was a substance known as Picric Acid—well known as an ingredient in many dyes—so the demand for this was supplied by the dyewares industry which was mainly centred in the West Riding of Yorkshire. On the outbreak of the Boer War, and subsequently the Great War, it was obvious that a much greater amount of explosive material would be required. The dyeing industry was called upon to supply immense amounts of Picric Acid—the Khaki dye also used it—and the main production

area was around Bradford but, even today (1985), information about the subject is still covered by a veil of secrecy! Very little is known, some is forgotten and contemporary local newspapers contain virtually nothing about it.

Investigation into the explosion at the Low Moor Chemical Co. in October 1916 has shed a little light into the goings on and the influences the traffic in Picric Acid had upon the L&Y. The explosion resulted in great damage and loss of life in the surrounding area including the loss of many carriages and some goods stock standing in the Low Moor carriage sidings together with the goods stock, mainly Picric Acid vans, which were within the chemical works being loaded. Following research into the newspaper reports of the explosion and in particular the reports of an investigation by a Leeds paper in 1925, one of the things that has long bothered the 'Goods Stock Dept.' of the Society has come a step nearer solution.

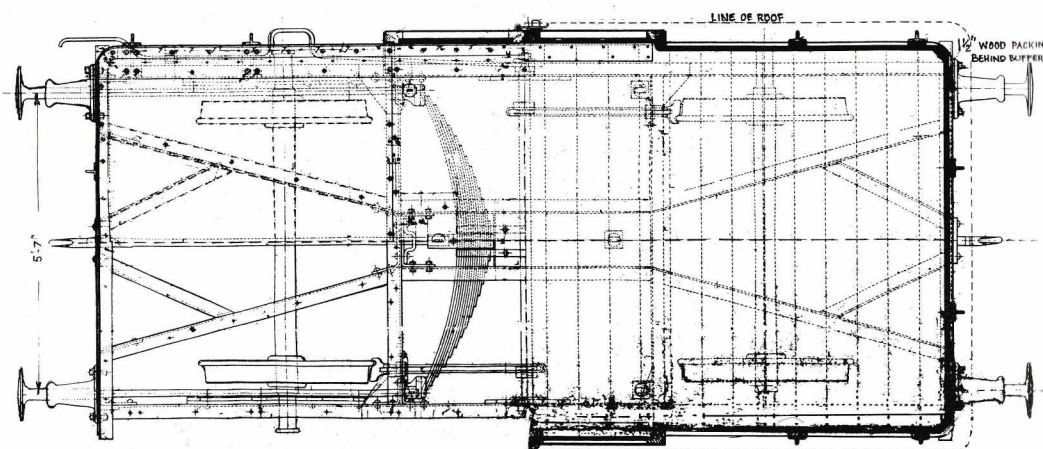
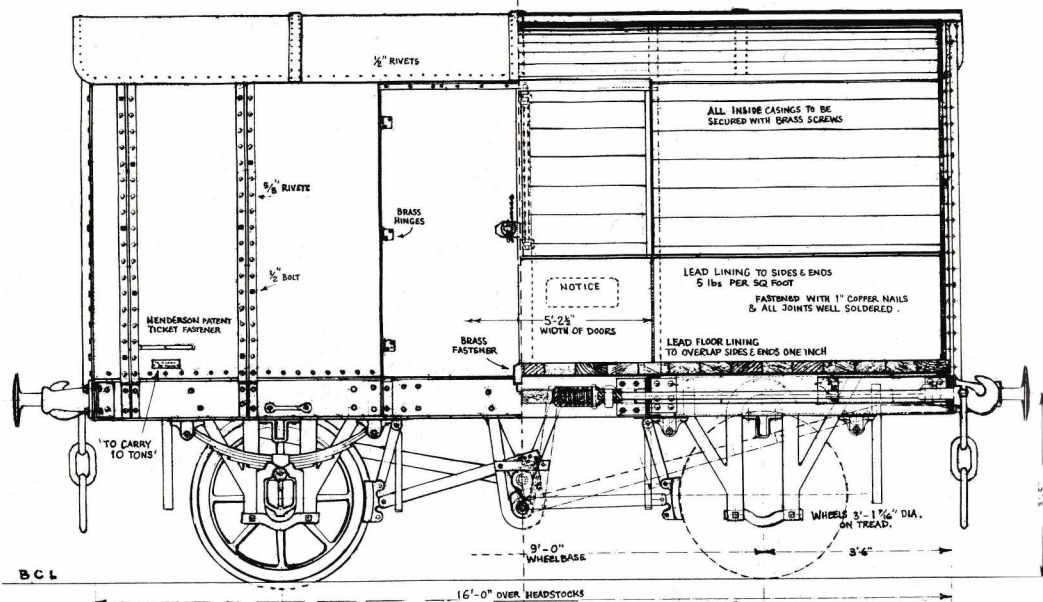
The start of a fire before the first explosion was because a drum containing picric acid crystals was 'Taken off its rubber-wheeled trolley on to the ground—instead of on to a rubber mat—before being rolled in to the grinding area.' Later it is said '—all the buildings and vans (L&Y ?) were fitted with rubber mats and lining—at each stage of manufacture.' This would explain why the Picric Acid vans are very little heavier than their standard counterparts, they were probably rubber-lined rather than being sheet lead-lined as the Gunpowder Vans were.

The movement of picric acid to the ordnance factories and shell-filling areas around the country was not, and probably never will be, documented. It generally occurred at night and at week-ends—but following the Low Moor Explosion added precautions were taken—and instead of 'not more than four vans (loaded with gunpowder) shall be marshalled together' (W.T.T. Appendix), a special circular was issued ordering 'two empty open wagons between each loaded van, and not more than three empty vans to be marshalled together.' There was also to be a brake-van (with guard) every tenth vehicle, and the trains were to travel as 'Right-Away' goods, and were to be operated 'double-block' with Control being continuously informed of their progress!



SIDE ELEVATION

HALF SECTIONAL ELEVATION



7mm SCALE



ORDER N° **A37**
DIAC. N° **60**

L&Y.R.

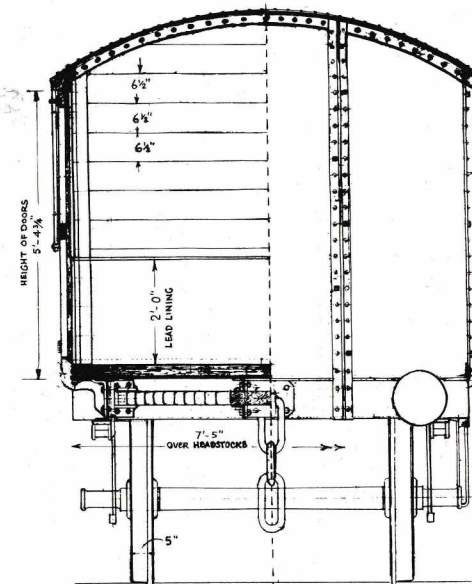
GUNPOWDER VAN

(WITH STEEL UNDERFRAME.)

