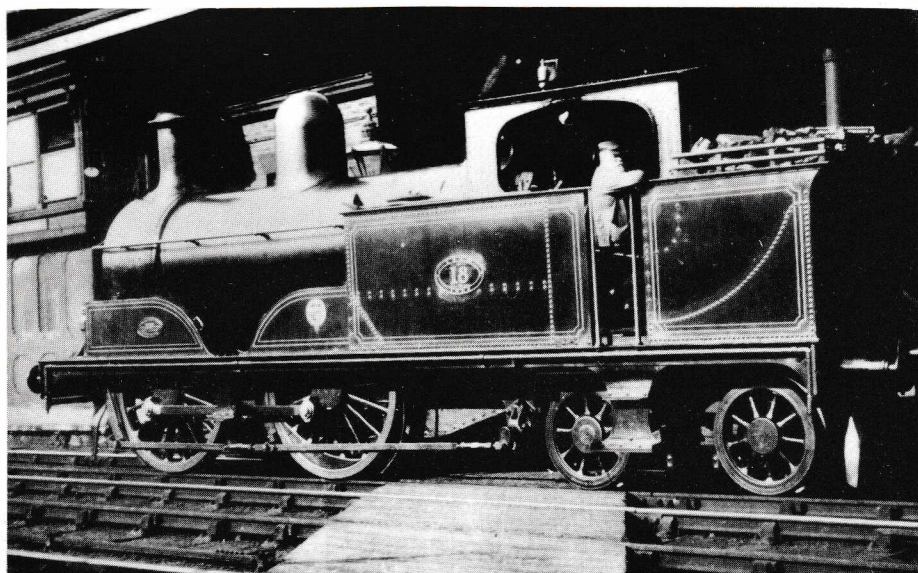


PLATFORM 18



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

Platform 18 is the Autumn edition of the Journal of the Lancashire & Yorkshire Railway Society. Up to four Journals are published each year along with a regular Newsletter and occasional other publications. Members hold meetings every month at the homes of members. For further details of membership, please contact the Honorary Secretary, Mr T. Wray, 17 Chale Drive, Middleton, Manchester M24 2BZ.

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COVER PHOTO:

For 'Platform 18' what better than a view of loco No.18? We could have looked at various engines with that number through the L.& Y. years but this picture of the Barton Wright 0-4-4T gently simmering in the sunlight at Wakefield station in 1905 takes some beating. The curved line of rivets on the coal bunker identify the loco as a Sharp Stewart build and in this case, the makers' plate is on the front splashers. When the engine was built in 1885, it carried the number 919 but received the new number (18) the following year. It was reboilered in December 1896 and withdrawn in December 1910.... a new 2-4-2T taking the number just weeks later.

The venerable driver has arranged a seat of sorts by wedging something across the opening of the cab. The crew were expected to stand all day on most Victorian engines and although a local train might not travel very far, the working day was anything up to twelve hours long.

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Broad Gauge ex-L.Y.R. Engines in Devon; and an 1871 S.O.S. for Engines

BERNARD FIELDING LL.B.

IT IS AMAZING how snippets of L.Y. loco history turn up in the most unexpected places. Reading Vol.1 of the R.C.T.S. book *Locos of the L.S.W.R.* recently, I found a reference to two ex-L.Y. locos, (*Fairfield* and *Junction*), that had been converted to the 7ft-gauge for use in North Devon.

The North Devon Railway (Crediton—Barnstaple—Bideford) was built in the 1850s and was worked from 1855 to January 1863 by the contractor, Thomas Brassey, when it was leased to the LSWR, who purchased it outright in January 1865, and converted it to the standard gauge.

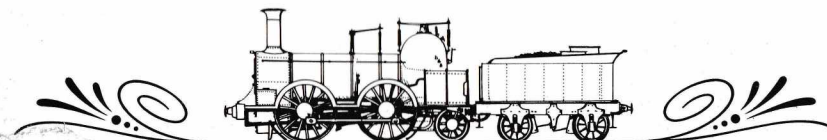
Among the (quote) "weird collection of locos and rolling stock" handed over by Thomas Brassey were two ex-L.Y. 0-4-2's, (*Fairfield* and *Junction*), which were lying derelict by January 1863, and after inspection by the LSWR, were sold for scrap.

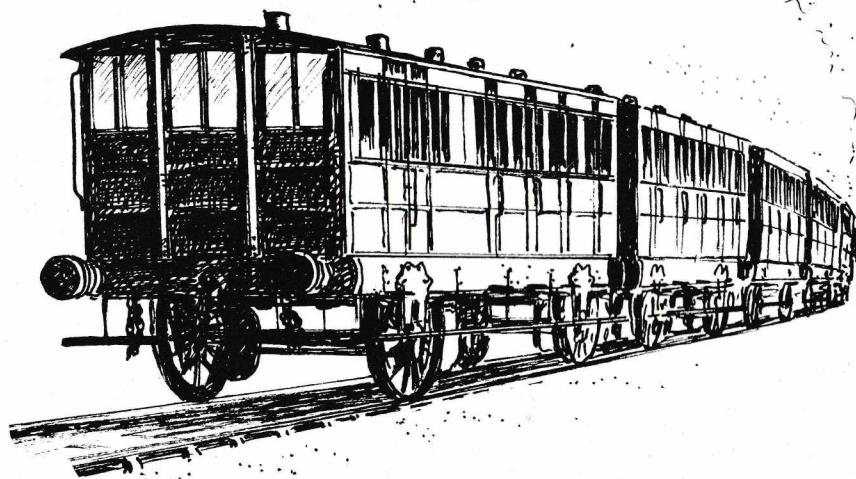
"*Fairfield*" was one of the first engines on the Manchester, Bolton, and Bury Railway, a "Bury" 0-4-0, built about 1838. It does not appear to have carried a M & L number, and was sold to a Wm Jackson, contractor, of Beverley, Yorkshire, just one month before the L.Y. was formed in August 1847. It must at some stage have acquired a pair of trailing wheels, a not uncommon occurrence with "Bury" engines.

"*Junction*" was a Stephenson 0-4-2, being No.5 on the M & L and No.130 on the L.Y., built May 1839, and sold to Mr Henry Holdsworth in February 1855. He was probably a contractor or a dealer, as he bought several L.Y. engines around this time (see Vol.3 of Marshall's L.Y. book for details).

A further piece of information in the RCTS book was that in January 1871 the L.Y. asked the LSWR for the loan of (quote) "several locomotives". Joseph Beattie replied that they had none to spare, but he agreed to sell the L.Y. two long-boiler outside-cylinder 2-4-0's, built in 1864 by George England. They had been built as passenger engines, (LSWR Nos 201-202), but due to poor steaming and rough riding they had been relegated to goods duties. The price was £2,000 each, and the L.Y. could have them on free trial for three months, but they declined. The LSWR then transferred them to their own Engineer's Department, (as *Harrison* and *Bidder*), at a book value of £1,750 each, and they worked ballast trains until broken-up in 1889.

It would be interesting to know whether the L.Y. approached any other railways for the loan of engines around 1871, as the timing coincides with the supply of 101 engines by the LNWR, between November 1871 and October 1874. Things must have been pretty desperate on the L.Y. for them to ask for help from a railway as far away as the LSWR.





The First L & Y Continuous Brakes

GEOFF PEMBER

IN THE L & Y MINUTE BOOK for 17th December 1901, quoted on p.3 of *Platform 17*, there was a statement that the Vacuum brake was the best and that many vehicles were dual fitted with that brake and the Westinghouse which was used by other companies. This is a reminder that in earlier years the L & Y used neither brake but one invented by Charles Fay who was the Carriage and Wagon Superintendent for about 30 years, starting on the Manchester and Leeds in 1846. When he was first appointed the only brakes in use on all railways were hand-operated on the guards' vans and on the tenders of locomotives. It was considered undesirable to subject the cranked axles of driving-wheels to any braking forces in addition to the forces exerted by the pistons, through the piston rods and cranks. The steel available in those days was not of the high quality made now. Even when tank engines were introduced their brakes were fitted to the trailing wheels and not to the drivers. This feature can be seen in photographs of the tank engines built by Yates as late as the eighteen-seventies. The locomotive crew and the guard had to try and apply their brakes simultaneously and to facilitate the exchange of signals between them, the guards' vans often had a "bird cage". In this there was a raised seat so that the guard could look out of it and turn a hand-wheel whose shaft was extended to a convenient height for him.

