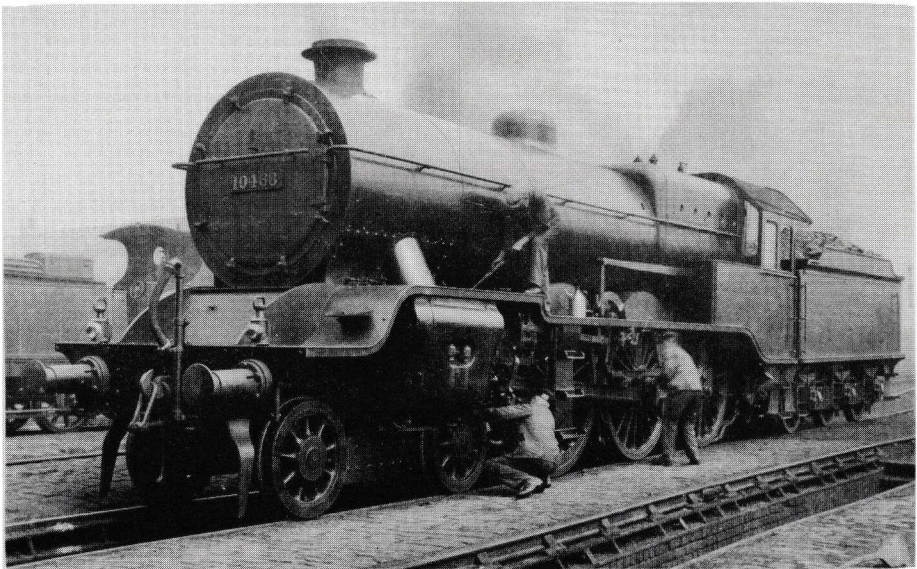


# PLATFORM 20



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



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### COVER PHOTOGRAPH:

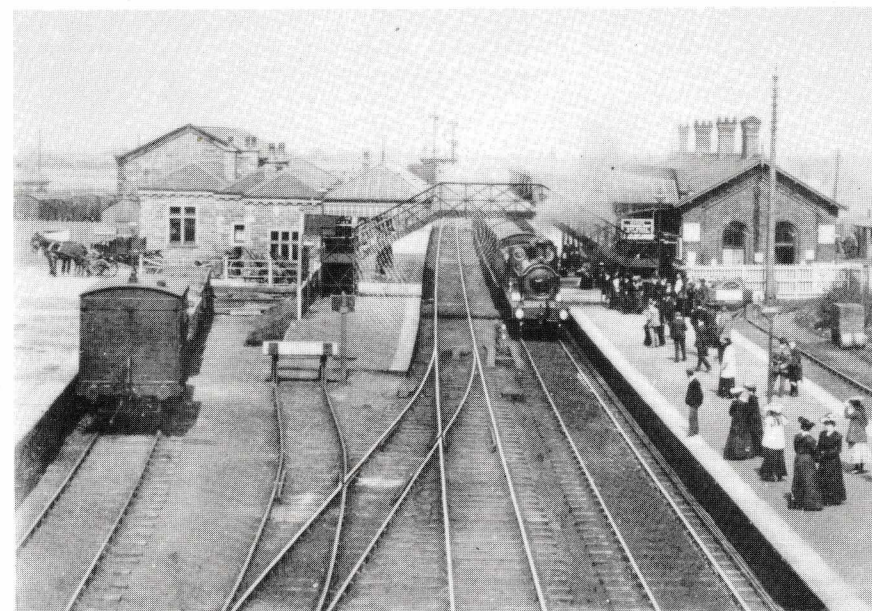
If one accepts that the only Lancashire & Yorkshire engines were those built before the amalgamation with the L.&N.W.R. and formation of the L.M.&S.R., then one has to miss what was definitely the most handsome engine turned out by Horwich to the design of its own C.M.E.

The rebuilt 'Dreadnoughts' were a true L.&Y. design and although the subject of our cover was not built until October 1924 and so missed carrying L.&Y. livery as some earlier rebuilds did, it is as good an example of the type as any. Actually, No. 10468 was built on the frames intended for use as a 4-6-4 tank which was cancelled by the new management. The longer, curved frames and extended bogie wheelbase all add to the fine lines of this powerful 4-cylinder 4-6-0 and it is no wonder that they were accepted as the pride of the fleet on the west coast main line.

Photo by W. Leslie Good.

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The station in the early years of this century. A Preston to Liverpool 'express' draws into the platform behind an Aspinall 6ft 4-4-0. The horsebox in the left hand loading dock is a 16'-1" type to diagram 109 of which 47 were built from 1892. The end communication cord 'flags', oil lamp and dual brake fittings are of note.

## ORMSKIRK

Compiled by Philip Colton, Peter Gibb and B.C. Lane

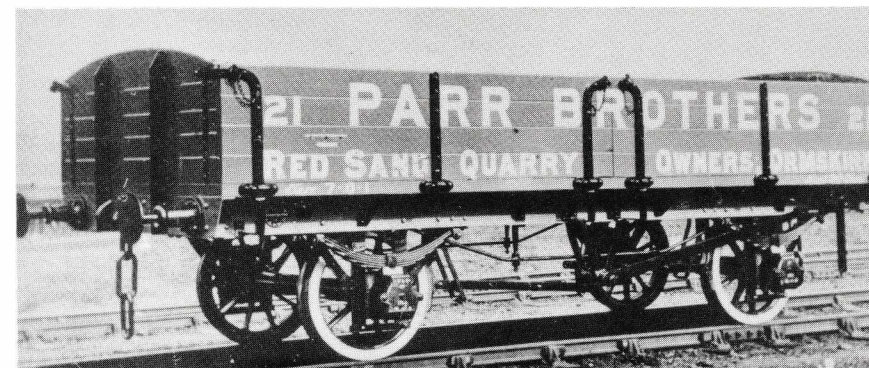
THE LIVERPOOL, ORMSKIRK and PRESTON RAILWAY opened on the 22nd April 1849 and became part of the L.Y.R. with the East Lancashire Railway amalgamation in 1859. Ormskirk was an important station on the line being just over 12 miles from Preston and the only stopping place between Preston and Liverpool for many of the longer distance trains. There was also the junction of the branch to Skelmersdale so many passengers for the smaller stations on the line into Liverpool or for the branch would have to detrain at Ormskirk and board another service.

It was perhaps the furthest of the residential districts for people with business in Liverpool and so it was a natural extension for the electrified services inaugurated on the coastal line to Southport in 1904. The electrified lines were extended to Aintree in 1906, to Maghull in 1909 and to Town Green in 1911. A partial service to Ormskirk started on the 1st April 1913 with the full service being instituted on the 1st May.

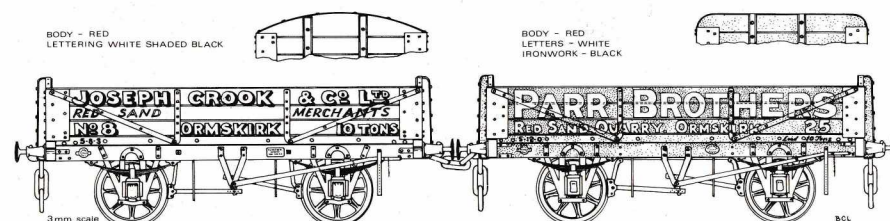


There were two platforms on the main running lines with short bays at the Liverpool and Skelmersdale ends. Local trains for Liverpool used to start from the 'up' bay in the early days and follow the express trains into the city. Until the electrification was completed, a railmotor service worked from this bay to Maghull with one trip as far as Aintree. The line was already electrified as far as Maghull at that period so the railmotor was something of an oddity. As the vehicles could be driven from either end, they were much safer for the staff, not having to uncouple a loco to run round at any time. The railmotor service was so busy that a trailer carriage was provided. When the line was electrified, the bay and main line platform was extended and raised to 3'-1" in height. Railmotors continued in evidence at Ormskirk though because they were used on a service to Southport and on the Skelmersdale line to Rainford Junction.