REDRAWN TO 7mm SCALE

B. C. Lane 1985

**LANCASHIRE &
30897
YORKSHIRE R.Y.**



**LANCASHIRE & YORKSHIRE RAILWAY.
EXPLOSIVES.**

(M 402)

**SHUNT
WITH
GREAT
CARE.**

From _____
To _____
Via _____
Consignee _____
Owner & No. of Wagon _____
Owner & No. of Goods _____
and Under Goods _____
Train _____
Weight of Load _____
Weight of Empty Wagon _____
Total _____

LOADING and UNLOADING must take place OUTSIDE GOODS SHEDS.
Place as far as possible from Engine and from Inflammable Liquids and Dangerous Goods.
This label must be used for GUNPOWDER and all other EXPLOSIVES.

**NOTICE
NO UNAUTHORISED PERSON
IS ALLOWED
TO OPEN THESE DOORS**

THE VEHICLES

The first true Gunpowder Vans were ordered in 1904 and were considered a spin-off from Diagram 3; indeed the first order was created by reducing an earlier Dia.3 order, E 34, by 12. The L&Y made few alterations to the basic Great Western design other than brake and running gear, the most obvious difference being the flush doors. Internally a lead-lined floor had a two-foot high lead skirt fastened with copper nails. All internal plates and screws were brass to nullify sparks. Ordering details are in Table 1.

With the adoption of T.N.T. some 'Special Gunpowder Vans' were needed and covered goods from Diagram 3 were rebuilt. This involved removing the roof doors and fitting a through roof, replacing the old doors with full height ones and fitting the rubber safety lining. This increased the van weight by about 11 cwt. No drawing of these alterations has been found but it seems from the evidence of the Diagram Book that repairs to any of these vans were to be charged to Dia.60. Table 2 lists the alteration details and dates where known.

During the 1914-18 War the larger size of van was commandeered, specifically for dealing with the movement of Picric Acid. Vans from Diagram 82 were chosen and besides the rubber lining and plain roofs, cupboard doors were fitted as opposed to the sliding type, whose opening and closing movement possibly caused undue disturbance. Drawing 9303 seems to be a newly-drawn copy of Drawing 7557 with altered doors but no reference to the rubber lining; all the Alteration Orders were placed in a new diagram, No.95, and became known as Picric Acid Vans. Table 3 shows these final Orders and the Diagram Book page also mentions that 100 vans were converted back for normal merchandise traffic.



Van No.27289 of 1908 seen here in August 1914 and lettered "To be Returned to Maghull when Empty". In view of the dangerous contents, the three-link couplings and single brake-shoe each side seem inappropriate. The van is part of Diagram 60 but appears to be little different from the common Diagram 3 type.

LIVERIES

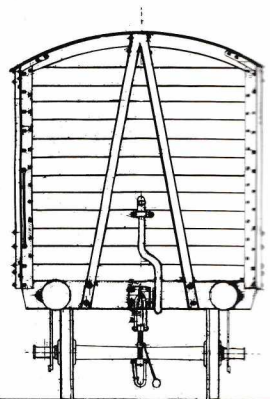
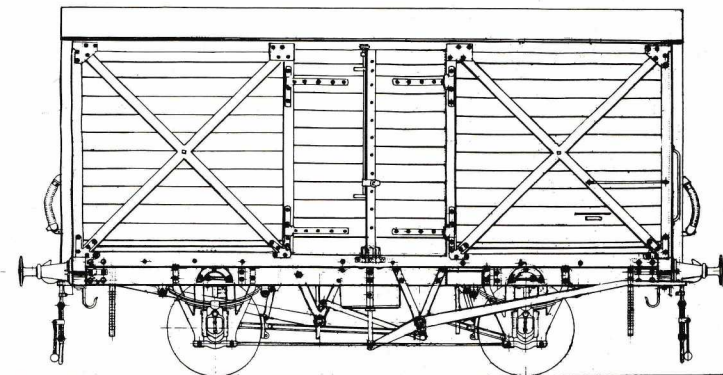
There is some evidence that the first Gunpowder Vans were to be painted red but the official photograph (1905) looks to be grey. The Special Gunpowder Vans remained grey though the 'L' and 'Y' initials went to the outside edges, a white panel 12-inches high was painted on the third, fourth and fifth planks down from the top with a 6½-inch legend in, what appears to be red. This lettering was also applied to the Picric Acid vans before, eventually, a new style involving two vertical 3-inch-wide white lines on the cross-bracing of each side was applied. This might have been to allay the fears of the public or to cast secrecy by making the vans more or less normal but it also served to make them easily identifiable to the company's servants. Photographic evidence has shown this line system continued into LMS days. For the remainder of the wagon the standard livery details applied.

The various drawings and photographs illustrate the main features of all the vehicles. I must thank Noel for his help in preparing this article.

LANCASHIRE &
37597
YORKSHIRE R.Y.



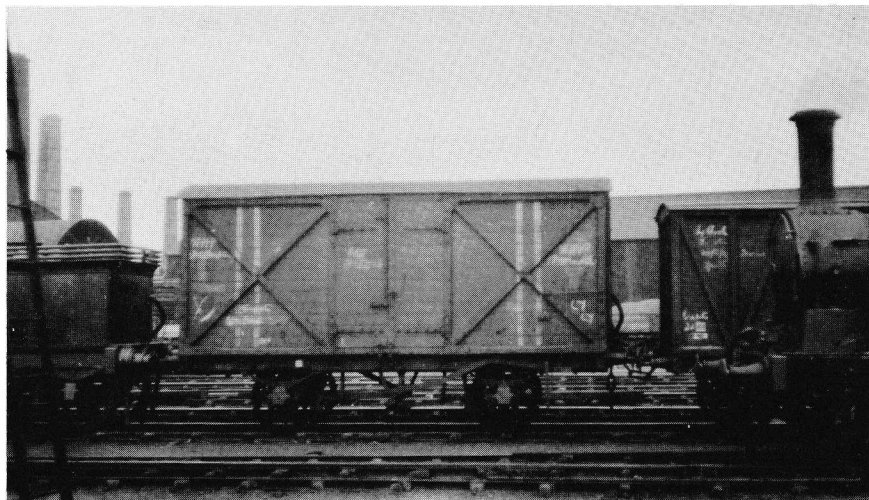
Diagram 95 Picric Acid Van as newly turned out in January 1917. Screw couplings and vacuum brakes are a necessary complement to such vehicles.



L & Y R.
20-0 COVERED GOODS
12 TONS.
FOR CONVEYANCE OF PICRIC ACID

ORDER N° A O 4526
DRAWING N° 9303

4mm scale



A tired looking Diagram 95 chalked 'Northampton'. The vertical white lines show somewhat brighter than the letters L and Y. There is no solebar plate in position (the number would appear only on the ends), no vacuum brake and the couplings are just three-link type. All these features suggest a lessening of importance and a date of the mid-1920s.

TABLE 1

GUNPOWDER VANS : DIAGRAM 60

Order No.	Quantity	Date Ordered	Drawing No.	Account	Cost	Delivered	Average Tare
A37	12	1904	5479	Capital *	£115/ 0 /2d	1905	7-16-0
044	3	23/11/1909	„	Capital	£117/ / /1d	1910 (2)	„
Y47	4	20/10/1911 +	„	Capital	£127/17/2d	1913	„

Notes:—

* Capital is assumed because the order from which these derived (E34) was to be charged to Capital Account.

+ This is listed as 'carried over to 1913'.