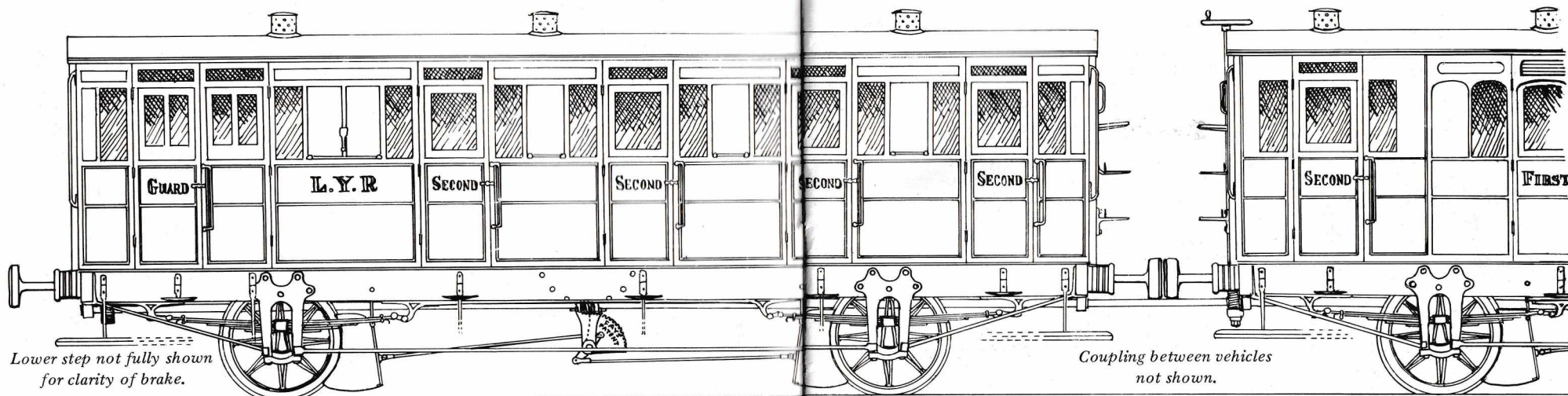
If the guard in the rear van applied his brakes before the loco crew applied theirs it put a great strain on the couplings between the carriages and there were many accidents due to the breakage of these couplings as any sudden jerk could easily fracture the iron of which they were made. There was considerable public concern about this and the demand arose for a form of continuous braking which would apply brakes to the carriage wheels as well as to the guard's van. On the L & Y Fay invented a purely mechanical brake to do this and it became known by his name.

In Fay's brake each carriage was fitted with an iron shaft which was suspended beneath the floor, along the centre line and at the same height in each vehicle. A screw thread on this shaft enabled the brakes to be applied when the shaft was rotated by the guard through gearing in his van. The shafts were joined between each pair of carriages by a square section iron bar. This had a coupling at one end joining it to the shaft of one carriage while the other end was arranged to slide into a square section socket with which the shaft of the next carriage was terminated. These bars thus transmitted the rotary motion from one shaft to the next so that when the guard rotated the shaft beneath his van the brakes in all the carriages were applied. There was sufficient end-play between the square coupling bar and the socket to allow for movement of the buffers. The brake blocks were made of wood.

As a result of public concern about the large number of accidents a Royal Commission on Railway Accidents was appointed to carry out a series of trials of the brakes then in use to see which was the best. The trials were held in June, 1875 on the Midland Railway branch from Nottingham to Newark, on a slightly rising length of track. Trains fitted with eight different types of continuous brake were tested and these included a train from the L & Y fitted with Fay's brake. It was made up in two sections, one comprising a guard's van and six carriages while the other had a van and seven carriages. The locomotive was a Jenkins 2-4-0 with 15" x 22" cylinders and 5'-9" driving-wheels, of the 286 class. It had only a tender brake with wooden brake blocks and was, incidentally, the oldest and smallest engine used in the trials, but it was handled with great skill and determination by the driver.

The first series of tests was to find the distance travelled by a train when the brakes were applied at a known speed. The train drivers were given about three miles to reach this speed which it was hoped would be 60mph but none went as fast as that, the L & Y driver being the slowest at 48.5mph. However, the train made good stops. One was after a shower and it was thought that the slipperiness of the rails was offset by the mixture of resin and sand which Fay had arranged to be plugged into holes in the wooden brake blocks.

Great importance was attached to the tests in which the train was divided by means of a slip coupling as numerous accidents had occurred through the breaking away of part of a train due to a coupling breaking. It was rightly regarded as most desirable that both parts of the train should be quickly brought to rest in such circumstances without any action by the train crew. Fay's brake was generally considered useless in such a breakaway unless it was applied by the guard. However, Fay argued that if a coupling between two carriages broke the carriages would still be held together by the coupling between the brake shafts. The Duke of Buckingham, as Chairman of the Commission, put this idea to the test. But when the train was divided and the engine set back to couple up again the square bar refused to slide into the socket on the next coach and was doubled



up and broken. It was one of the drawbacks of Fay's brake that this could happen when adding extra carriages to a train, thus rendering the brake suitable only for sets of coaches which were permanently coupled. It must, in fact, have been rather hair-raising for a railwayman to have to try and guide the square section coupling bar into the socket of an approaching coach which was being propelled by a driver who couldn't see what was happening between the coaches. The brake was said to be costly, so it was no wonder that after the trials the L & Y went over to the vacuum brake. All the trains fitted with a purely mechanical brake like Fay's could not bring the two parts of a train to rest automatically when a coupling broke. This was shown most dramatically in the second test when the L.N.W.R. train fitted with Clark and Webb's chain brake actually broke in two and gave the passengers a nasty shake-up before the two parts were stopped. What the autocratic F. W. Webb said when he saw his brake so publicly discredited is not recorded!

It is very surprising that the Royal Commission did not insist on a single form of continuous brake being used by all the railways in this country. The Westinghouse brake, using compressed air, appears to have come out best in the trials and would seem to have been the obvious choice. As it was, the L.B.S.C. whose trains fitted with the vacuum brake had given good service on that line had trouble with the ejector on their test train which performed indifferently, so it was perhaps no surprise that they went over to the Westinghouse. On the other hand the Midland, whose Westinghouse-fitted test train had really come out on top in the trials, adopted the vacuum brake as standard! This freedom of choice led to many vehicles being dual-fitted at considerable expense. On the whole the vacuum brake seems to have been the dominant one as in the case of through trains such as those between Liverpool and Newcastle. It was the N.E.R., which used the Westinghouse brake, which fitted some of its engines with a vacuum ejector while the L & Y locos remained vacuum fitted only. One can only guess at the millions of pounds which would have been saved over the years if all the railways had used the same type of brake.

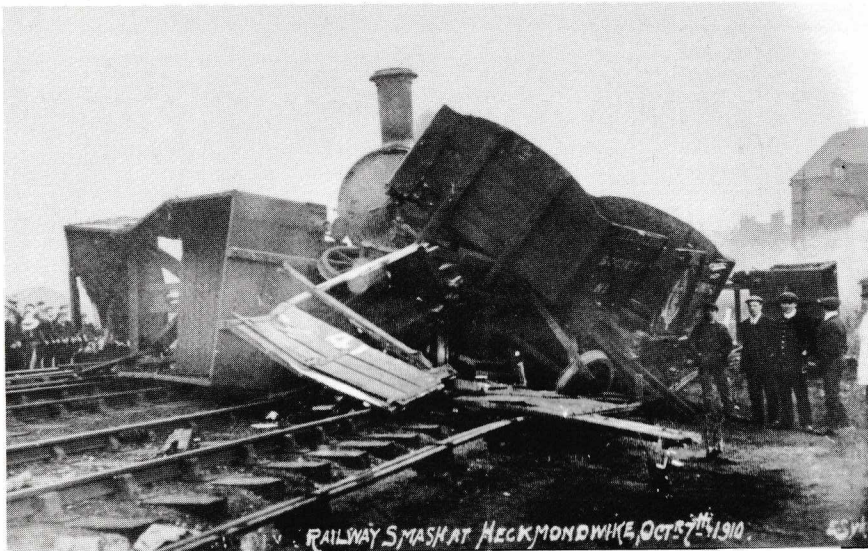
PROTOTYPE NOTES by B. C. LANE

THE DRAWING shows the type of vehicles built with Charles Fay's continuous brake patented in 1856. Every vehicle was provided with a screw brake wheel on the roof or in the end guard's compartment. The brake would only be effective therefore if all brake wheels were screwed down together. The roof top brakes were later abandoned. Six designs are known of and copies of the original drawings are available from the OPC/BR Joint Venture. There was also a birdcage van of which the official drawings have not apparently survived but it is recorded that 42 were in service by September 1860 when there was a total of 42 sets of continuous-braked carriages in service. It was also reported that 84 further sets would be required to fit all passenger trains with the brakes.

Due to the long wheelbase of 18'7", the Caledonian Railway refused to allow the carriages on to their system because the length was too long for (their) sharp curves. (Minuted 20th February 1861).

The livery was varnished teak-colour with yellow lettering shaded black to the right and below. Few photographs of this stock have survived but the illustrations on page 72 of Marshall's Vol.3 include glimpses of them in the background.

Date of drawing	Type	Length over body	Wheelbase	OPC/BR Drg.No.
May '58	Composite 2/1/1/2	25'3"	14'0"	6256
11.11.58	First Class 5 compartment	31'0"	18'7"	6255
15.12.58	Guards Van/Second (illustrated)	29'0"	17'6"	6252
12.1.59	Composite 2/1/1/1/2	31'0"	18'7"	6251
2.2.59	Third 7 compartment 'open'	31'0"	18'7"	6253
30.12.59	First Class 3 compartment	22'3"	13'4"	6254
—	Birdcage brake van	25'2"	14'0"	—



A Tale of Two Accidents

by

J. B. HODGSON

DURING RESEARCH into local railways, one of the society members came across the following item in a newspaper:—

The Cleckheaton Guardian Friday, 14th October 1910

RAILWAY ACCIDENTS AT MIRFIELD & HECKMONDWIKE

On Friday last (7th October), two accidents happened on the line, which had the effect of dislocating the Spen Valley traffic for some hours.

In the first instance, the engine of a luggage train got off the line near Shepley Bridge—between Mirfield and Thornhill—and damage was done to rolling-stock.

The other accident, which had much more serious effects, occurred about half-past three (in the afternoon) on the far side of Heckmondwike station. At the time named an L.N.W. Railway Company's goods train ran through the L & Y station at a fairly high speed, on the 'Up' line, in the direction of Mirfield.