The electrification stopped in the station with just one siding and a crossover being equipped with the 'third' rail. The extension of the electric service to Ormskirk was estimated to cost £29,725 exclusive of land. This included the new station at Aughton Park Halt which was only a simple halt for the railmotor service opened in May 1907. The halt was the typical rail-level arrangement of boarding, name board and gas lamp. The new station had two platforms 340 ft-long and 3'-1" high. There were timber shelters 20'-0" x 6'-6" and a timber booking-office at the gate to the station on Long Lane which crossed the line at that point.



One of Parr Brothers wagons built by Hurst, Nelson & Co. The steel chassis and long wheel-base (estimated at about 12 ft) suggest a modern wagon. The truss rods and single-side brake gear contradict this observation somewhat. The L. & Y.R. registration plate can be seen on the left hand end of the solebar. Photograph—Mike Mason/HMRS Hurst Nelson collection.

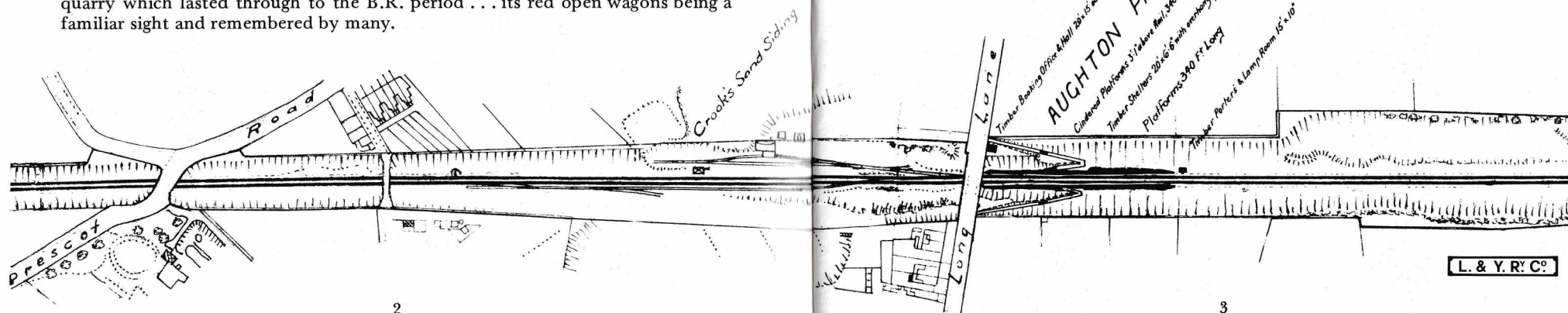


An L. & Y. wagon registration plate as fitted to private owner wagons on the L. & Y.R. system.

Bill Hudson collection.



On the other side of the road bridge to the halt was Joseph Crook's sand quarry and sidings. A tiny signal cabin stood by the sidings and a cross-over was provided. It is recorded that the sand quarry was disused by 1909 and the siding box subsequently removed. A new box with 20 levers was built to the north end of the new station in 1914. A loop was also laid here for Joseph Crook's stone quarry which lasted through to the B.R. period . . . its red open wagons being a familiar sight and remembered by many.





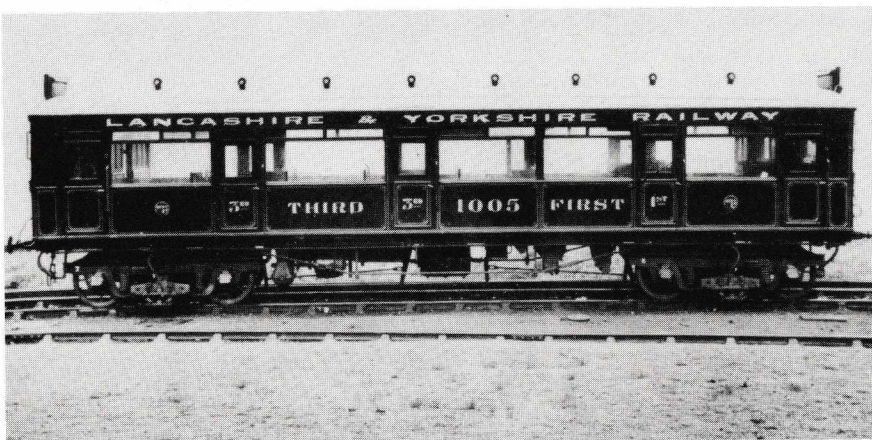
The electric trains were composed of clerestory vehicles 60ft-long by 10ft-wide and were featured in the article on the electric services in 'Platform 14' so little need be added here. One unusual thing about them not mentioned in our previous article was the use of the vacuum brake. Air brakes were favoured by most other railways for their electric stock due to its faster action. The L.&Y. was ahead of other railways in the building of electric stock and stayed true to its standard braking system. There was also an advantage when cars were towed to Newton Heath for servicing as the steam locomotive had control of the brakes in its train.

There were 32 electric trains per weekday in the service from Liverpool Exchange to Ormskirk with regular through trains to Preston woven into the service. At the busier times of the day, Ormskirk had an almost half-hourly service to and from Liverpool.

(Timetable for 1st May 1913, opposite)

The original 12 'lightweight' cars built for through services to Dingle on the Liverpool Overhead Railway were allocated to the Liverpool-Ormskirk line after the through running ceased. Once a year, on Grand National Day, they returned to their old haunts, running race specials between Dingle and Aintree but this practice ceased at the outbreak of the 1939 war. They were built to the smaller loading gauge of the L.O.R. and appeared archaic even when brand new with their spoked wheels and wooden third-class seating. No wonder they were referred to as 'Orange Boxes' by their passengers! They finished their days working on the Southport-Crossens line where five of them lasted until 1946.

In 1923, the newly formed L.M. & S.R. tested a specially made-up set of L. & Y. steam train stock on the Liverpool-Ormskirk service. In contrast to all previous electric stock which was of the open saloon type, the test train had compartments without corridors. The brake ends were motorised and control equipment installed. Destination indicators were fitted too but after a period of running, the train



One of the 12 'lightweight' electric cars built for through running from the L. & Y. over the Liverpool Overhead Rly. Although only 45ft-long, they carried 70 passengers each. They had driving controls at both ends and normally ran in sets but at quieter periods could be seen running as a single unit.