The only known running number is 30897 the subject of Horwich photo D54, the van bears the paint date 1/05.

TABLE 2

“COVERED GOODS USED AS G.P.VANS” * ascribed to Diagram 60

Alteration Order No.	Quantity	Date	Notes:—
A03313	25	1898 +	* Quotation from Diagram Book
A03497	10	?	+ Only date given in Diagram Book and possibly open to conjecture.
A03670	12	?	Running Nos. 24283 (6-11-1), 27289 (6-13-3), 27309 (6-13-1).
A03752	12	1908	Average Diagram 3 tare weight (6-10-0) 27289 is on Horwich photo F1485 and lettered 8/14.

TABLE 3

PICRIC ACID VANS: DIAGRAM 95

Alteration Order No.	Quantity	Date	Notes:—
A03830	30	?	Diagram 82 wagons first built 1910.
A04009	50	?	Van No. 37597 is Horwich photo D167 (dated 23/1/17).
A04526	50	6/12/16 *	* Listed in Order F55, placed after Low Moor Explosion.
A04978	50	?	Diagram 95 average tare 7-15-0, Diagram 82 average tare 7-16-0.



The Great War caused the movement of men and explosives to camps throughout the country but photography was generally frowned upon. Such records as this picture are therefore very rare and indeed, photographs of more than one van of explosives at a time are almost unheard of.

Seven (at least) 'Special Gunpowder Vans' are assembled here. All are Diagram 3 conversions. The roof of the nearest right-hand vehicle just shows a faint mark where the roof door has been filled-in and recovered. The paintwork on all the vans is uniformly fresh and clean suggesting that the vehicles are not long out of the shops at Newton Heath.

The van in the centre of the photograph is numbered 24283 with a tare weight of 6.11.1 while the next van is number 27309 with a tare of 6.13.1. The guard stands in front of the solebar plate of the next van and all others are too far away to read but the solebars are

stencilled with the same tare weight of 6 tons 13 cwt as far as can be seen.

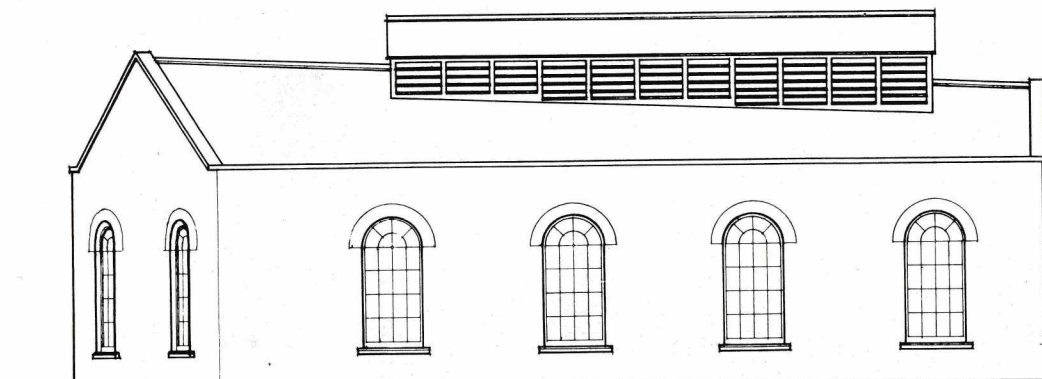
The script lettering on the lower plank reads 'To be returned to Gathurst when empty' where a chemicals factory has long been established. The cast metal plates affixed to the doors are lettered as printed elsewhere in this article.

The vast camp of the Lancashire Fusileers sprawls across the fields in the distance. Turton lies between Bolton and Entwistle on the line to Blackburn. One must assume that the concentration of the Gunpowder Vans was for ammunition used in gun training at the camp.

For those interested in vans, the well-used vehicle in the background appears to be a diagram 88 (see page 10 of Platform 16) and bears the number 19200.

Photograph—B. C. Lane collection

DRAWING BY DAVID FENNEY
 Scale — 16 ft = 1 inch (1/16 in = 1 ft.)



Side Elevation

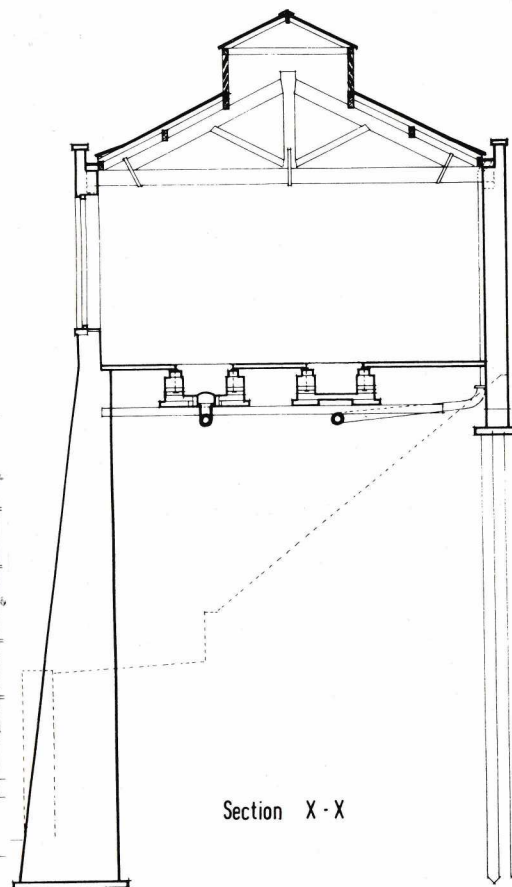
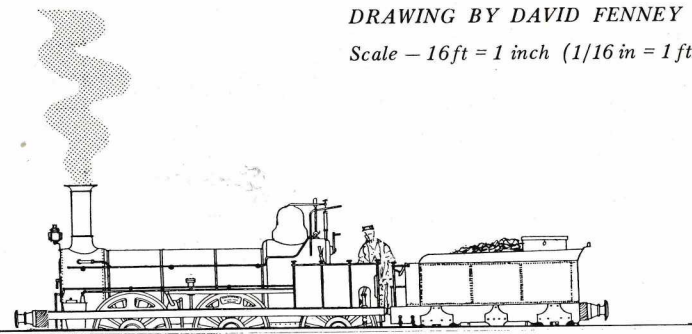
Top of Present Wall