At the time, an L & Y locomotive, which had come from Cleckheaton, was engaged in collecting empty wagons—prior to resuming its journey to Wakefield. Whilst doing this, some of the wagons got on the 'Up' line, and the North Western engine dashed into them. Several of them were smashed, and the debris was carried a considerable distance forward. Detached truck wheels, buffers, springs, and broken woodwork were scattered in all directions, and a large quantity of

Vitriol was spilt. The traffic between Heckmondwike and Mirfield was disorganised for some hours.

Bernard Steele (25) of Crosland Moor, Huddersfield and E.T. Bray of Golcar, Huddersfield—who were in the van of the moving train—sustained slight injury and were attended to by Dr. Prior, after which they proceeded to their homes. The driver and fireman were lucky enough to escape without injury.

The lines to both Mirfield and Thornhill were completely blocked, while on the other side—no trains could approach nearer than Liversedge, until close on six-o'clock, when it was possible to run through by a single line to Thornhill.

This item set me thinking—and after a search I managed to extract the photograph of the accident at Anchor Pit (Shepley Bridge is in the centre)—but without any details! Now, with a date, it was an easy task to tie the two items together, and soon all was known about the happening.

It appears that an engine, probably not the one in the photograph, propelled the van and several wagons through catch-points at the end of a loop, the bridge parapet finally depositing them as seen. No details are known of their recovery.

The next day—another member called to see me, and produced another photograph—titled and dated as you can see—to co-incide with the newspaper article.



In passing, it might be worthwhile to comment upon the reporting of the accidents—from a railway angle!

The LNW train was a regular timetabled train conveying LNW traffic from Bradford to Huddersfield.

The L&Y train was the afternoon 'pick-up' working towards Mirfield, —and probably because of the crowded state of Heckmondwike yard, a regular cause of complaint, had placed (or left) empty wagons on the main line, together with a full Vitriol tank from Low Moor. Whether the signalman at Heckmondwike Junction Box was aware of these, or if he had forgotten them when accepting the LNW goods we will probably never know. The final resting place of the wreckage was across the junction, blocking both lines. Low Moor breakdown crane and gang cleared up afterwards, the LNW engine (an 0-6-0) went back to Hillhouse under its own steam.

One other interesting point is the use of 'luggage train' in the report of the first occurrence, leading me to the conclusion that the person writing must be elderly—the use of this name for goods trains went out of railway use in the late 1860's!

PICRIC ACID

G. H. FOXLEY

SOME INACCURACIES crept into the article on Explosives vans in the last edition of the journal. The true facts do however explain some of the unusual fittings applied to the 'Special Gunpowder Vans'.

First of all, Picric Acid is not a constituent of T.N.T. as stated. T.N.T. (Trinitrotoluene) came into use in the First World War and is made by nitrating toluene to produce the explosive material. Picric Acid (Trinitrophenol) was used as a shell-filling under the name of Lyddite since it was first tried as an explosive at Lydd. The latter is very sensitive to shock and friction and not as easy to handle as T.N.T.

The problems of moving Picric Acid on the normal type of van will be readily understood, for the presence of a few grains of the substance could spell disaster. Sliding-doors are a ready-made grinding system for such an explosive material and the fitting of cupboard doors would be an obvious first step improvement. The original Gunpowder Vans were lined with lead as a safety measure but when Picric Acid came along, this was another hazard. Lead Picrate is highly sensitive and so the rubber lining was a very necessary modification to the Gunpowder Vans. One wonders whether this was where the 'Special' came to be added to the original title?

Rubber mats too were necessary because the Picric Acid was so sensitive to shock and friction. Contact with concrete floors might form the friction-sensitive calcium salt. In more recent years, Picric Acid has been sold in glass containers also containing water, but for shell-filling it was only feasible to supply in dry crystallised state.

An understanding of the properties of Picric Acid therefore explains the alterations and modifications to the previous vehicles made to carry Gunpowder. It also shows how easily an explosion could take place and the dreadful disaster at Low Moor in 1916 was almost predictable.

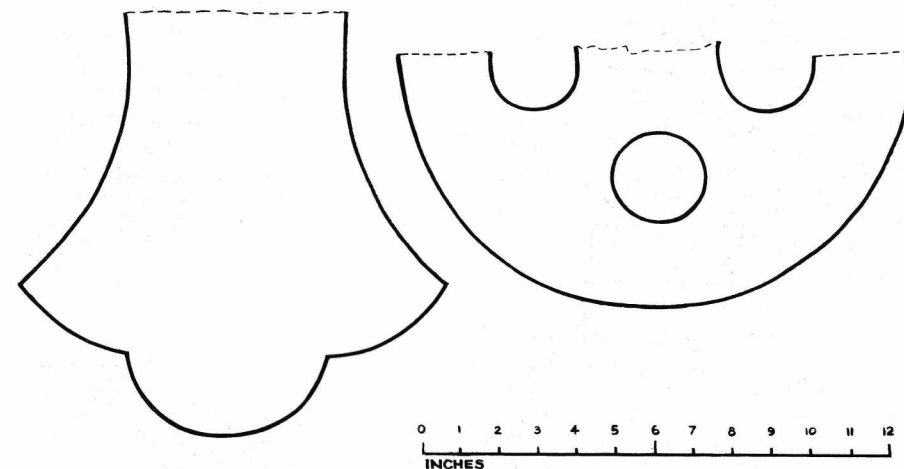
Heywood Station

G. H. FOXLEY

THE most interesting photograph reproduced overleaf comes from the Rochdale Libraries local collection and is dated by them as 1910, although we have a suspicion that the date might well be a decade or more in advance of that date.

The most interesting part of the photograph is the decorative valance applied to the edges of the station canopy. Of all the different styles of valancing used by the Lancashire & Yorkshire Railway, this design is by far the most ornate. We have no record, at the moment, of this design being used anywhere else on the L. & Y. system and would suggest that the design was confined to just this one line and its stations from the opening, possibly as early as 1848. The new 'through' station on double track, turned off sharply to the left just short of the original terminus. The line was engineered by Hawkshaw and built by George Thomson. The private owner coal wagons in the far distance are standing on the lines which were originally the terminus area.

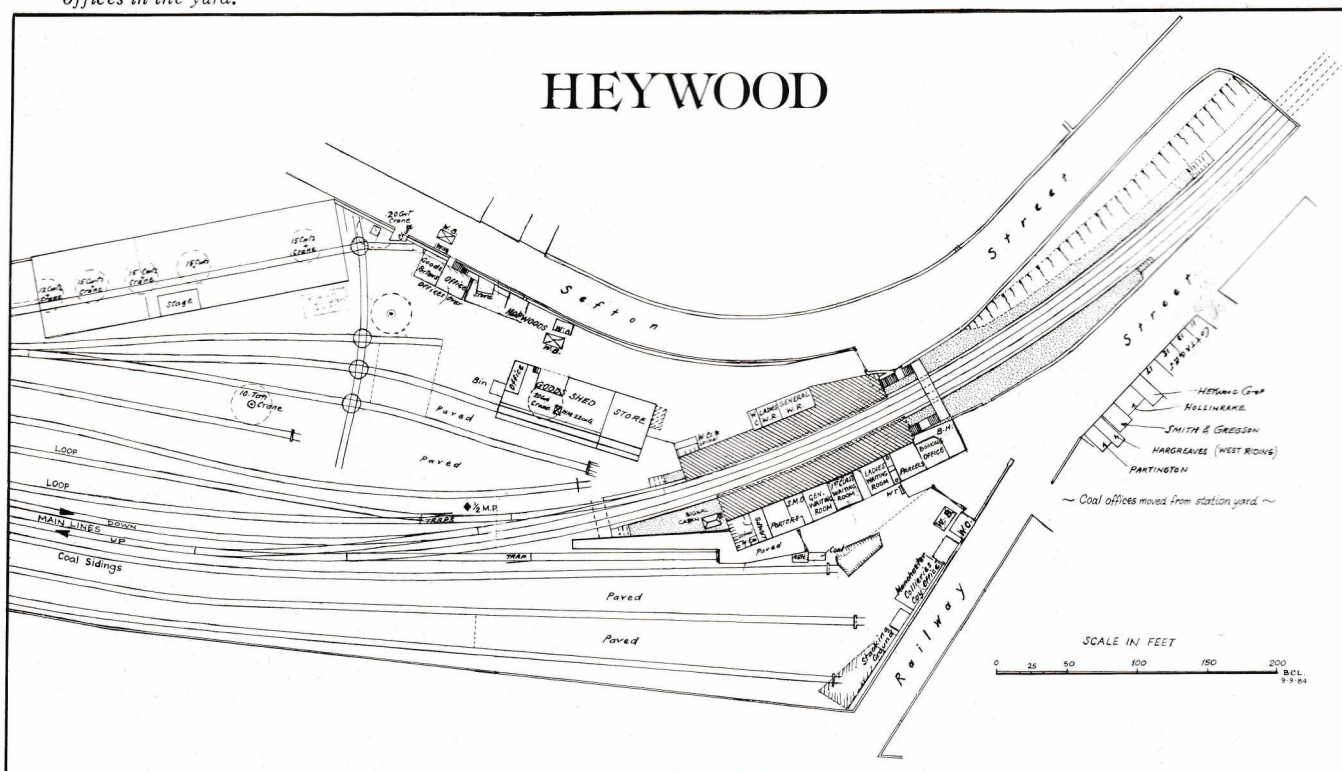
When demolition was in progress, I managed to save a piece of the valancing which is reproduced herewith. Also of interest, to complement the photograph is a track plan of the station which, due to its compactness, would probably make an ideal prototype for the modeller.