## Liverpool, Walton Junction, Preston Road, Aintree, Maghull, & Ormskirk.

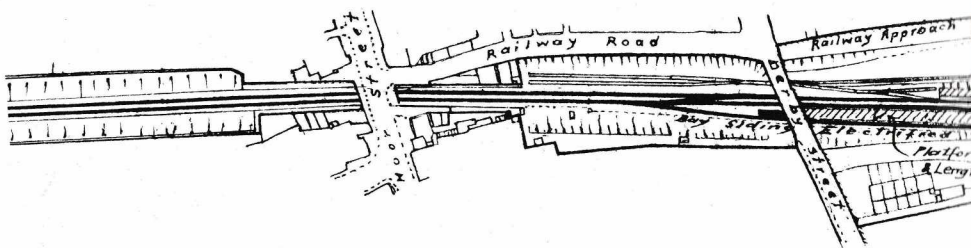
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LIVERPOOL (EXCHANGE) dep		5 15	25	35	55	55	12 6	15 6	35 6	48 6	50 6	55 7	15 7	35 7	55 7	55 7	57 8	15 8	35 8	42 8	48 8	51 8	55 8	58 8	59 8	59 8	59 8	59 8	59 8
Sandhills (for North Docks) ..		5 25	35	45	58	58	6 18	28	38	50	54	58	7 18	28	38	41	45	58	68	78	88	91	94	97	99	101	103	105	107
Kirkdale ..		5 21	31	41	51	51	6 21	31	41	54	57	7 21	31	41	44	48	51	54	64	74	84	94	104	114	117	119	121	123	125
Walton Junction ..		5 23	33	43	53	53	6 23	33	43	56	59	7 23	33	43	46	50	53	56	66	76	86	96	106	116	119	121	123	125	127
Preston Road ..		5 25	35	45	55	55	6 25	35	45	58	61	7 25	35	45	48	52	55	58	68	78	88	98	108	118	121	123	125	127	129
Orrell Park (Halt) ..		5 28	38	48	58	58	6 28	38	48	61	64	7 28	38	48	51	55	58	61	71	81	91	101	111	121	124	126	128	130	132
AINTREE ..		5 25	35	45	55	55	6 25	35	45	58	61	7 25	35	45	48	52	55	58	68	78	88	98	108	118	121	123	125	127	129
Maghull ..		5 33	43	53	63	63	6 33	43	53	66	69	7 33	43	53	56	60	63	66	76	86	96	106	116	126	129	131	133	135	137
Town Green and Aughton ..		5 38	48	58	68	68	6 38	48	58	71	74	7 38	48	58	61	65	68	71	81	91	101	111	121	124	126	128	130	132	134
Aughton Park (Halt) ..		5 41	51	61	71	71	6 41	51	61	74	77	7 41	51	61	64	68	71	74	84	94	104	114	124	127	129	131	133	135	137
ORMSKIRK ..	arr	5 44					6 24	34	44	57	60	7 44							8 44	9 4	10 4	11 4	12 4	13 4	14 4	15 4	16 4	17 4	18 4

		WEEK DAYS.																											
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Sandhills (for North Docks) ..		5 22	32	42	52	52	58	10 10	10 10	10 10	10 10	11 10	11 10	13 10	15 10	12 10	12 10	12 10	12 10	12 10	12 10	12 10	12 10	12 10	12 10	12 10	12 10	12 10	12 10
Kirkdale ..		5 25	35	45	55	55	6 25	35	45	58	61	7 25	35	45	48	52	55	58	68	78	88	98	108	118	121	123	125	127	129
Walton Junction ..		5 27	37	47	57	57	6 27	37	47	60	63	7 27	37	47	50	54	57	60	70	80	90	100	110	120	123	125	127	129	131
Preston Road ..		5 29	39	49	59	59	6 29	39	49	62	65	7 29	39	49	52	56	59	62	72	82	92	102	112	122	125	127	129	131	133
Orrell Park (Halt) ..		5 32	42	52	62	62	6 32	42	52	65	68	7 32	42	52	55	59	62	65	75	85	95	105	115	125	128	130	132	134	136
AINTREE ..		5 29	39	49	59	59	6 29	39	49	62	65	7 29	39	49	52	56	59	62	72	82	92	102	112	122	125	127	129	131	133
Maghull ..		5 34	44	54	64	64	6 34	44	54	67	70	7 34	44	54	57	61	64	67	77	87	97	107	117	127	130	132	134	136	138
Town Green and Aughton ..		5 39	49	59	69	69	6 39	49	59	72	75	7 39	49	59	62	66	69	72	82	92	102	112	122	125	127	129	131	133	135
Aughton Park (Halt) ..		5 42	52	62	72	72	6 42	52	62	75	78	7 42	52	62	65	69	72	75	85	95	105	115	125	128	130	132	134	136	138
ORMSKIRK ..	arr	5 45					6 25	35	45	58	61	7 45							8 45	9 5	10 5	11 5	12 5	13 5	14 5	15 5	16 5	17 5	18 5

		WEEK DAYS.																											
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Sandhills (for North Docks) ..		5 25	35	45	55	55	6 25	35	45	58	61	7 25	35	45	48	52	55	58	68	78	88	98	108	118	121	123	125	127	129
Kirkdale ..		5 21	31	41	51	51	6 21	31	41	54	57	7 21	31	41	44	48	51	54	64	74	84	94	104	114	117	119	121	123	125
Walton Junction ..		5 23	33	43	53	53	6 23	33	43	56	59	7 23	33	43	46	50	53	56	66	76	86	96	106	116	119	121	123	125	127
Preston Road ..		5 25	35	45	55	55	6 25	35	45	58	61	7 25	35	45	48	52	55	58	68	78	88	98	108	118	121	123	125	127	129
Orrell Park (Halt) ..		5 28	38	48	58	58	6 28	38	48	61	64	7 28	38	48	51	55	58	61	71	81	91	101	111	121	124	126	128	130	132
AINTREE ..		5 25	35	45	55	55	6 25	35	45	58	61	7 25	35	45	48	52	55	58	68	78	88	98	108	118	121	123	125	127	129
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Aughton Park (Halt) ..		5 41	51	61	71	71	6 41	51	61	74	77	7 41	51	61	64	68	71	74	84	94	104	114	124	127	129	131	133	135	137
ORMSKIRK ..	arr	5 44					6 24	34	44	57	60	7 44							8 44	9 4	10 4	11 4	12 4	13 4	14 4	15 4	16 4	17 4	18 4