X

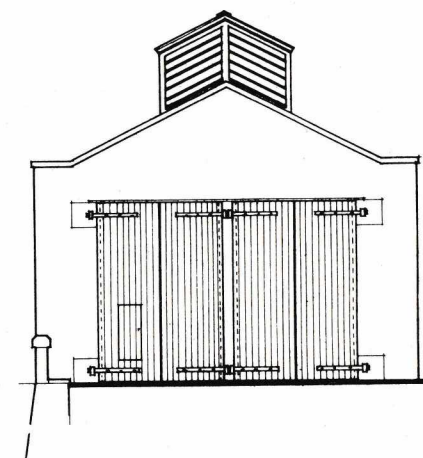
Fall Pipe

X

Level of Rails



Section X-X

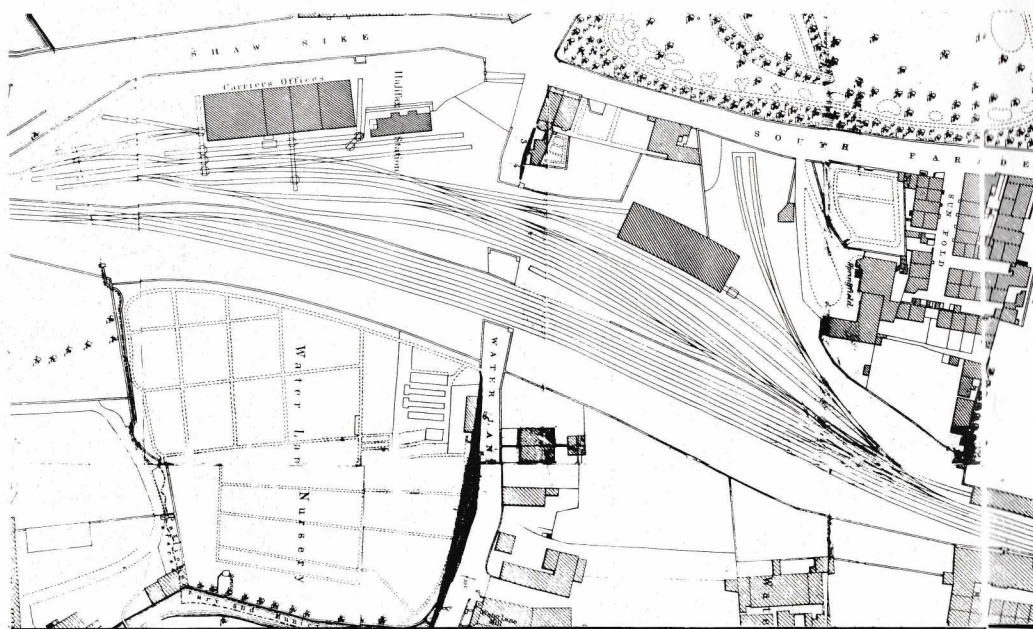


End Elevation

HALIFAX. Engine Shed. 1865

Plan, Section and Elevations.

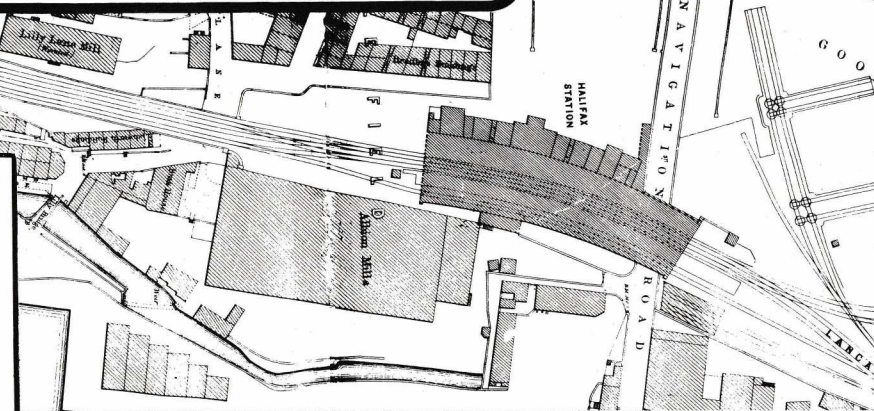
Detail taken from L & V drawing,
 signed by P & J Parker,
 and Thomas Owen,
 16 August 1865.



HALIFAX 1861

This map should be compared with the illustration of Halifax in Platform 16 and the 1852 map of Shaw Syke on page 18 of that issue. Just nine years onward, Shaw Syke (top left) has become a goods station and a double-track main line now serves the new station, as illustrated on p.21. Note the engine shed beside the station and Navigation Road which passed beneath the station. Comparison with the later plan on page 23 of this issue shows it to have become Wharfe Lane by 1886.

Map supplied by Max Oates.



Early Train Control

J. B. HODGSON

IN NOVEMBER 1869 in the appendices to the working timetable the following notice appears:—

TELEGRAPH OFFICES OPEN DAY & NIGHT

The following Telegraph Stations are now open from 8.0 a.m. Mondays to 12.0 midnight on Saturdays, and from 6.0 p.m. to 12.0 midnight on Sundays:—

VICTORIA	SOWERBY BRIDGE
BOLTON	HUDDERSFIELD
BOOTLE LANE *	LOW MOOR
ACCRINGTON	HEATON LODGE
MILES PLATTING	MIRFIELD
BLUE PITS	WAKEFIELD
TODMORDEN	NORMANTON

ALL trains, Goods, Special, and Passenger—are signalled by these Stations during the night.

** later Kirkdale*

It appears from this that the telegraph was installed first in the Eastern Division, because in the above list there is only one station mentioned in the Western

Division—Bootle Lane and two in the Central Division—Bolton & Accrington, whilst the old 'Main Line' to Leeds is fully covered. However, from this notice, we must infer that the Telegraph was in no way connected to the signalling, but was used purely as a means of monitoring the movement of the trains. If the timetables are studied it becomes obvious that a time interval system was in operation—generally giving a ten-minute space between trains, and a 'station-time' of five or ten minutes being allowed at each stop—presumably to allow 'luggage' or 'goods' trains to move.

Where junctions (with signals) were within sight of each other (as at Wakefield—see following notes) there was a kind of 'Permissive' working which had occasionally to be tightened up.

From *Appendices to W.T.T., March 1870.*

"The Signalmen at the Cabin at the West end of Wakefield Station are not to allow a second train or engine to pass the cabin until the first train be properly

past the junction for Leeds; and if following on the same line, to strictly carry out Rule 38 (pages 15 and 16).

The signalmen at the cabin at the junction, are not to allow a second train to pass the signal for Wakefield until the first is properly clear of the cabin at the West end of the station and to strictly carry out Rule 43 Sect.B (pages 16 & 17)."

Where junctions with signals were closely spaced as at Heaton Lodge etc., the time interval was reduced for passenger trains as shown in the following notice, but 'Goods' trains were still required to abide by the ten-minute rule.

*"To Signalmen at Thornhill L.N.W. Junction for Leeds,
Mirfield Cabin West, and L.N.W. Heaton Lodge Junction*

They will observe that the Passengers' Trains are timed to run at intervals of 2, 3, 4 and 5 minutes between Thornhill Junction and Heaton Lodge Junction and vice versa; therefore they are requested to stop (with the signals) any train that may arrive within the five minutes, and inform the Engine Driver what has gone before, and that he is to proceed with caution—see Rule 43 (pages 16 and 17)."

This notice also makes plain the reasons for the Telegraph Stations at Huddersfield, Heaton Lodge and Thornhill L.N.W.—to control and co-ordinate the Huddersfield-Leeds trains of the L.N.W. as they cross the L. & Y. main line.

On the rest of the line at certain locations the shorter time intervals were also worked as the following notice shows:

"To Signalmen at Bradley Wood Junction, Brighouse, Elland and North Dean.

They will observe that the passenger trains between Bradley Wood Junction and North Dean Station are timed to run at intervals of 2, 3, 4 and 5 minutes; they are therefore required to stop (with the signals) any second train which may arrive within the five minutes, and to inform the Engine Driver what has gone before and that he is to proceed with caution—see Rule 43 (pages 16 and 17).