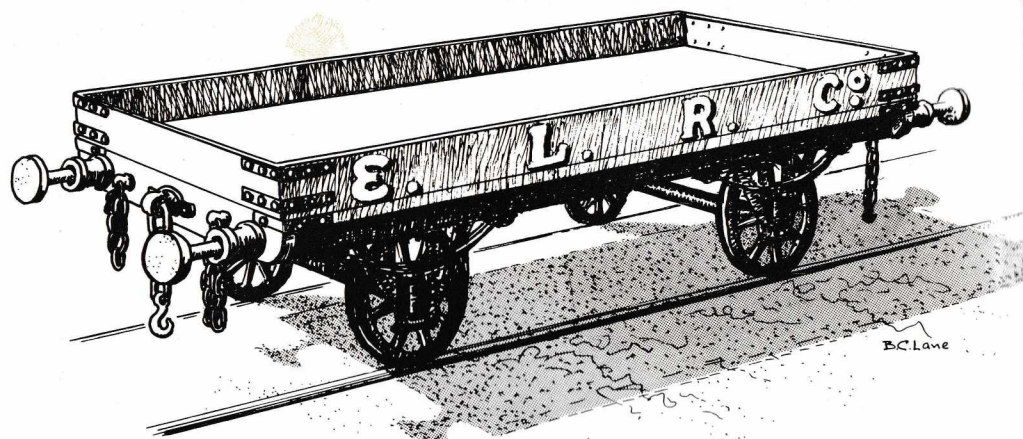




All attention is focused on the photographer, even though a train is signalled to arrive in the Castleton platform. Tucked into the corner on the left is the original 'station' signal box which appears to be of Smith & Yardley type. The box was replaced by a standard type in 1906 but was still shown on an L.M.S. rating plan and marked as disused. A carriage can just be seen behind the box on the short platform used as a bay or loading dock. Although the main goods yard was behind the station buildings on the right of the picture, coal seems to have been concentrated on the three sidings to the left. The full complement of wagons in the sidings represents all patterns of the older designs of private owner stock. Presumably, all the better known P.O. wagons could be seen here for Manchester Collieries Co., Hollinrake, Hargreaves (West Riding) Ltd., Smith & Gregson, Partington, and Heywood Co-op all had offices in the yard.

HEYWOOD





Wagons of the East Lancashire Railway

NOEL COATES

I NEVER THOUGHT the day would come when I would be able to write a piece to the title above. After nearly 20 years delving into early local railway history, in particular the ELR, information about the wagons had managed to keep itself very deeply buried, to the point where it was thought to be non-existent. Several years ago Peter Gibb found a photograph in an exhibition about Old Preston, of Butler Street Goods yard at Preston which was clearly quite old, copied it and let us all have a look; that photograph is on p.25 of Platform Nine. Eventually, in the very recent past, a wholeplate copy from the original print has been received, is the subject of this article and is probably one of the single most important documents concerning early goods stock which we have. It is also the first occasion on which a picture has been repeated in Platform but this repetition is deemed valid because of the valuable nature of the material it displays. In the fore and middle ground are 20 goods wagons, many of which clearly display their East Lancs Railway origins, divided into seven types. All vehicles in the background have been discounted because nothing conclusive can be drawn about them.

For the Amalgamation Act of 1857 the wagon stock totals of the ELR were presented thus:—

Goods waggons	1,531	81.8%
Cattle "	77	4.1%
Ballast "	40	2.2%
Coal, Coke & Mineral	135	7.2%
Breaks	25	1.3%
Covered Goods	26	1.4%
Timber waggons	38	2.0%
Total	1,872	100 %

A further 204 wagons, types unknown, were on order or in the process of being built. Thus the 20 wagons on display, which I am assuming are all ELR because this is the ELR goods shed and other companies' stock went to their own warehouses, represent about 1% of the ELR's total stock; there being no ELR Diagram Book the descriptions which follow are purely my own, there are:—

- 11 one-plank opens c. 16ft long
- 1 one-plank open c. 14ft long
- 2 four-plank dropside waggons (with coal)
- 1 covered goods
- 1 cattle waggon
- 1 break van
- 1 high rounded-end waggon
- 1 two-plank open
- 1 end-door coal waggon with partition

To further identify them they are listed by track numbers, lowest in the foreground.

Track 6	16' 1 plank,	16' 1 plank,	16' 1 plank,	16' 1 plank,	Cov G.
Track 5	Break			16' 1 plank	
Track 4	16' 1 plank				Cattle
Track 3	3 x 16' 1 plank,	14' 1 plank,	2 x 4 plank drop,		end door w.
Track 2		2 x 16' 1 plank*,	High end w.,		2 plank w.
Track 1		clear			

(* incl 3 'boxes')

The photograph reveals some wagon practices well-known almost to the present day such as the sheeting-over of loads, the use of smaller containers or 'boxes' and the general size of goods vehicles. The features which were improved upon over time are brakes, in this case wagons are either unbraked or feature one wooden sledge brake on one side only; buffers, either wooden dumb ones or a short shank-type which may well be the stuffed sort; couplings, three small links plus a hook although there is the usual drawhook and many vehicles have drag chains as well (with a non-continuous drawbar there must have been many partings of trains); finally there is the lack of decent bracing on many opens, the one-plankers have no end stanchions and where the corner plates should be are just iron corner bands.

One appeal of this photograph is that the lettering of the ELR is shown, the liveries must be conjecture as regards colour. Four of the one-plank wagons have a common style of lettering "E. L. R. C9" (shown in the drawing) which seems to be white shaded black to right and below but none of them reveal a number, the 'boxes' are numbered so there is no reason why the wagons shouldn't be either in paint or by number plate. As to livery I would guess at lead grey which is gradually getting lighter the longer it is on, certainly these wagons look very pale so they could be plain wood. The ironwork is all dark, probably black. Details of the wagon sheet are visible, quite similar to the legend on the wagon side but without the full stops. The sheet number is below the 'L' suggesting that is roughly the centre of the sheet lengthways and there is a small narrow line centrally placed on the end of the sheet, is this to act as a halfway mark for shunters and loaders? Sheet 30 is clean and it looks to be white lettering on a black background.

continued on page 16



Now to the wagons themselves. The one-plank opens have had some features discussed already but their general shape and size make them very similar to the L & Y product in use up to 90 years later. They look to be 16 feet long, perhaps longer, on a 9-foot wheelbase. There is one plank which rests on the siderail but the sides are fixed only with the corner straps and what seems to be a turnbuckle from the underframe not sideknees. There are no end stanchions, which seems strange to us, and neatly-rounded corners to the headstocks. Solebar detail is difficult to discern as the photograph is taken against the light but the axleguards seem to be fixed only with boltheads and no other ironwork or crown plates. The single brake shoe is activated by a long lever. The type seems to be the ELR 'maid of all work' carrying the 'boxes', barrels, crates and sacks as well as storing wagon sheets. The 'boxes' are interesting in themselves as the end ones have all four sides in place but the centre ones have only three, it appears that the other side is held by hooks and eyes and is totally removable—being dumped on the floor of the 'box'. Eyes for lifting the 'boxes' off the wagon are an extension of the ironwork on the sides. There is one shorter one-plank open which is probably an earlier design as it has dumb buffers.

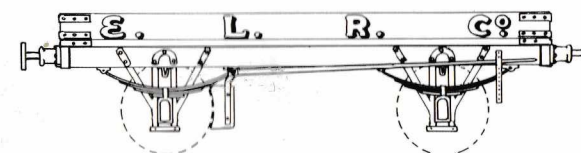
The two-plank wagon on the extreme right of the photo has very little discernable, it is impossible to tell whether it has fast sides or is a dropside but it does have buffers but no end stanchions and no corner ironwork is visible.

The high round-end wagon, also Track 2, is a typical product of this era. The sides have outside framing with a cross on the centre section. There are no breaks in the top frame member and I can only presume these are fast sides with horizontal planking. The ends are vertically planked on the outside, horizontal on the inside and these ends are fixed in a peculiar fashion in that the outside framing of the sides extends around to hold in the ends.

On Track 3 are two round-end four-plank dropside wagons with dumb buffers being used as coal wagons. There are no end stanchions and the fastening is on the third plank up, not the top one which was favoured later in wagon history. Last on this track is an oddity which features a round-end closer to the camera and an end-door at the other. Judging by comparative height four planks have been used again. The peculiarity of this wagon is what appears to be a partition cutting the wagon in halves, one half loaded, the other empty. This is likely to be one of the experiments people tried when railways were in their infancy but it was found to be not as useful as the ordinary open wagon and was never developed further. No sprung buffers are visible and the dumb type seems more likely.

The cattle wagon on Track 4 looks most interesting, with the outside framing and slatted ends as well as sides there is a Midland flair to this vehicle. Very little joins the body to the underframe and the framing doesn't seem to be as thick as on later cattle vans. The doors appear to be full height, i.e. no dropflap to help cattle get in and they are braced similar to the sides. The usual buffers of the time are fitted and drag chains but, apparently, no brakes. In view of the sheet covering, the wagon is probably roofless but quite what it is carrying is a mystery as it's very lumpy under there.