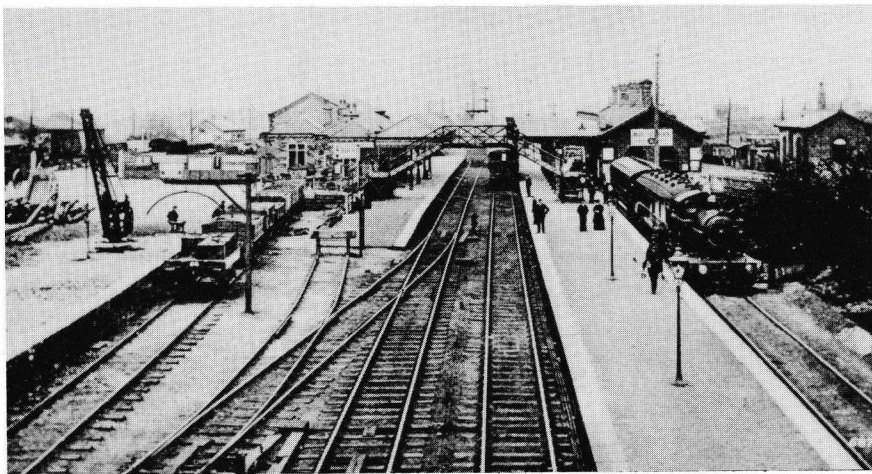
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LIVERPOOL (EXCHANGE) dep		5 15	25	35	42	43	55	6 6	15	25	35	42	6 52	6 55	7 15	7 28	7 35	7 47	8 58	15 8	35	45	55	65	75	85	95	105	115
Sandhills (for North Docks) ..	"	5 18	28	38	45	46	58	6 8	18	28	38	45	6 54	6 57	7 17	7 31	7 38	7 52	9 03	16 8	38	48	58	68	78	88	98	108	118
Kirkdale ..	"	5 21	31	41	48	49	60	6 11	21	31	41	48	6 57	7 00	7 20	7 34	7 41	7 55	9 06	16 11	41	51	61	71	81	91	101	111	121
Walton Junction ..	"	5 23	33	43	50	51	62	6 13	23	33	43	50	6 59	7 02	7 22	7 36	7 43	7 57	9 08	16 13	43	53	63	73	83	93	103	113	123
Preston Road ..	"	5 25	35	45	52	53	64	6 15	25	35	45	52	6 61	6 64	7 24	7 38	7 45	7 59	9 10	16 15	45	55	65	75	85	95	105	115	125
Orrell Park (Halt) ..	"	5 28	38	48	55	56	67	6 18	28	38	48	55	6 64	6 67	7 27	7 41	7 48	8 02	9 13	16 18	48	58	68	78	88	98	108	118	128
AINTREE ..	"	5 25	35	45	55	56	68	6 15	25	35	45	56	6 61	6 64	7 24	7 38	7 45	8 00	9 11	16 15	45	55	65	75	85	95	105	115	125
Maghull ..	"	5 33	43	53	63	64	75	6 23	33	43	53	64	7 00	7 03	7 23	7 37	7 44	8 00	9 11	16 23	53	63	73	83	93	103	113	123	133
Town Green and Aughton ..	"	5 48	58	68	78	79	90	6 38	48	58	68	79	7 14	7 17	7 37	7 51	7 58	8 14	9 25	16 38	68	78	88	98	108	118	128	138	148
Aughton Park (Halt) ..	"	5 51	61	71	81	82	93	6 41	51	61	71	82	7 17	7 20	7 40	7 54	8 01	8 17	9 28	16 41	71	81	91	101	111	121	131	141	151
ORMSKIRK ..	arr	5 54	64	74	84	85	96	6 44	54	64	74	85	7 19	7 22	7 42	7 56	8 03	8 19	9 30	16 44	74	84	94	104	114	124	134	144	154



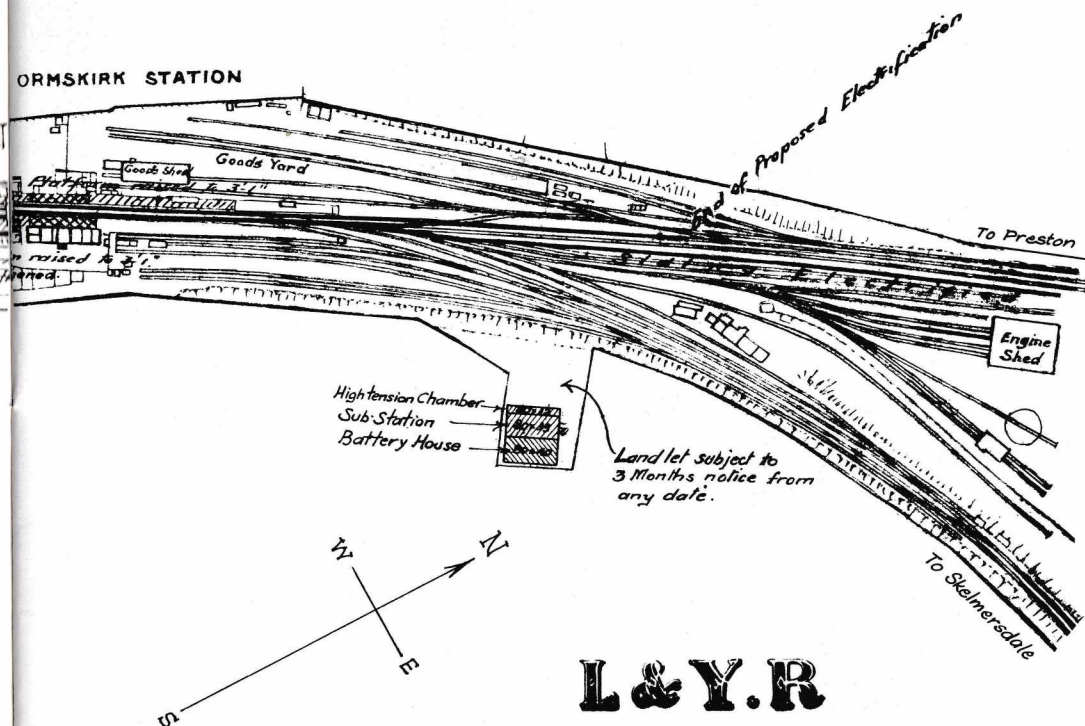


was removed and not seen again. There does not appear to be any official record or report on the tests but it obviously had much to do with the new stock allocated to the line.

New trains arrived for the Liverpool-Ormskirk and Aintree services in 1927 which were arranged into three-car sets and were entirely of compartment type like steam train suburban stock. The motor units were built by the Metropolitan R.C.& W.Co., the trailer cars by Clayton W.Co. and the driving trailers by the Midland R.C.& W.Co. Ten sets were allocated to the Liverpool area while other sets went to London for the Euston-Watford services and later to Manchester for the Altrincham service. All had bars across the droplights. Further new stock resembling the London Underground stock started to be delivered in 1939 and this was of open saloon type again. They were slightly smaller than the L.& Y. stock they replaced, which had completely gone just three years later.



Ormskirk station from Derby Street bridge around 1910. The railmotor to Maghull with trailer car waits in the bay. A light engine can just be seen on the down line while a rake of carriages stands on the up side. In the far distance, above the railmotor can be seen the coaling stage at the engine shed.



To the north of Ormskirk station, between the main Preston lines and the Skelmersdale branch stood the engine shed numbered 29 in the L.& Y. list. It was built in 1893 to replace a previous smaller accommodation and was complete with a 50-foot turntable and coaling stage with water tank above. The shed had four roads and had a large allocation of steam locos in the early years. The electrification of the Liverpool line reduced the need for much of the fleet and by 1921 the listing was as follows:

1005	Class 2	6ft 4-4-0
1338	Class 5	2-4-2T
895	Class 27	Aspinall 0-6-0
970	Class 25	Barton Wright 0-6-0
Two railmotors, numbers not known.		

Two railmotor trailers were allocated to Ormskirk and the notes on the service are of interest. The rainford Junction service amounted to a daily mileage of 204 starting out at 6-30am with the last trip being the 10-40pm from Rainford Jc. to Ormskirk. It was stated that one horse box may be added to the railmotor on this service while the trailer is to be used on Thursdays and Saturdays as required.

The allocation had risen to three railmotors, six 0-6-0s and one 2-4-2T in 1930. The shed closed in September 1935.





*This view of the station looks towards Liverpool and shows the earlier lower platforms before electrification. The raised causeway of ballast across the tracks in the foreground was typical of most stations. Note the stone flag covering the point rodding. In the bay stands the railmotor trailer carriage, not needed today. The cutting in the distance was the scene of the crash on 25th November 1910 when 'Highflyer' No. 702 with a non-stop express collided with a stationary 2-4-2 tank standing on the wrong line. A railmotor travelling carriage-first from Maghull then ran into the wreckage in the misty darkness. The accident could not have happened in a worse place than that constricted cutting.*



*The station after electrification with slightly raised platforms. The iron footbridge is very reminiscent of the old Hornby clockwork train accessory . . . or should it be the other way around? The buffer stop is painted white with black rectangles where the buffers strike and was normal L.&Y. practice. In the background are three of Parr Brothers sand wagons and the lettering style differs on each one.*

## THE SAND WAGONS OF THE L & Y

N. G. COATES

IT WAS NOT UNTIL 1892 that the specialist sand wagon was introduced to the L&Y. There is no confirmed reason for its introduction and I can only surmise that they were developed especially to deliver sand to engine sheds round the system for locomotive use or, possibly, to larger stations who would distribute it down the line for use in fire buckets. Latterly, with the introduction of sand drags in 1903, there came a new group of locations to which the odd wagon would be sent.