NOTE: the above special instructions to signalmen only apply to Passenger Trains which run in connection at the next station; all other trains must stop the full five minutes according to the Rule 43 (pages 16 and 17)."

From these two notices it becomes apparent that there was no official connection between the telegraph and the movements of trains as worked by the signalmen. This lack of co-ordination becomes more apparent with the following:

'GENERAL ORDER No.88

Many instances have been lately reported of the irregularities of Telegraphing the Departure of Passenger Trains, as arranged at the several stations.

Therefore Special Attention is called to the Station Masters, Inspectors and others concerned, that in future ALL irregularities in the receiving of Telegraph Times—the Passenger Trains passing or leaving the previous stations, are to be daily reported to this office.

In the absence of any Telegraph Message, the Goods Trains must be shunted for the Passenger Trains to pass, if not more than Ten minutes in advance, in accordance with Rule 83 (pages 28 and 29), see also Rule 219 (page 74).

Superintendent's Office,
Wakefield. December 1869"

Another notice from the November 1869 Appendices throws further light on how traffic was worked

"NOTICE—TRAINS PASSING THROUGH TUNNELS TO ENGINE DRIVERS & GUARDS.

The Guards must not rely upon the Telegraph for the protection of their Trains, but in all cases of stoppage—to run back immediately with the necessary Signals, and protect their trains as per Rules 191 and 192—see Pages 67 and 68 of the General Rules and Regulations of the Company. These regulations will also apply to Guards with Goods Trains—see Rule 214, page 73; and to Engine Drivers with Engines when not attached to Trains—see Rule 128, page 44.

TO ENGINE DRIVERS, GUARDS AND TUNNEL SIGNALMEN

The practice of coupling Two or More Trains together in passing through Tunnels is considered very dangerous, and must therefore be discontinued; anyone disregarding this notice will be severely dealt with."

also this

"The Two-Armed Semaphore Signal fixed at the Station controls the 'Up' and 'Down' Main Lines and the Level Crossing, which is to be put up and kept at Danger when an engine or train has passed, until the line is clear, or when vehicles have to cross the line.

The Bell fixed at the Station must be rung in all cases when a train or engine is due (according to the Timetable) to warn People having to cross the Line at the Level Crossing."

All these notices are from the "Dark Period" of the L & Y but it must not be thought that the railway was not being improved, valiant efforts were being made to increase the capacity of the whole line as the following notice shows:—

SOWERBY BRIDGE STATION

The Loop Line on the 'Up' Line side will be open on Saturday January 1st 1870.

When Goods Trains arrive immediately in front of Passenger Trains being due, they must be turned into the Loop Line at the Coal Siding Points (Two Whistles) to or from the loop line.

The Disc Signal fixed at the West End of the Loop Line, will control Trains leaving, and when, or at danger, Engine Drivers must not obstruct the Main Line.

The Loop Line will be closed on Sundays from 6.0 a.m. until 6.0 a.m. on the Monday morning following.

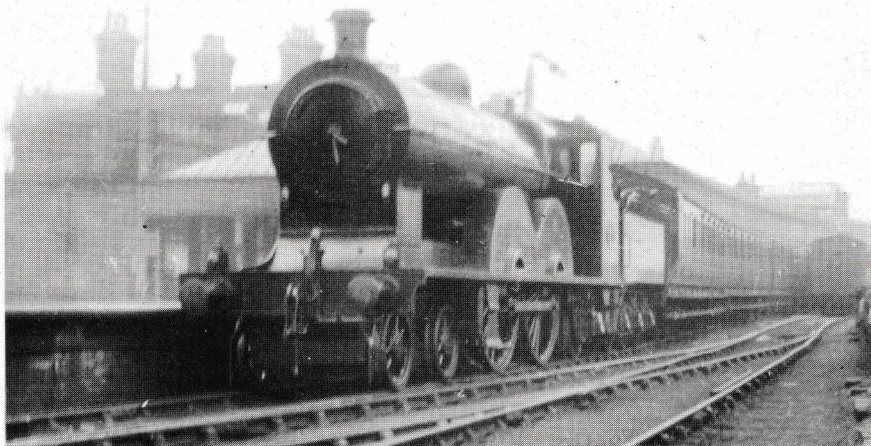
The Pointsman in charge of the Loop must make the signals all right, and lock the facing points before leaving duty; the key being left in possession of the Station Master.

Superintendent's Office, Wakefield. December 1869."

It should be observed that the loop and the signal controlling it are in charge of a 'Pointsman' and not a Signalman. What the difference was is not clear at this moment (1985) and a lot more is still to be found out about the "Pre-Block" period.

From the 1889 Rule Book

234. Every passenger guard must have with him his watch, whistle, and carriage key, and take in his van a red, a green, and a white flag, a box of detonators (not less than twelve), a hand signal lamp and two hand scotchies.



'High-Flyer' No. 1405 leaves Halifax with a Manchester express. The train will be composed of a three-coach set from Bradford and a similar set from Leeds, one of which is visible in this view. Westbound expresses generally combined at Halifax although many east bound trains split at Low Moor.

Reminiscences of the L.Y.R.