Now for the break on Track 5 which is another outside-framed vehicle and of slightly more solid appearance and undoubtedly four-wheeled. The hole at the end seems to be for a tail light and there is one nice light in situ on the side. The only places which might be glazed are the pair of narrow panels in the centre of the end. The roof shows no signs of a chimney for a stove and a further instance of the early railway hardiness was to have the portion with the brake standard

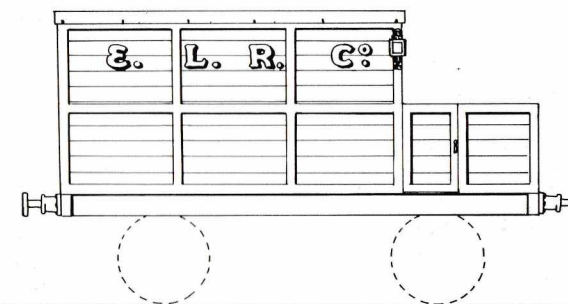


open to the elements, which seems to be the practice here. Access to the van was by a hinged door at each side of the 'wagon' end hard up against the covered part. The photograph is against the light so there is nothing to confirm or deny many features. Also, with a one-plank open right in front of the break much valuable underframe detail has been covered over.

Finally on Track 6, after four one-plank open wagons is a covered goods. After much consideration I have come to the conclusion that the whole roof slides sideways towards the end of the van we are looking at and in the absence of any confirmation of cupboard-type hinged doors there is the possibility that the 'doors' are a vertical extension of the roof and slide with it, another early experiment? The alternative is doors which slide inside but this leads to loading difficulties. The end looks very 'L & Y' to me and there are end stanchions for the first time, they hold together horizontal planks but it is impossible to pick out any detail on the sides.

All in all this is a fascinating collection of early Victorian wagonry. Judging from the shadows and knowledge of the area I would have placed the photograph as being taken about 2 o'clock in the afternoon when lots of light was available and a time of several seconds as the horse by Track 6 has moved a little. Further shadow guesswork suggests June or July. Pressed for a year I think you could pick on any from 1858 to 1865 or so but things are still lettered ELR and this is that company's goods shed so I fancy 1860 personally but there is nothing conclusive.

Two questions remain, in my mind, why is the photograph taken against the light, three hours earlier and the sun would have come over the photographer's shoulder. Secondly, why should anyone want to take such a boring photograph apart from being sure that nothing will move?



HER MAJESTY'S MAILS (or, It's Quicker by 'Goods' !)

J. B. HODGSON

FOLLOWING MANY COMPLAINTS to the Post Office in the 1860-70 period, as to the time taken for letters to cross the country, an investigation by the P.O. showed that the parcel service (Tranships) run by the Lancashire & Yorkshire Railway was providing a much more reliable service in the two counties than was being achieved by H.M. Mails!

Therefore, following various meetings and discussions with H.M. government, it was finally agreed that the Post Office and the L.Y.R. should enter into an agreement—allowing the mails to be carried on the Tranship trains. Thus the L & Y became the *only* railway allowed to carry 'The Mails' by goods train!

Local mail bags were delivered to the railway station, and from there were sent by *passenger* train to the nearest station on the main Tranship routes in the area. Here the mailbag would become just another tranship item and be included in the requisite pile of parcels etc. on a hand-barrow awaiting the arrival of the tranship train.

Similarly, at the end of its journey, the mailbag would probably finish its rail journey by *passenger* train—particularly if it was to a smaller destination probably not served by one of the tranship vans.

With the growth of the Parcels Service offered by the railways in general, and in particular by the L & Y Tranship service, the Post Office in that area concentrated on the latter post to a much greater degree and much use was made of a more frequent service—so much so, that on the main cross-country (Wakefield-Manchester, Todmorden-Liverpool, and Sowerby Bridge-Liverpool [via Rose Grove] and returns) tranship trains—it was found that there was sufficient mail traffic to allow special vans to be set aside as mail-vans.

Tranship Vans (where possible—of Diagram 25a) which included guard's accommodation—were generally used as mail vans, but in 1910 new stock on a longer wheelbase was provided. This special van—to Diagram 77—included windows and was equipped with roof-mounted oil lamps. This allowed rudimentary sorting of the many small satchels of mail to be sorted into larger mail-bags for the main destinations such as Blackburn (for the Hellifield line, Colne line, etc.). By whom this was done—L & Y Tranship Porter or H.M. Postman has not been elicited.

At Grouping (or shortly afterwards) the Post Office concluded the L & Y Agreement and from c1924 all mail was carried by *passenger* train exclusively. About the same time, the Big Four dropped their 'Small Parcel' traffic (under 14lbs.) and introduced a General Goods scheme. This allowed the Post Office in the L & Y area to step in with Parcel Mail again—thus the parcel traffic was then delivered by the P.O. rather than the railways.

The ex-L & Y mail vans were classified by the LMS as 'N.P.C.S.' and at least one was painted *red* with yellow 'panelling'!

The last sighting I have recorded is in 1947, so they were probably scrapped around that date.

EXTRACTS FROM APPENDIX TO W.T.T. DATED OCTOBER 1894.
P.121:

Hull-Manchester Mail Bag This bag will cease to be worked by the 12.40am Normanton to Horbury Junction from Normanton to Wakefield and thence by the 10.45am Hull to Manchester Pass.; but will be worked as follows:—

Normanton—Halifax by 3.22am Pass. from N'mnt'n to Halifax.

Halifax to Manchester by 3.50am Pass. from Leeds to M'chtr.

On Sundays will continue to be worked by 3.35am Normanton to Oldham Road and be delivered at Oldham Road on Sundays.

The 3.35am Normanton-Halifax (Su E), 3.35am Normanton-Oldham Rd (Su O) and 11.30pm Hull-Bradford (S O) only convey Bradford mails when the Bangor or York mails will miss the Midland connection at Normanton.

(The Bangor Mail was the LNW mail-train which ran between Leeds and Holyhead)

All the mails etc., hitherto put out at Thornhill by the 3.35am Normanton-Halifax on weekdays, must be taken forward to Mirfield and put out at that place instead; and the (Tranship) train will cease to stop at Thornhill.

Mails for Cleckheaton Branch On page 154 of the Appendix—the 11.30pm Hull-Bradford should be shown to convey from Thornhill on Sunday mornings, Mails for Heckmondwike, Liversedge and Cleckheaton, and NOT for Bradford (except when the Bangor or York mails miss the Midland connection at Normanton).

Mail Bag—Nelson to Colne A mailbag will be forwarded from Nelson to Colne every Sunday by the 11.55pm (S O) Hollinwood to Colne.

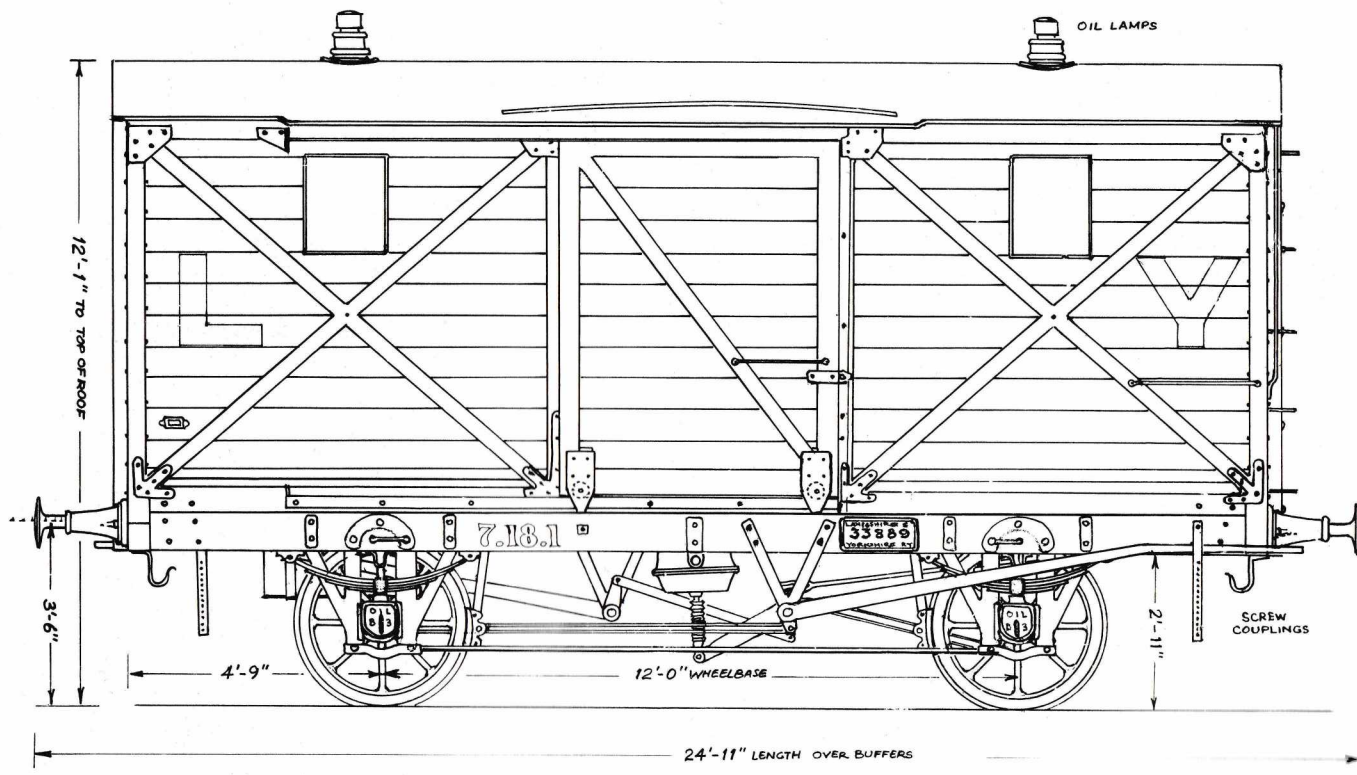
Blackburn to Nelson Mail Bags. The 1.10am Aintree Sorting Sidings to Leeds (Sundays & Mondays Excepted) and the 11.30pm Ormskirk to Colne (Sunday nights only) will convey mailbags for Nelson from Blackburn to Accrington, to connect with the 5.7am Accrington—Colne passenger train.