Unlike the private owner sand wagons the L & Y preferred fixed-side vehicles, the ironwork connecting the planks was an extension of the side knees from the underframe which, because of the extra thickness of the metal over the usual iron straps, would give greater strength to the side. Thinking of the properties of sand, continued haulage of the material would cause the sides of the wagon to bow quite considerably as the years went by and breaks in the side such as a door would weaken the wagon considerably.

The drawing and photograph demonstrate the somewhat archaic look of the wagons with their rounded ends. They could be classed as a development of Diagram 4 which, in itself, covered a multitude of older round-end open merchandise, coal and loco coal wagons. There was little difference between the two orders of the sand wagons except for the differing buffer gear. The 1892 order had patent buffers with self-contained springs but the later order carried the more usual three-bolt wagon buffers with leaf springs centrally placed within the frame.

The other principal feature was the use of tarpaulin flaps to cover the Attock grease axleboxes. This was a device to prevent sand getting mixed in with the grease in the axlebox and forming a superb grinding paste to wear out the journals. The flaps also featured on other ballast wagon types.

The photograph of 30008 shows the usual lettering on the standard grey livery. All wagons when new would have received the illiterate symbol. Since 30008 is a number allocated about 1901, I think it belongs to order T30. The drawing features a wagon of this same order.

Details of the two orders which were covered on Diagram Book Page 8 are summarised:—

Order	Date	Quantity	Account	Cost	Drawing No.	Remarks
B12	1892	20	?	£64/19/3d	2673	Originally costed in Coal & Coke account
T30	31/12/1900	12	Capital	£70/15/10d	4172	Uprated to 11T Delivered 1901

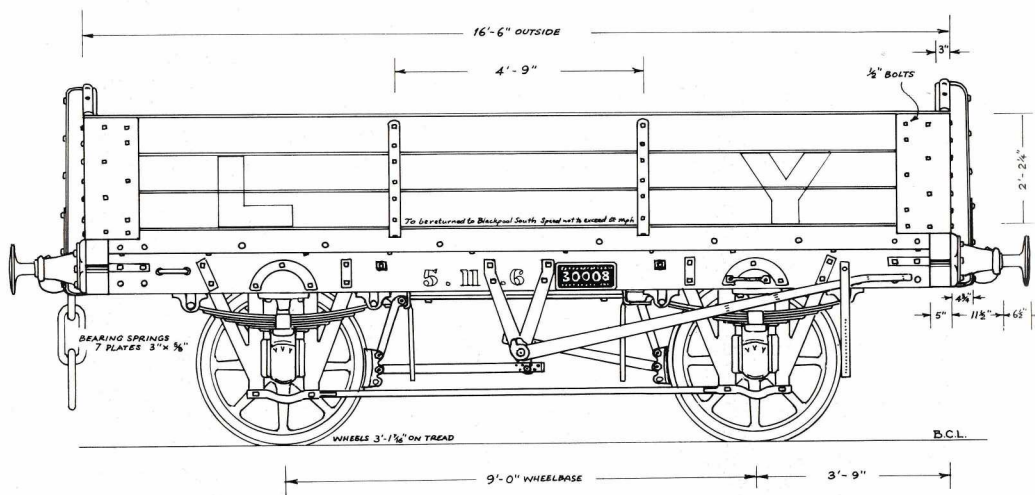
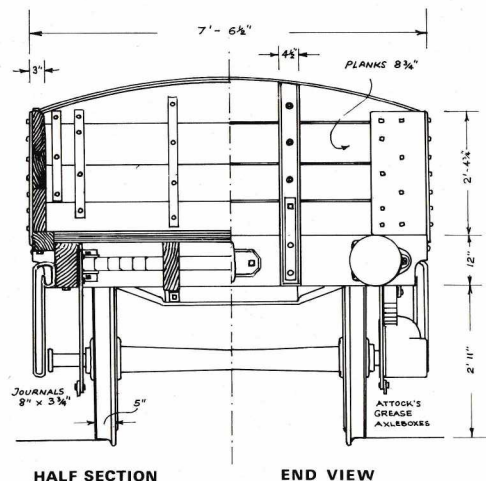
### NOTES

To Carry 10T, Tare 6-4-0.

Floor space 112.6 sq.ft., Capacity 244 cu.ft.

The only known running number is 30008



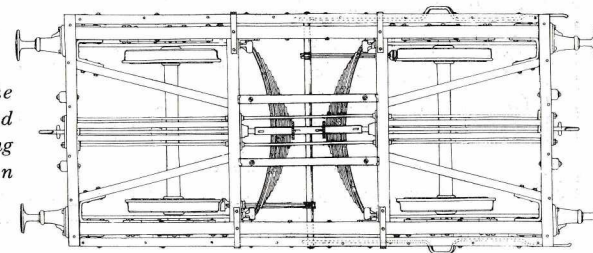


The Lancashire & Yorkshire Railway had constant trouble with sand being blown onto the Fylde coast line. At one particularly bad spot, Stony Hill box controlled a cross-over and a siding for sand wagons. The sand was despatched to all parts of Lancashire and collected free of charge.

Eric Mason

All 32 vehicles passed to the LMS in 1923 and their actual demise is not known. I would guess that they were broken up round about the time the LMS built its 100 Sand wagons in 1934. Surprisingly none of the other LMS constituents classified sand wagons separately but some had similar fixed-side wagons.

Finally, my soft spot for these wagons has to be declared because my mental image of them is one lone wagon at the bottom of a long siding patiently waiting to be emptied one bucket at a time before going back to be loaded—with SAND.



The two brake levers on the wagon were to the same end with one brake shoe bearing onto alternate wheels, one on each side of the vehicle.

Small script on centre of the bottom plank appears to read:  
'To be returned to Blackpool South. Speed not to exceed XX m.p.h.'



Wagon No. 30008 appears to be near some large station judging from the big signal box and warehouses in the background. The brazier on the left indicates the nearness of a water column and the wagon stands amongst the piles of ash from the brazier suggesting that vehicle is being used to clear the residue away.... another use for the 'Sand' wagon?

The vehicle is painted all-over grey relieved only by the letters L and Y. The square full-stop is in fact a label tacked to the body side.



LANCASHIRE & YORKSHIRE RAILWAY.

# SOUTHPORT'S

SUNSHINE AND  
SALUBRIOUS SEA AIR  
STIMULATE & STRENGTHEN

CHEAP  
WEEK-END  
TICKETS  
BY ANY TRAIN

APPLY AT THE STATIONS FOR FURTHER PARTICULARS

JOHN A. PEARSON, General Manager

The Lancashire and Yorkshire Railway have arranged to run 86 special trains to Blackpool; 60 special trains to Southport; 48 to Liverpool and 144 to other places during the 1876 Whit Holidays. Most are to meet the wishes of some church or chapel school committee, political organisation, or other association. Many of the trains are arranged to convey 1,000 passengers each. The fares charged for the day trips to the watering places are from 3/- to 3/3d per passenger. To those unacquainted with our Lancashire towns, it would seem incredible that the railway company could find profitable employment for such a service of special trains in Whit week. Last Whit week the Lancashire and Yorkshire Railway conveyed 1,200,000 passengers, and their receipts were £97,102 against an ordinary week of £61,909.