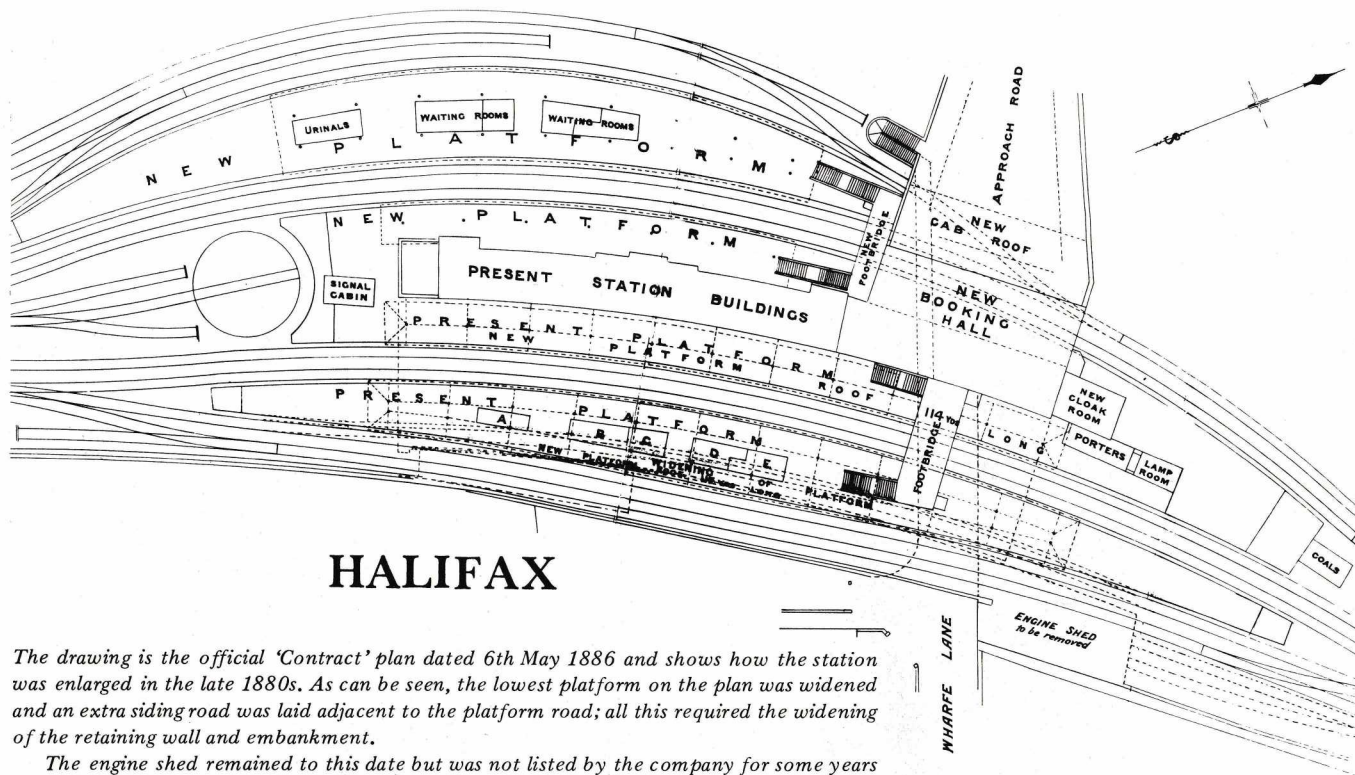
S. SUTCLIFFE

IN 1914 living at Lightcliffe, our nearest station was at Hipperholme which was at the foot of Tanhouse Hill and to get to Halifax it was more convenient to go by tram. Occasionally we went by train however, and as a boy I remember to this day the horsehair seats in 3rd Class, and how uncomfortable and unpleasant they were to a boy in short trousers.

In the early days of the 1914/1918 war, I can recall a series of explosions which took place at a munitions factory at Low Moor and which lasted throughout the day. We lived only a stone's throw from the works of Newton Brooke & Co Ltd who were also engaged on armaments-making at that time, and my father deemed it advisable for the family to make a move to Southport where we lived for some time with his step-mother.

During that period I remember my mother taking me one afternoon on the L & Y electric train from Southport to Liverpool. I was fascinated by the way in which the seats which were of cane, could be reversed for the return journey, also how quiet and clean they were by comparison with the horsehair seating in third class L & Y travel.

Later we returned to live at Halifax and my scholastic career commenced as a junior at Heath Grammar School. It was around that time that I had the oppor-



HALIFAX

The drawing is the official 'Contract' plan dated 6th May 1886 and shows how the station was enlarged in the late 1880s. As can be seen, the lowest platform on the plan was widened and an extra siding road was laid adjacent to the platform road; all this required the widening of the retaining wall and embankment.

The engine shed remained to this date but was not listed by the company for some years previous so was probably not in use. The bit of retaining wall against Wharfe Lane remains to this day as evidence of the position of the engine shed.

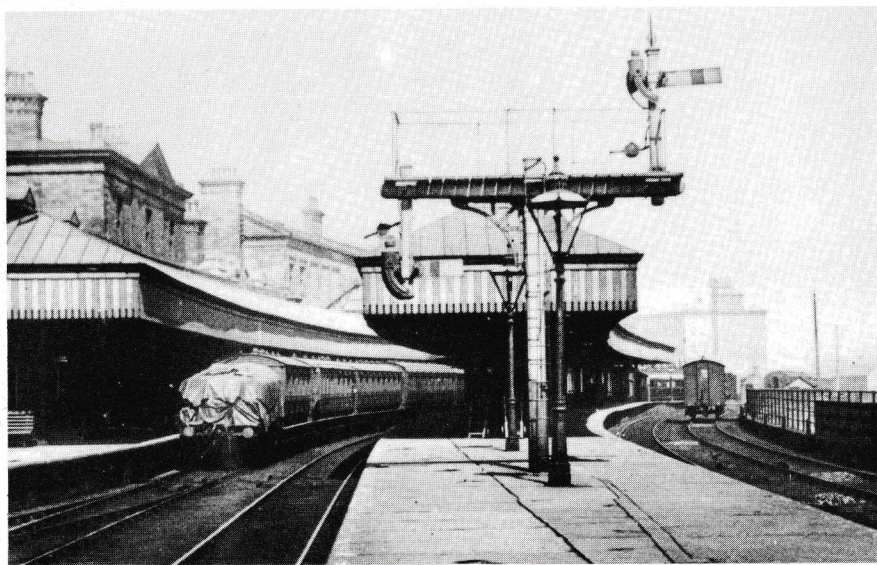
It is not known whether the turntable of 50 ft diameter was removed at the time of rebuilding but it certainly had gone without trace by 1912. (see page 10 of Platform One.)

SCALE — 100ft = 1 inch

tunity of spending an afternoon at Dryclough Junction signal box manned by a relative of my father. Dryclough Junction was where the lines diverged, the left-hand proceeding down the slope to Greetland, Elland, Brighouse and beyond through the Calder Valley to join the main line, whilst the right line crossed the Copley Viaduct and so to Sowerby Bridge and on to Rochdale and Manchester. There was a Notice Board by the Signal Cabin which ordered all goods trains to stop and pin down brakes. A goods was approaching and I was allowed to pull off the signal lever, but owing to a misunderstanding I apparently pulled off the wrong lever with the result that the goods came to a halt and it stood there for several minutes before the signalman noticed what had happened and quickly put the matter to rights.

In 1919 I was to continue my education at a school in York and this involved a journey by train. Being then 12 years of age I was deemed to be old enough to travel on my own and was taken to Brighouse Station to catch the mid-morning express from Liverpool to York. To this day I can recall the thrill of seeing the Aspinall Atlantic sweeping round the curve into Brighouse Station with the porters shouting Brighouse, Wakefield, Normanton, Church Fenton and York.

The journey to Church Fenton was not exceptional, but as we drew into the station I noticed in the adjoining platform there was a North Eastern train from Leeds. Both trains appeared to get the right of way at the same time and the



Halifax station looking east. The train in platform 2 has a sheeted wagon attached to the rear with a six-wheel carriage. It may be scenery stacked on an open carriage truck and a theatrical party in the carriage or just a 16ft Fish Truck running on the back of a service train. There is no way of being sure what it is. On the right hand line stands a Mail Van, another vehicle of which there are few photographs. Behind the fencing is a small hut which is built on the remaining part of the site once occupied by the engine shed.

remainder of the journey was most exciting. First the NER train took the lead shortly to be caught up by the LYR, and then passed. It developed into an exciting race with both trains level right up to the approach signals at York. There both trains were halted and after a delay of several minutes the NER got right of way to proceed into York Station followed by the L&Y.

During my school holidays my mother took me for a ride on the Railmotor between Halifax and Stainland. At that time Halifax Station was quite a busy place, the Great Northern line came down from Queensbury through Ovenden to North Bridge Station and on to Halifax where it had platforms at one side. A Palethorpe's Sausage Van could frequently be seen there and was attached the following day to a return train to Cambridge. A Pullman Coach was always left overnight in a bay platform and was attached next day to a G.N. train which travelled via North Bridge to Queensbury and Bradford, where it reversed out to Leeds and was attached to the Pullman Car Train to Kings Cross.

At that time there were Refreshment Rooms on both platforms at Halifax, and the Railmotor could generally be seen simmering away at the end of the platform.