The 11.15pm (Saturdays train) Southport to Rose Grove will convey Nelson mails from Blackburn to Rose Grove to connect with the 11.55pm (S O) Hollinwood—Colne, which will work the mails to destination.

Working of Normanton to Knottingley Mail Van on return. On Mondays—this van must be worked from Knottingley to Wakefield by the 7.45am Goole—Wakefield train, and from Wakefield to Normanton by the engine and van of the 2.20pm Low Moor—Wakefield. On Sundays, this van will be worked from Wakefield to Normanton South Box with the van, on Sundays, before finishing.

Mails—Kirkham to Lytham and St. Annes. These mails will cease being scheduled to be conveyed by the goods-train Kirkham to St. Annes, and they will be scheduled as being conveyed by the 6.15am Passenger train Kirkham—Blackpool (C).

Parcel Post Van This van, which is conveyed from Preston to Blackpool (along with the mail van) by the 4.30am Preston—Blackpool, must be returned to Preston by the 11.50am passenger train, same as the mail van.



The drawing reproduced here was traced from the original General Arrangement Drawing No. 7242. The Mail Vans were allotted Newton Heath order No. H45 and given Diagram No. 77 in the goods stock series. 8 Built. Running Nos. 33869 to 33876.

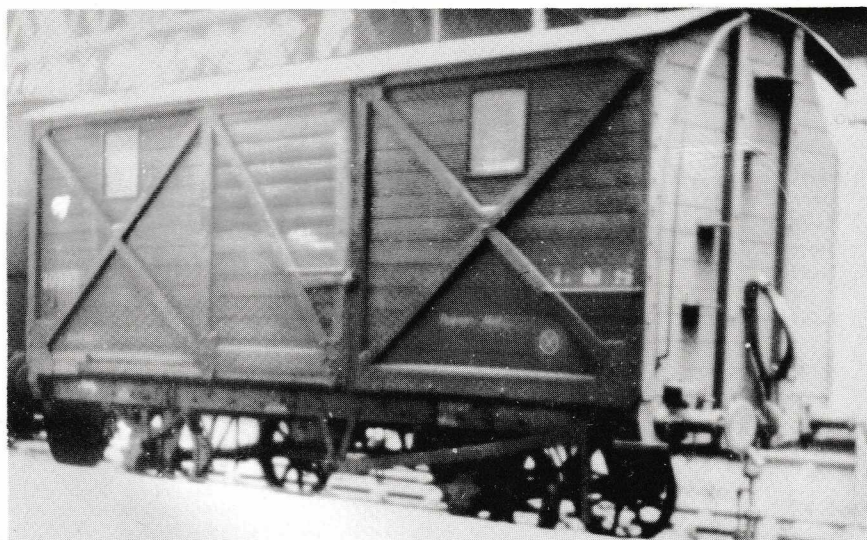
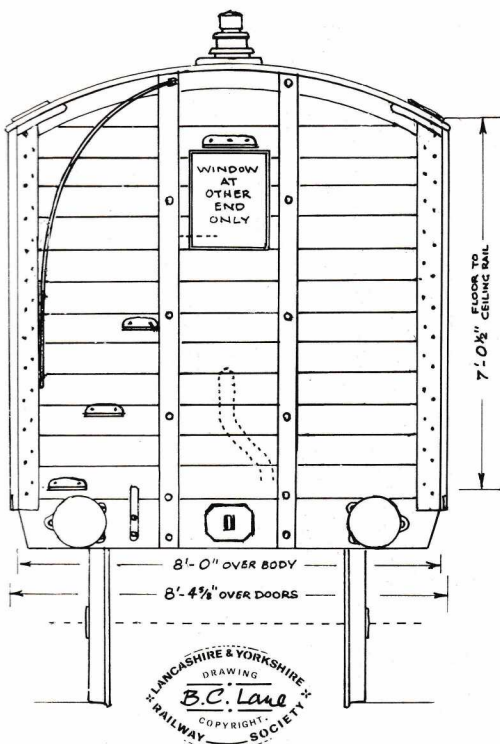
There are several points to note from the drawing. The original has a note in small lettering which is somewhat contradictory, It reads:— "Ascending steps & commodes at one end. Two windows at each side and one at each end, One shelf & one seat at same end of van as handbrake. Door to have inside fastening. Padlock and pin & chain not to be used when guard is travelling in van, Vans Nos 33869 & 33876 fitted with through heating & Westinghouse pipes (Alteration Order 2459/1913)"

As can be seen from the photograph, the end window was not fitted at the same end as the steps (on at least that example) and my drawing should be interpreted in the same way.

A board was fixed on the inside of the end casing "to take the step iron bolts". Note too how the hand rail (commode) is longer on the photograph than on the drawing.

A "standard hand brake wheel & pillar" was fitted at the same end as the steps. A guard's seat over a locker and 2'-0" wide shelf fitted at the opposite end of the van. A further note states that 20 mail bag hooks were fitted to the inside of the van.

Another note reads "for further particulars of van see drawing No. 6177". This was a standard 21'-6" Covered Goods Van with sliding doors and wooden chassis.



Mail van in L.M.S. red livery as photographed by S.N.J.White. The vehicle carries the number 30397 and is lettered in the lower panel at the near end, 'Passenger Mail'.

THE LANCASHIRE AND YORKSHIRE
RAILWAY COMPANY

AND

THE LONDON AND NORTH-WESTERN
RAILWAY COMPANY

WITH

HER MAJESTY'S POSTMASTER GENERAL.

C O N T R A C T

FOR THE

CONVEYANCE OF HER MAJESTY'S MAILS OVER
THE PRESTON AND WYRE AND
PRESTON AND LONGRIDGE RAILWAYS.

DATED 11TH SEPTEMBER 1895.

SOLICITOR,
Post Office.

*The Editor would like to thank J.H.P. Lloyd
for supplying the original copy of the contract.*

CONTRACT

This Indenture made the Eleventh day of September One thousand eight hundred and ninety-five BETWEEN THE LANCASHIRE AND YORKSHIRE AND THE LONDON AND NORTH-WESTERN RAILWAY COMPANIES (hereinafter called "the Companies") of the one part and THE MOST NOBLE HENRY DUKE OF NORFOLK K.G., Her Majesty's Postmaster General (hereinafter called "the Postmaster General" which expression shall mean and include the said Duke of Norfolk and his successors in office Her Majesty's Postmaster General for the time being) on behalf of Her Majesty of the other part Whereas the Companies are Joint owners of the lines of Railway known as the Preston and Wyre Railway and the Preston and Longridge Railway respectively and have agreed to enter into such a Contract with regard to the conveyance of the Mails Guards and Officers of the Post Office over the said Railways as is hereinafter contained Now this Indenture Witnesseth that in consideration of the covenants and agreements on the part of the Postmaster General and of the Companies respectively hereinafter contained The Companies do hereby jointly and severally for themselves and their successors as to the covenants and agreements hereinafter contained on their and each of their part covenant and agree with the Postmaster General and the Postmaster General for himself and his successors as to the covenants and agreements hereinafter contained on his and their part doth hereby covenant and agree with the Companies in manner following (that is to say):—

1. For all the purposes of this Contract the term "Mails" means all letters postcards book packets pattern and sample packets newspapers parcels and all articles which under the regulations of the Post Office in force for the time being are transmissible by the Post and all bags boxes baskets and other receptacles containing the same and also all empty bags boxes baskets and other receptacles used or to be used in carrying the mails.

The term "Train" means one or more Engines and the Carriages Sorting-vans Mail Tenders Waggon and other vehicles drawn thereby.

The term "Inspector General of Mails" means any person Her Majesty's Inspector General of Mails for the time being.

2. All existing contracts and arrangements between the Companies and the Postmaster General for the conveyance of the mails guards and officers of the Post Office over the Preston and Wyre and Preston and Longridge Railways shall be considered as having terminated on the twenty-second day of November One thousand eight hundred and ninety-four.

3.—(1.) Companies shall during the continuance of this Contract convey by their trains from to and between the several places mentioned and specified in the Schedule hereunder written on the days and at and within the hours and times specified in such Schedule all such mails as shall for that purpose be tendered to the Companies or any of their agents or servants by the Postmaster General or any of his agents or officers together with the guards in charge of the same and such other officers of the Post Office as the Postmaster General or the Inspector General of mails shall from time to time require.

(2.) It shall not be lawful for the Companies to discontinue any of the trains mentioned and specified in the said Schedule or to make any alteration in the times of despatch or arrival of the same without first obtaining the consent in writing of the Postmaster General.

4.—(1.) The Companies shall also during the continuance of this Contract and subject to the regulations herein contained convey all such Mails as shall for that purpose be tendered to them or any of their Agents or Servants in manner aforesaid from to or between any station or place on the Preston and Wyre and Preston and Longridge Railways at which their trains shall ordinarily stop and all such guards and officers of the Post Office as the Postmaster General or Inspector General of Mails shall from time to time require by all or any of the other express and ordinary trains of the Companies whether passenger goods or mineral trains which now or shall hereafter run over and upon the said Railways.