Manchester Evening News, 6th June 1876.

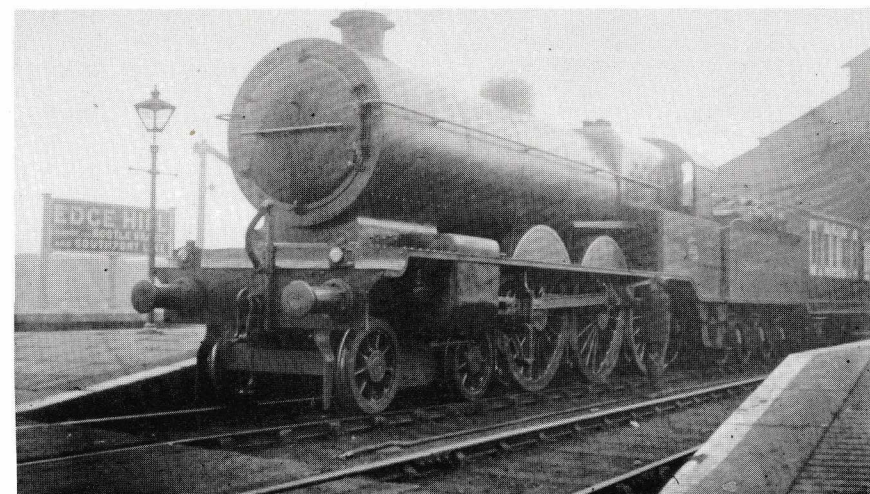
LANCASHIRE & YORKSHIRE RAILWAY.

# BLACKPOOLS

BENEFICIAL  
BREEZES  
BANISH  
BRAIN FAG

AND  
RENEW  
HEALTH

CHEAP WEEK-END TICKETS  
ARE ISSUED BY ANY TRAIN



The L.&N.W.R. board in the background reads 'EDGE HILL—change for Bootle branch and Southport line'.

## DREADNOUGHT AT BAY

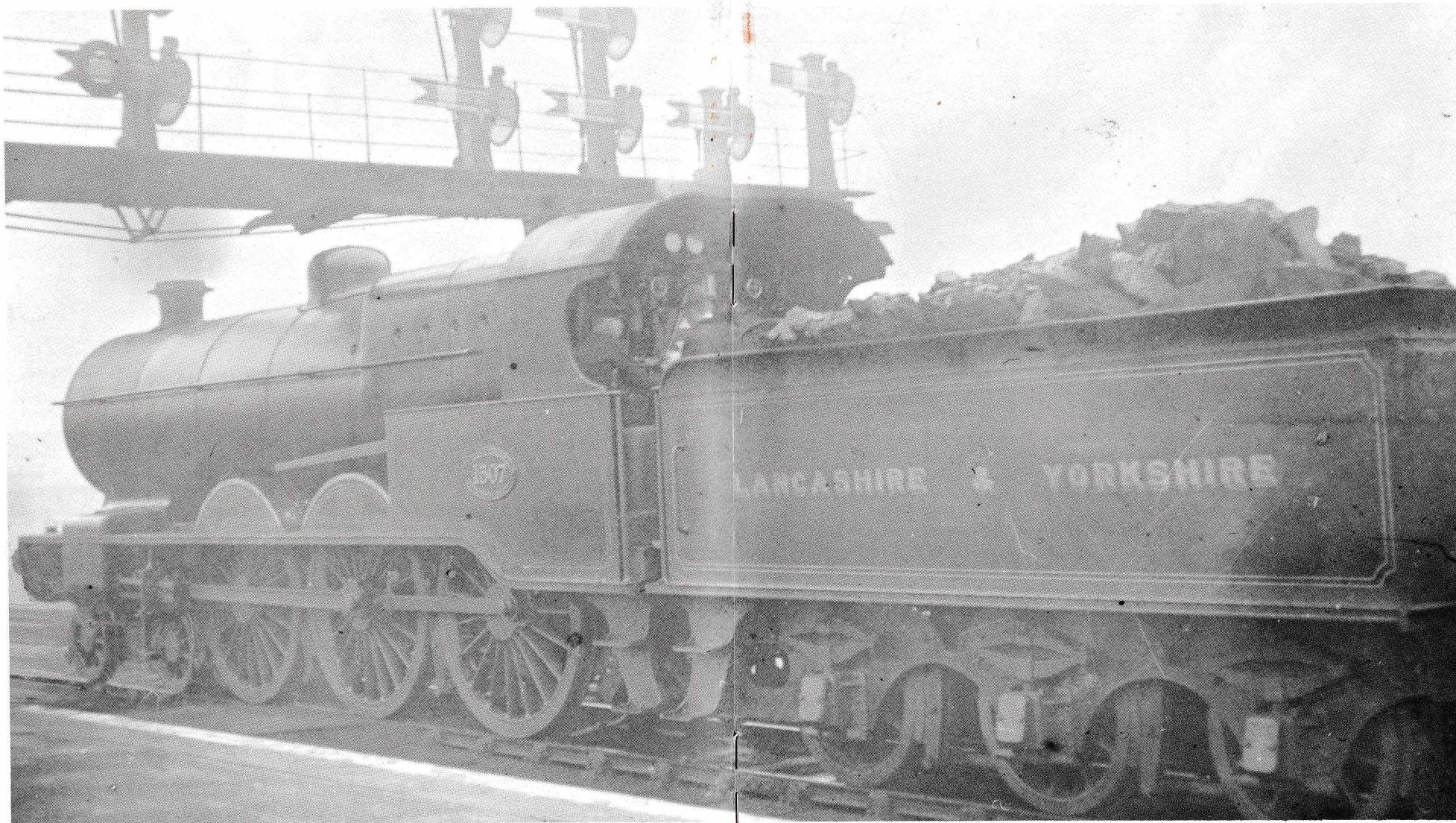
THROUGH TRAINS from Southport to London commenced on the 1st May 1886. Four trains each way were provided composed of L.&N.W.R. stock headed by a locomotive also from that company. The train called at Seaforth, Waterloo and Birkdale to arrive at Edge Hill where the carriages were added to a London train from Liverpool Lime Street station. By previous arrangement, the train could stop to pick-up at certain other stations for passengers holding tickets for stations south of Crewe and the reverse applied in the opposite direction. Passengers from North Wales also used the service and the same facilities were allowed for them.

With slight alterations, the service continued until 1917 when it was suspended (along with many other services) due to the war restrictions.

When the service of through carriages was re-instated in 1921, the first leg of the journey was in the hands of L.&Y.R. locomotives. On the 'up' train the through carriages were added to the train at Lime Street but on the return journey, they were detached at Edge Hill where the L.&Y.R. engine stood waiting in what became known as the 'Southport Bay'. The route was by the line to Alexandra Docks & Bootle Junction to gain home metals.