One evening in winter I remember seeing a friend of mine off to Manchester. Halifax Station is at the foot of Horton Street and behind it rose Beacon Hill on the top of which was the village of Southowram. Southowram was served by Halifax Corporation Tramways but to get there the trams went half way up New Bank and then veered off on a road to the right which went by a less steep route to their destination at Southowram.

It was a very dark night as we waited for the train from Bradford, and my friends's attention was drawn to some bright lights which were moving high on the top of Beacon Hill. He appeared to be fascinated by these lights and when I told him it was a tram. "No!" he said, "trams can't get up there, I mean those lights up in the sky." He took some convincing that it was a tram.

After I had left school and commenced work, we had occasion to visit a small cotton mill on the edge of the moors beyond Rishworth. To get there it was necessary to take the tram to Sowerby Bridge and then proceed by the Railmotor stationed at Sowerby Bridge to Rishworth and then continue on foot. It was double track but one track was occupied from Sowerby Bridge by coaches which were in store.

Every time I went to Manchester Victoria, I always enjoyed seeing the overhead parcels service collecting and delivering to the platforms, and the other thing was the wall map of the L&Y system in mosaic. In spite of frequent visits, only once did I stay overnight at the Exchange Station Hotel and when I opened the door of the cupboard by my bedside, I was delighted to find a Lancashire & Yorkshire Chamberpot complete with the Company's coat of arms. I would never have used it for the purposes it was intended, so I placed it on the dressing table until my departure. I only had a small brief case with me, otherwise I might have been tempted to take it with me. Alas.

From the Minute Book 5th December 1893:

Alleged smoke nuisance from the engine shed at Normanton.

"... ordered that Mr Moorhouse (not present at the meeting) arrange for the N.E.R. to be consulted in the matter as they are joint owners of the engine sheds."

Barton Wright tank engines used for carriage warming duties (Part 4)

BERNARD FIELDING, LL.B.

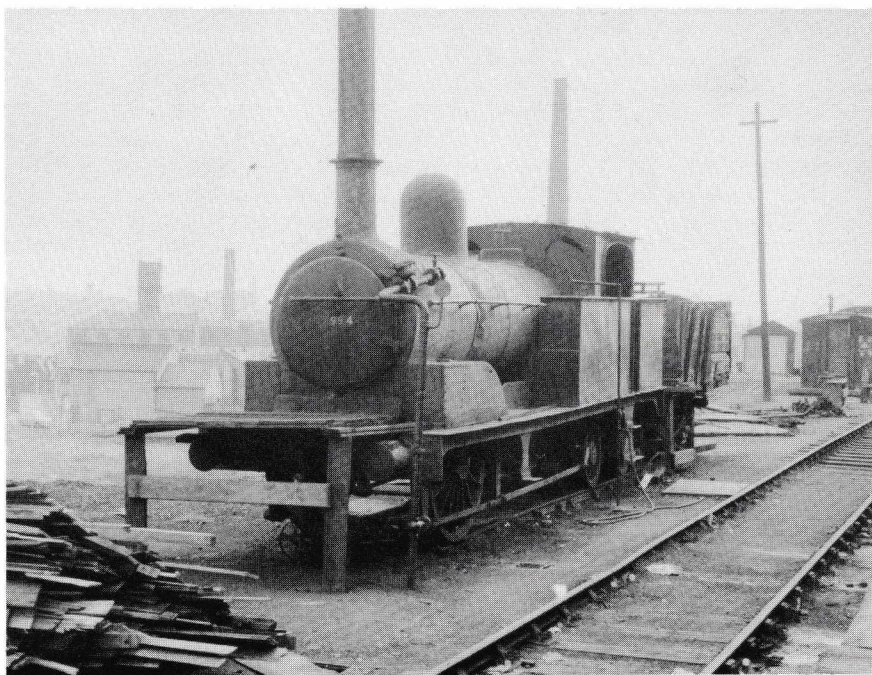
I did not intend to pursue this matter after the instalments in Platforms 1, 11 and 13, but some interesting photos have recently come to light.

It is usual to ridicule "rivet-counters", but a study of rivets has been of great importance in identifying these engines, viz:—

Kitson (and *Neilson*) 0-4-4T. No rivets visible.

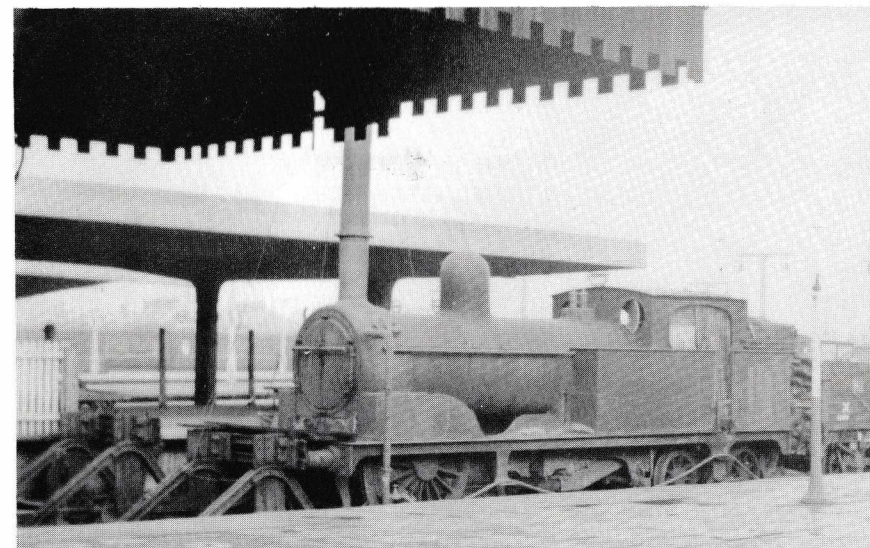
Dübs 0-4-4T. A single vertical row of rivets about half-way along the sidetanks.

Sharp Stewart 0-4-4T. A double horizontal row of rivets about 1/3 the way up the side tanks, and a quarter circle of rivets on the bunker sides.



No. 994 at Cheetham Hill in May 1961.

Photo: John Williams



The Sharp Stewart engine at Blackpool North station.

Photo: G. Coltas

How many engines were there?

I have traced six single-engine L.Y. sites:—Blackpool North, Accrington, Southport, Colne, Irlam-o'th-H., and Red Bank, Manchester; plus, (in later years), three two-engine sites:— Blackpool Central, Cheetham Hill, and Queens Road, Manchester, (giving a maximum of 12 sites). I am not certain, however, that the latter were always two-engine sites.

The L.Y. numbers of 11 engines are known, (see summary).