(2.) The Companies shall be at liberty at any time during the continuance of this Contract to alter the times of arrival or departure of any of the trains in this clause referred to upon giving to the Postmaster General such notice in writing as may be practicable of their intention so to do but the Companies shall use their utmost endeavours consistently with a due regard to their passenger service and of their travelling public to arrange the times of departure and arrival of the said trains as will be most convenient to the Postmaster General.

5. The guards or other servants of the Companies shall (and except so far as they are required or directed not so to do by the Postmaster General or any of his officers or servants) take charge of any mails sent over the Preston and Wyre and Preston and Longridge Railways in pursuance of this Contract and the guards porters and other servants of the Companies shall at all the terminal and other stations on the said railways assist any officer or servant of the Postmaster General in loading or unloading such mails.

6. The Companies and their officers servants and agents shall permit any guard or officer of the Post Office sent or travelling with any mails to take up receive despatch deliver leave sort and take away

any mails sent or to be sent under this Contract at any terminal or other station on the Preston and Wyre and Preston and Longridge Railways at which the train by which he shall travel shall stop and shall also permit any guard officer or agent of the Post Office to enter upon any station and pass to any platform or other place on the said railways where the train shall stop for the purpose of despatching delivering leaving receiving sorting or taking away any mails respectively sent or to be sent under or by virtue of this Contract.

7. (a.) The Postmaster General shall during the continuance of this Contract and in compensation for all the services to be performed by the Companies under or by virtue of this Contract well and truly pay or cause to be paid (out of such aids or supplies as may from time to time be voted by Parliament and placed at his disposal for the purpose) unto the Companies the sum of 1,140*l.* per annum during the continuance of this Contract (of which sum the sum of 1,100*l.* shall be considered as the remuneration for the services over the Preston and Wyre Railway and the sum of 40*l.* the residue thereof as the remuneration for the services over the Preston and Longridge Railway) by equal quarterly payments on the first day of April the first day of July the first day of October and the first day of January in every year the next quarterly payment to be made on the first day of October next all previous payments having already been made as the Companies do hereby acknowledge.

(b.) The receipt or receipts of the said Lancashire and Yorkshire Railway Company alone shall be good and sufficient discharges to the Postmaster General for any sum of money payable by the Postmaster General to the Companies under this contract in respect of the services over the Preston and Wyre Railway.

(c.) The receipt or receipts of the said London and North-Western Railway Company alone shall be good and sufficient discharges to the Postmaster General for any sum of money payable by the Postmaster General to the Companies under this Contract in respect of the services over the Preston and Longridge Railway.

8. This Contract shall be for a term of five years from the Twenty-third day of November One thousand eight hundred and ninety-four and shall continue in force after such term of five years unless or until it shall be determined by not less than six calendar months' previous notice in writing given by the Companies to the Postmaster General or by the Postmaster General to the Companies expiring on or at any time after the Twenty-second day of November One thousand eight hundred and ninety-nine.

9. If the Companies shall not well and faithfully observe and perform all or any of the covenants and agreements in this Contract contained and on their part and behalf to be kept and performed it shall be lawful for the Postmaster General by notice in writing under his hand at any time to put an end to this Contract and thereupon the same shall be null and void subject nevertheless and without prejudice to any right of action which shall have accrued to the Postmaster General for any breach on the part of the Companies of any of the covenants or agreements hereinbefore contained and subject also to the payment of such proportionate part (if any) of the subsidy payable to the Companies under this Contract accruing between the day up to which payment has last been made and the day on which the Contract shall be determined as shall be awarded to the Companies by arbitration as hereinafter provided.

10. All questions disputes or differences which under the terms of these presents are to be settled by arbitration and any other dispute difference or question which may arise between the Postmaster General and the Companies as to the construction of these presents or the rights duties or liabilities of either party thereunder or otherwise in relation to these presents shall be referred to the Railway and Canal Commission (with the consent of such Commission) and each of the parties hereto shall at the request of the other join in any application to the Commission which may be necessary to initiate or for the purposes of such reference and the provisions of Section 4 of the Conveyance of Mails Act 1893 shall apply to any such reference.

11. It shall not be lawful or competent for the Companies at any time or times during the continuance of this Contract to give grant bargain sell assign set let underlet or otherwise part with or dispose of this present Contract or undertaking or the benefit advantage or profit thereof or of any part thereof or of the several covenants matters and things herein contained.

12. All notices to be given or made in writing by the Postmaster General or the Inspector General of Mails to the Companies under or by virtue of this Contract may be signed by any Secretary or Assistant Secretary of the Post Office or the Inspector General of Mails and shall be considered as duly given to the Companies by being delivered to the Secretary or General Manager for the time being of the said Lancashire and Yorkshire Railway Company or sent by post in a registered letter to or left at the said Lancashire and Yorkshire Railway Company's principal office or station in Manchester addressed to the Secretary of the said Lancashire and Yorkshire Railway Company and any notice to be given by the Companies to the Postmaster General under this Contract may be signed by the Secretary or General Manager for the time being of the said Lancashire and Yorkshire Railway Company and delivered to or sent by post in a registered letter addressed to the Secretary of the Post Office at the General Post Office in London.

13.—(1.) This Contract shall be without prejudice to the rights of the Postmaster General to require the Companies by notice in writing to be given in pursuance of the Act 1 & 2 Vict. cap. 98. intituled "An Act to provide for the Conveyance of the Mails by Railways" or of any other Act to convey or forward the mails (with or without the guards or other officers in charge thereof) on the Preston and Wyre Railway.

(2.) This Contract shall also be without prejudice to the rights or obligations conferred or imposed upon the Companies or the Postmaster General by the "Post Office (Parcels) Act 1882."

14. In pursuance of the provisions contained in an Act of Parliament passed in the twenty-second year of the reign of King George the Third intituled "An Act for restraining any person concerned in any Contract " Commission or Agreement made for the Public Service " from being elected or sitting and voting as a member of " the House of Commons " no member of the House of Commons shall be admitted to any share or part of this Contract or to any benefit to arise therefrom contrary to the true intent and meaning of the said Act.

IN WITNESS whereof the Companies have hereunto caused their respective Common Seals to be hereunto affixed and the Postmaster General hath hereunto set his hand and seal the day and year first above written.

The SCHEDULE above referred to.

Service.	Stations.	Arrival.	Departure.
		<i>London time.</i> A.M.	<i>London time.</i> A.M.
Preston to Fleetwood Night Mail. (Week Days.)	- Preston - - Kirkham - - Poulton-le-Fylde - Fleetwood - -	 4 43 4 58 5 45	 4 30 4 46 5 33
		<i>London time.</i> P.M.	<i>London time.</i> P.M.
Fleetwood to Preston Night Mail. (Week Days.)	- Fleetwood - - Poulton-le-Fylde - Kirkham - - Preston - -	 8 38 9 0 9 23	 8 25 8 49 9 5
		A.M.	A.M.
Preston to Fleetwood Night Mail. (Sundays.)	- Preston - - Kirkham - - Poulton-le-Fylde - Fleetwood - -	 5 14 5 27 5 45	 5 0 5 15 5 33
		P.M.	P.M.
Fleetwood to Preston Night Mail. (Sundays.)	- Fleetwood - - Poulton-le-Fylde - Kirkham - - Preston - -	 7 43 8 1 8 25	 7 30 7 50 8 5
		A.M.	A.M.
Poulton to Blackpool Night Mail. (Week Days.)	- Poulton-le-Fylde - Blackpool - -	 5 10	 5 0
		P.M.	P.M.
Blackpool to Poulton Night Mail. (Week days.)	- Blackpool - - Poulton-le-Fylde -	 8 44	 8 35
		A.M.	A.M.
Poulton to Blackpool Night Mail. (Sundays.)	- Poulton-le-Fylde - Blackpool - -	 5 40	 5 30

SCHEDULE—continued.

Service.	Stations.	Arrival.	Departure.
		<i>London time.</i>	<i>London time.</i>
		P.M.	P.M.
Blackpool to Poulton Night Mail. (Sundays.)	Blackpool - Poulton-le-Fylde -	7 46	7 35
St. Anne's to Kirkham Night Mail. (Week Days.)	St. Anne's - Kirkham -	P.M. 9 15	P.M. 8 57
St. Anne's to Kirkham Night Mail. (Sundays.)	St. Anne's - Kirkham -	P.M. 7 50	P.M. 7 27
Blackpool to Lytham Night Mail. (Sundays.)	Blackpool - Lytham -	A.M. 7 28	A.M. 7 10

The Common Seal of the Lancashire and Yorkshire Railway Company was hereunto affixed in the presence of
CHARLES WM. BAYLEY,
Secretary.

Seal of the
Lancashire and
Yorkshire Rly
Company.