Various engines were used for this rather light duty . . . the smaller 4-4-0s and 2-4-2 tanks being regular power. Southport had two out of the five remaining 'original' Hughes 4-6-0s and both did their time out with these light duties. No. 1507 and 1512 had been found to be in reasonable condition when a survey of the class was undertaken in 1919 so they were given a light overhaul and returned to Southport while the remainder of the class were entirely rebuilt. By the end of June 1921 all the 15 rebuilds had been completed and the construction of new locomotives to the rebuilt design was well under way. The first four





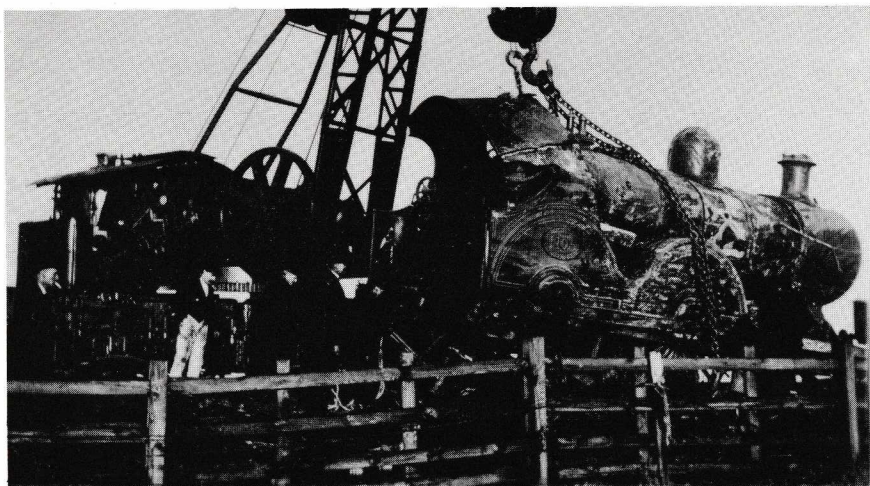
entered traffic before the end of August and construction continued through to February 1925. There must therefore have been some very good reason why it was not viable to rebuild the five original engines not rebuilt.

Our heading photograph shows No.1507 in the so-called 'Southport Bay' at Edge Hill on the 22nd March 1924. The photograph was taken by the late H.A.White while awaiting the departure to Southport about 2.30p.m. Driver Garside attends to the oiling of his steed. The carriage behind is one of the 42ft non-corridor vehicles of the L.& N.W.R. with toilets to each compartment and a

guard's/luggage van in the centre. Although a little archaic in appearance for 1924, the passenger had all modern conveniences except perhaps the electric light.

The centre page illustration shows No.1507 on the previous day to the other view. In the gathering gloom of a March evening, Driver Pywell and S.G.Joscelyne await the arrival from London. The time is 5.55pm and the engine is standing in the same position as the other view. This engine was the first of the surviving five to be withdrawn, in May 1925. All of them had gone seven months later.





*The Sandhills crane holds the engine upright on 4th November 1924. Driver Crooks lay beneath the engine, killed outright when it fell on him the night before.*

## THE LYTHAM DISASTER

### 3rd November 1924

THE 4.40 pm from Liverpool Exchange was a fast train. It carried many Fylde people back home after a day's business in that city. A stop was made at Burscough Junction to pick up Southport passengers then it was non-stop through Preston to Kirkham where it was due at 5.37pm. Running to time, the four-coach train picked up clerks and mill girls at Kirkham and was swiftly away to Lytham station where it was due at 5.46pm. The train never made it.

The loco was 4-4-0 No.1105 which was the last of the misunderstood superheated rebuilds of Aspinnall's 7'3" 'Flyers'. Four of the class had been rebuilt with Walschaerts valve gear and piston valves with forced feed lubricators. New boilers with Schmidt superheaters were installed making the locomotives a giant step forward on anything else of the time. Coupled to the above and unseen by the viewer was long travel of the piston valves giving the free-running characteristics of the modern engine being developed by Churchward at Swindon. This combination of improvements put the four rebuilds on a par with the 4-4-2 'Highflyers' which had 19"x 26" cylinders whereas the rebuilds had 20"x 26" cylinders. Their hauling power and speed was legendary in the years prior to the Great War. Unfortunately, the true reason for the success was not appreciated and when troubles developed in the reliability of certain parts of the engines, the decision was taken to remove the Walschaerts valve gear and rebuild the boilers in various ways. Of the four, No.1105 was the only one still in its original rebuilt condition after 1921 and it continued to produce feats of speed and acceleration unequalled by anything else other than a 'Highflyer' in prime condition. The driver on the 3rd of November 1924 was to be Joe Swallow but being an official of the rail union ASLEF he attended a branch meeting and swapped shifts with William Crooks who was killed in the accident.

The train speeded through the darkness on its way to the next stop at Lytham. Many people on the train are recorded as noting the speed that night but the estimated 60 m.p.h. was not the direct cause of the accident. In the darkness, and unknown to the loco crew, the front left-hand bogie-wheel tyre had fractured. It ran for some considerable distance in a broken state before finally parting company with the wheel centre and landing in a nearby field. The loco speeded into the gentle right-hand curve near Lytham Gas Works with the right-hand wheel derailed until it hit the pointwork of the siding at Warton Cabin. The action swung the derailed bogie to the left, fouling a girder of a low bridge over the narrow tidal stream. With the engine off the rails, the weight of the train spun it round and in doing so, demolished the 24-lever brick-based Warton signal cabin. The signalman was hurled into the nearby field with splintered timber and bricks but sustained only shock and a severe black eye.

The four coaches of the train ran past the engine with the first two breaking free from the rest and turning over at the side of the line. The third coach stayed upright although completely off the track while the last coach stopped at an acute angle. It is said that there were sparks coming from the engine and these are thought to have ignited gas escaping from the rear coach not far away. Luckily, all the people in that coach had clambered out before the fire.

Help was soon on the scene in the form of workers from the Gas Works. The noise of the crash was heard all around the district and other helpers threaded their way over the disused munitions siding to gaze on the disaster. Broken wood from the signal cabin and old sleepers were set fire to in the field to help illuminate the scene and provide warmth for the injured.

One of the passengers ran back down the line to try to stop the next train. He knew that an East Lancashire express was due at Lytham just five minutes after his train and that without warning a further disaster might happen. The train was warned, after which it moved cautiously almost to the scene and the passengers got out and crossed the fields to the Preston Road where they found further transport to St. Annes and Blackpool.

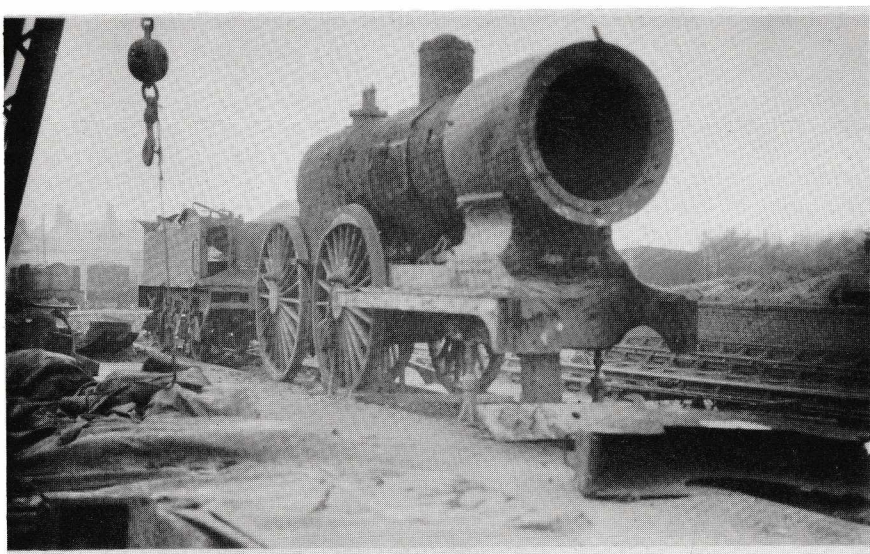
The breakdown vans from Blackpool were sent out at 7.10pm but with only jacks and packing they could not lift the locomotive or the coaches. Under the new L.M.&S.R. company, the 36-ton breakdown crane from the L.&N.W.R. shed at Preston was despatched to the site but it had to return to Preston without ever getting to Lytham due to a defective boiler. The 35-ton crane from Sandhills (Bankhall) shed was depatched at 8.26 and arrived at the crash at 10pm. To compensate for the Preston unit, Newton Heath's 25-ton crane left at 9.05 and travelled by the 'New Line' to Blackpool South Shore so that it could come back along the line to work from the opposite end of the blockage.