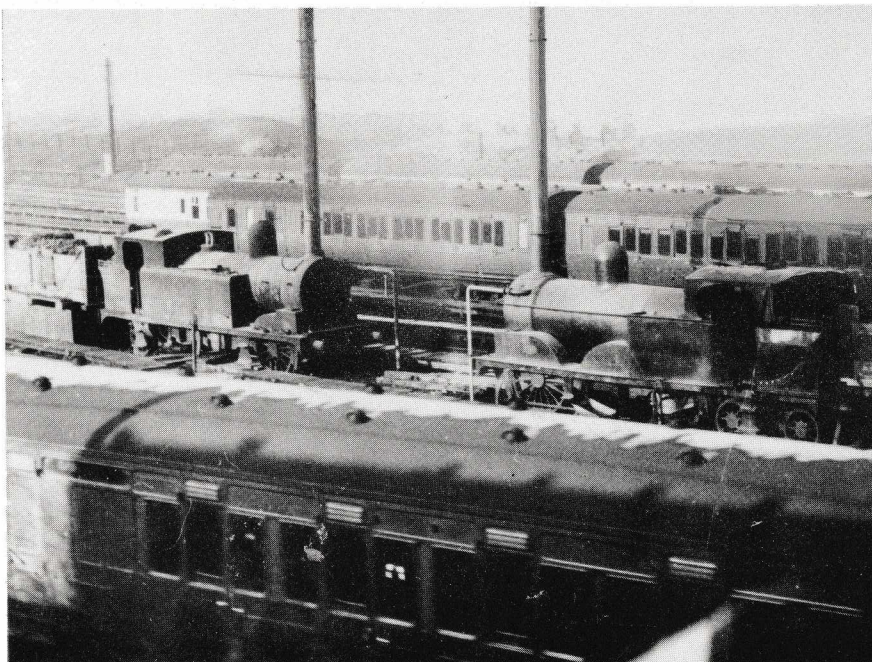
The 0-4-4T were extinct by 1921, so when Dübs 61 went to Longsight (L.N.W.) in 1925, there must have been a reduction of one engine on L.Y. sites, as no 0-6-2T were withdrawn around 1925, to replace it. Presumably 61 came from a two-engine site.

Visits to Horwich Works

Photographs suggest that these engines came into Horwich Works, (in pairs), about every five years. 0-6-2T 247 seems to have been there in 1932, 1937, and 1952. It also appears that they did not always get back to their former sites. The Accrington and Blackpool North engines seem to have changed places in the late 1940's, as do 20 and 636 (from Manchester) in the 1960's.

The following queries remain

(a) The list published in 1950 by the British Loco Society shows a total of 8 engines, with only two 0-4-4T (20 and 636) in Manchester, whereas a correspondent (writing from Manchester), saw two additional ones there in 1955, carrying B.R. numbers 498 (long tanks) and 898 (short tanks). Could the answer be that,



247 (0-6-2T) and 925 (S.S. 0-4-4T) seen from a passing train window at Queens Road in the early 1960s.

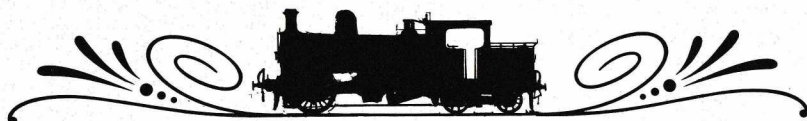
Photo: M. Bland

when the list was compiled in 1950, 498 and 898 were away at Horwich?

(b) A recent photograph shows an engine at Cheetham Hill in May 1961 with "994" on the smokebox door. As Accrington shed closed in March 1961, I am wondering if this is L.Y. 713 from Accrington. It was still at Cheetham Hill in September 1964, and was (possibly) replaced by the "Jinty" in 1965, as it had gone by 1965.

(c) Kitson 636 seems to have been without any boiler handrails in later years. I am wondering if it is the engine shewn in Platform 1, in Horwich Works yard in the 1930's. If so, it must have been like this for about 30 years, (being scrapped in 1967).

(d) I have been unable to identify the engine at Blackpool North, which went to Edge Hill in -/64. As two (S.S.) numbers, (625 and 912), are unaccounted for, one must be the Blackpool North engine, and the other B.R.898 at Cheetham Hill in 1955.



SUMMARY

0-4-4T

L.Y. No

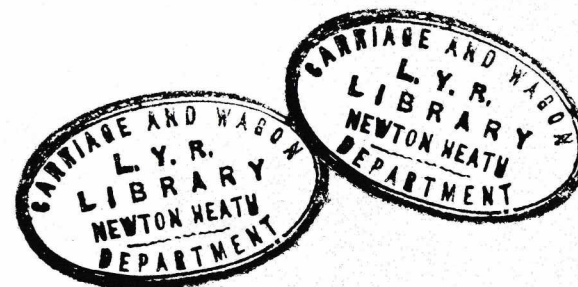
20 (S.S.)	B.R. 925.	In Manchester area -/50,	Queens Road 5/61,
		Cheetham Hill 10/65,	cut up 7/67 at Newton Heath shed.
61 (D)		Longsight (L.N.W.) -/25	Gone by -/50
111 (or 112) (K)	B.R. 498	Queens Road -/55	Gone by 5/61
480 (S.S.)	B.R. 926	Blackpool (C.) to -/62	At Horwich by 10/63
625 (or 912) (S.S.)	B.R. 898	Cheetham Hill -/55	Gone by 5/61
625 (or 912) (S.S.)	Accrington -/45, Blackpool (N) -/50, Edge Hill (LNW) -/64— -/69		
636 (K.)	B.R. 903 (and 6)	In Manchester area -/50; Queens Road 10/65,	cut up 7/67 at Newton Heath shed.
713 (S.S.)	B.R. 994 (and 4).	Blackpool (N) -/3, Accrington -/50,	Cheetham Hill 5/61
			Gone by -/65.
910 (S.S.)	B.R. 1.	Blackpool Central to -/64.	(Station closed 11/64)

0-6-2T.

239 (K.)		Garston Docks (L.N.W.) -/50.	Gone by -/61
247 (K.)	B.R. 511.	Possibly with boiler ex 11612 in -/32	Scrapped 10/62
		Queens Road -/50 to -/62	

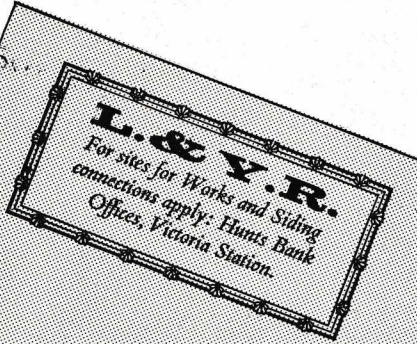
From the L.& Y.R. Committee Minutes 8th April 1890

It was proposed that a library be built at Newton Heath Carriage Works at an estimated cost of £200 and that the Dining Room Committee will pay 5% on that sum in the form of rent.



From a library book purchased by Norman Dale while employed at Newton Heath C.& W. Works.

The Lancashire & Yorkshire Railway was no different to any other railway in the last decades before the grouping. Advertising was regularly placed to entice industry to purchase sites adjacent to their line and of course, the business had then to be handled by the railway company. One such advert of 1916 is printed here together with part of an envelope produced by the L. & Y. and arrived in the mail to our treasurer recently!



N. G. Coates, Esq.,
19 Wallfield Drive,
Ighten Manor,
Burnley



LANCASHIRE & YORKSHIRE RAILWAY.

Sites for Works.

THE Lancashire & Yorkshire Railway Company will be pleased to help Manufacturers by advice in choosing Sites for the erection of Works on its System, and to supply particulars of population, rates and taxes, power, and water, in the different districts through which the Railway runs.

*Applications to be made to Mr. H. Shelmerdine, Land Agent,
L. & Y. Railway, Manchester.*

Hunt's Bank,
Manchester.
July, 1916.

JOHN A. F. ASPINALL,
General Manager.

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