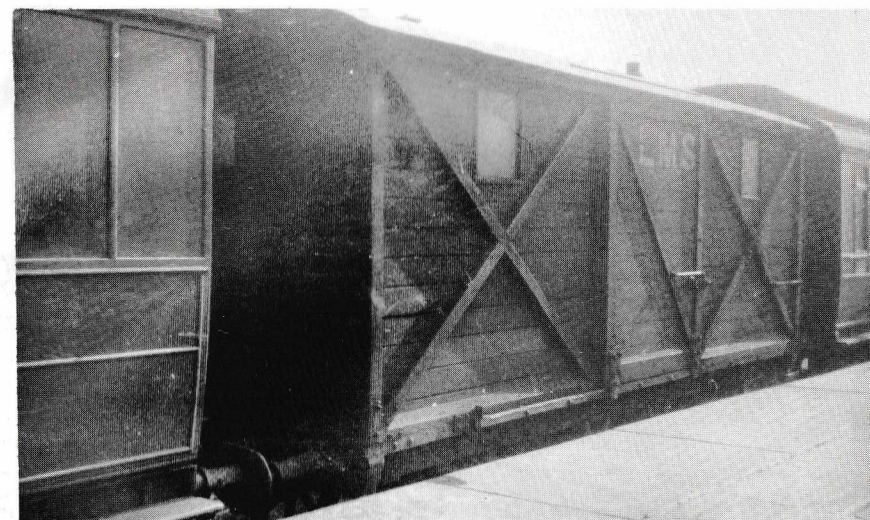
The Common Seal of the London and North-Western Railway Company was hereunto affixed in the presence of
W. R. HAYWOOD,
Euston Station.

Seal of the
London and
North-Western
Rly. Company.

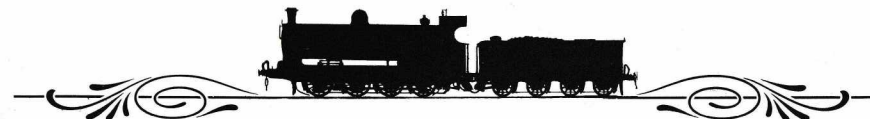
Signed Sealed and Belibered by
The Most Noble Henry Duke of Norfolk, K.G., Her Majesty's Postmaster General in the presence of
ANDREW M. OGILVIE,
Private Secretary to the Postmaster General.

NORFOLK E. M.

Private Seal
of H.M.
Postmaster
General.



A mail van in later years when it had been painted in goods stock grey with LMS in white letters on the centre door. One must presume that it was in general freight use by this time, sandwiched between an LNER van and an ex-Midland van.



From the Minute Book 24.1.1882

Mr Thorley reported that for some time past, engines borrowed from Mr Waller had been used for shunting purposes at Salford Goods Yard and at North Mersey in lieu of horses and had been found to be entirely satisfactory. Mr Wright recommended that three small engines recently repaired and now at Manning Wardle's and one presently in the Company's hands, should be purchased from Mr Waller at £434 each and one of the larger type for not more than £720.

Approved

From the Minute Book 24.6.1884

The Board recommended to purchase ballast wagons offered for sale. 20 from Messrs. Craven of Darnall at £30 each; 12 from J.P. Edwards of Chester at £28 each (delivered to Wigan); 8 from J. D. Nowell at Halifax station at £30 each.

J. D. Nowell offered 12 further ballast wagons, nearly new at £30 each which will only require painting and lettering. Mr Attock asked to examine them and purchase if satisfactory. (24.3.1885)

45 ballast wagons to be purchased from Craven Bros & Co. (7.4.1885)

10 ballast wagons to be purchased from Mr Walmesley at £16 each (8.2.1888)

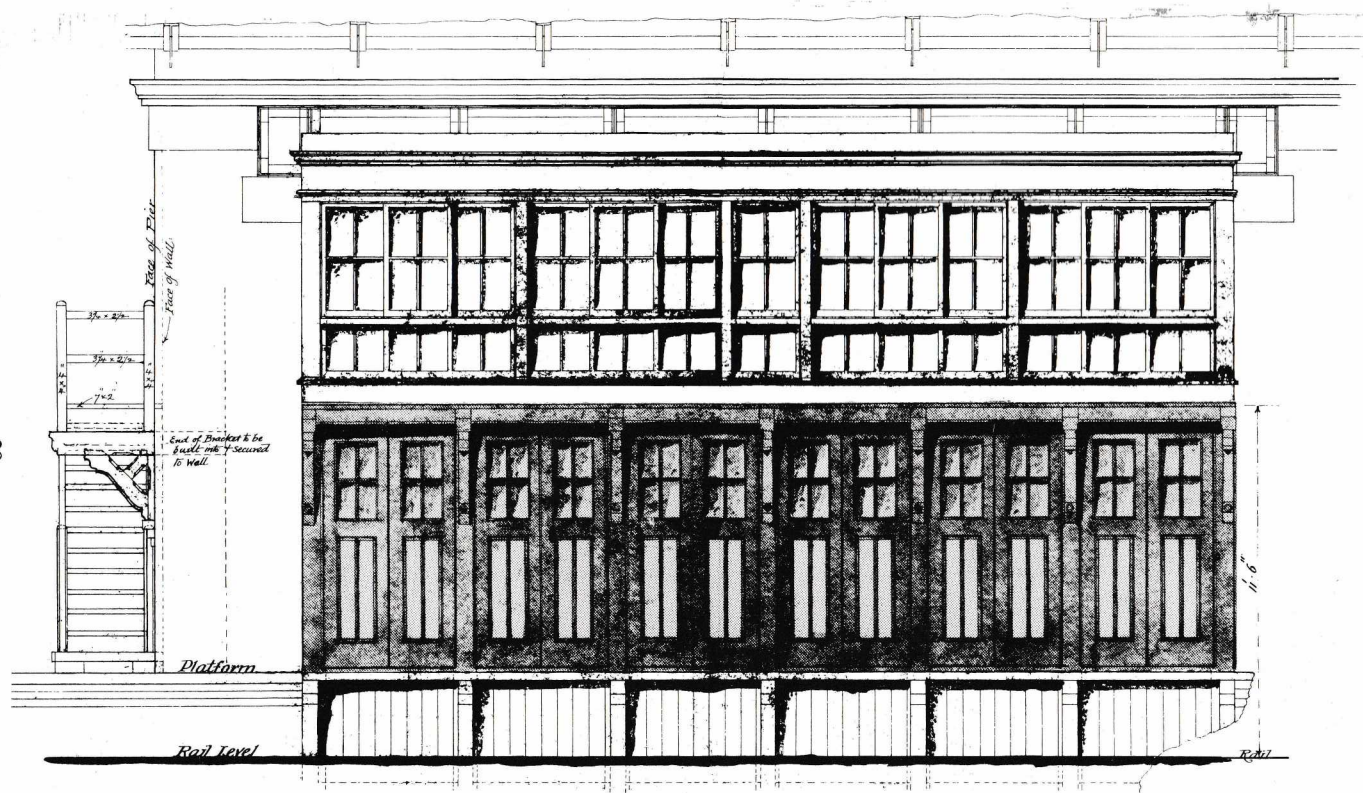
B. C. LANE

[illegible]

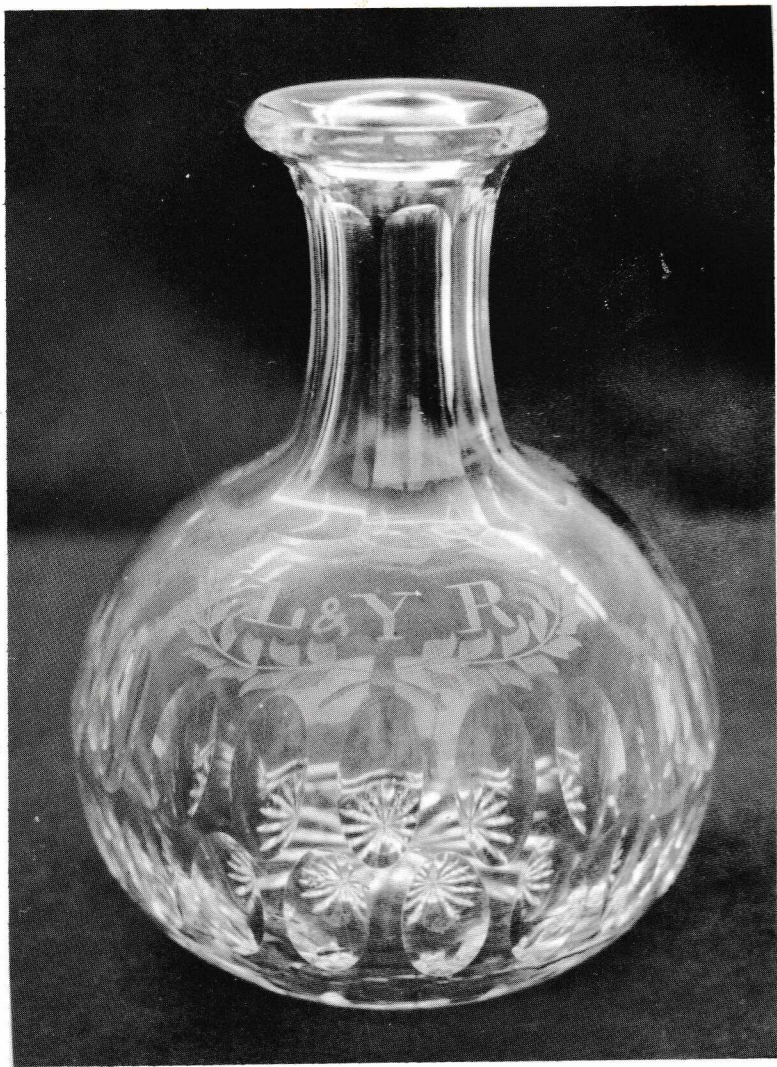
4mm scale

BLOCK PLAN.





Wakefield Station Box — Elevation from Track 4mm scale



A glass decanter from the collection of Richard Greenwood.

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