The second coach was the first to be lifted and revealed the bodies of two men underneath. The first coach had eight more dead underneath it but it was the next day before they were recovered and taken to Lytham station for identification. All told, 13 people died in the train and ironically, some of them had

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*Sources—Blackpool Gazette & Herald, November 1924  
Blackpool Gazette & Herald, November 1984  
The Lancashire & Yorkshire Railway in the 20th Century—E. Mason  
W.A. Hale of Lytham  
Editor's own collection of records.  
Photographs taken by J.M. Tomlinson of Poulton-le-Fylde.*





*No. 1105 in the process of dismantling in Lytham goods yard the week after the accident.*

only just boarded the train at Kirkham. 35 people were seriously injured but scores of others with lesser injuries found their way home in vehicles on the Preston Road.

At least one coach, a 52ft composite lavatory vehicle to Diagram 39, was withdrawn after the accident. There does not seem to be any record of rebuilding the other seriously damaged coaches but as the leading vehicle which was worst damaged was an old 'arc' roof type built in 1897, there was probably no case for the extensive repairs required to keep it in service.

The engine was removed to Lytham goods yard where it was dismantled and eventually removed to Horwich for scrap. So ended the career of probably the most under-rated of all L.& Y. engines.

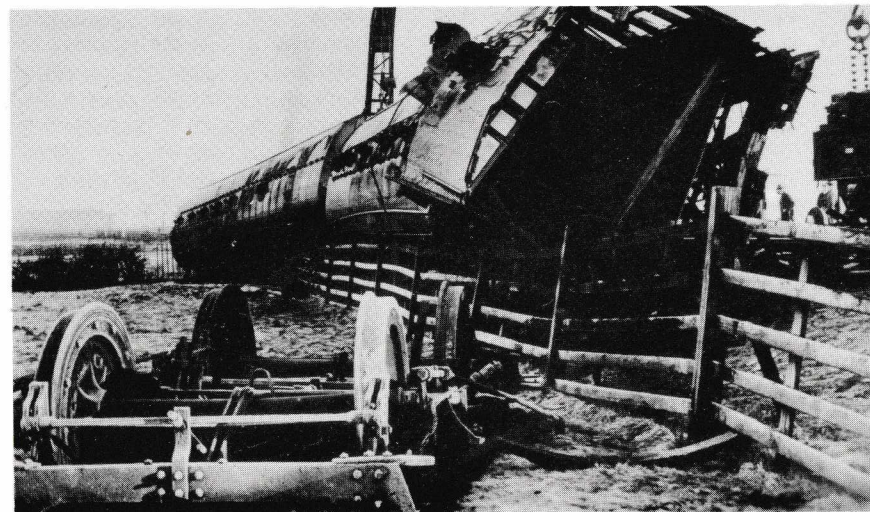
## PERSONAL RECOLLECTIONS OF THE TRAIN CRASH

by E. W. JOHNSON of Lytham

ALTHOUGH IT IS MANY YEARS since the accident, I still have a vivid recollection of the events and strange personal coincidences of that tragic night.

I was 18 years old at the time and had just started work at Whittle and Turners Progress Mill, Kirkham to get practical knowledge of cotton manufacturing prior to joining my grandfather's family business of textile merchants in Manchester.

I travelled each day to Kirkham leaving St. Annes by an early train arriving in Kirkham soon after 7.00 am.



*The front two coaches being removed the following day. The leading coach was an arc-roof type, whose bogie is lying in the foreground. The second coach is an elliptical-roof 5-compartment brake third.*

The train I caught back at night was the 4.40 from Liverpool due in Kirkham about 5.50. I used to meet two old school friends on it who boarded the train at Liverpool. Up to that night of the 4th November they had travelled in the very first compartment of the front coach next to the engine. When the train pulled into Kirkham station I saw my old friend Alec Porter beckoning to me from approximately the centre compartment of the second coach. My friends had moved because the second coach was a new one and they had chosen to go there in preference to the old leather upholstered front compartment.

This is the first of two providential coincidences which I honestly believe saved my life as, after the crash, I was led to believe that nobody came out alive from that first compartment in which we had previously travelled.

It was very shortly after leaving Kirkham, when the train had got full steam up, that Alec Porter, who was sitting next to me, said, "We aren't half going at a lick tonight." No sooner had he made that remark, than the train left the rails and we were being buffeted about as the carriage rocked from side to side as the wheels bounced over the sleepers.

Then the second providential incident occurred. As we were being thrown about and we were in fear of what was going to happen next, I remembered what my cousin had said only the previous weekend. He had been involved in a big troop train crash in France during the 1914-18 war in which there were many casualties, mainly caused through the carriages telescoping and passengers being crushed between the seats as they crashed together. It was only those who had the presence of mind to get their legs onto the seat who saved themselves from serious injury or worse. Recalling what my cousin had said, I raised my feet and swung myself round onto the seat.

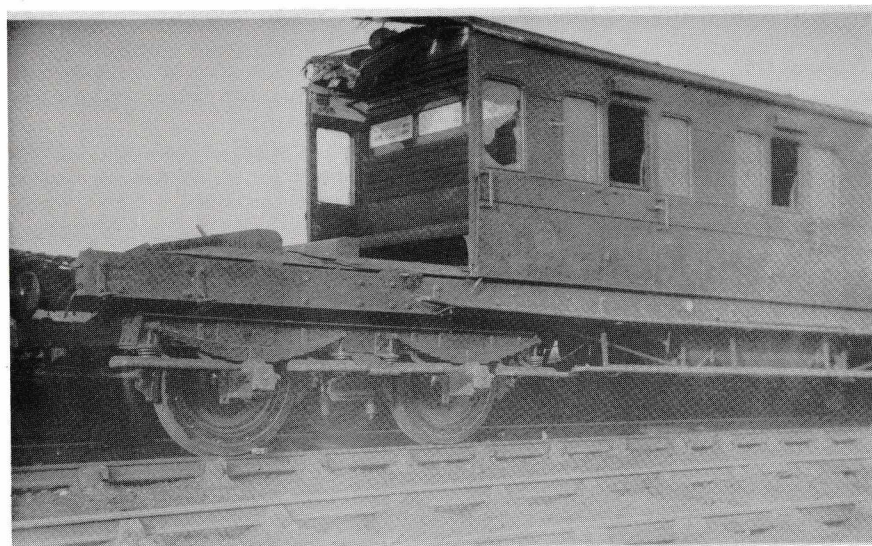
The full complement of those old Lancashire and Yorkshire railway compartments was twelve—six either side in a non-corridor train, as this one was. In our



compartment we only had four passengers. Two sat in the corner seats facing the engine whilst I was sitting next to my friend Alec who was in the corner seat with his back to the engine. Thus there was nothing between me and the other corner of my side of the carriage. My action in swinging myself round onto the seat and just being able to get a grip onto a bracket supporting the luggage rack broke the momentum of my fall, as with a final violent lurch the carriage crashed over onto its side. I managed to slither down the seat with my feet landing on the wooden panel below the window and Alec fell on top of me, the other two passengers landing in a heap alongside. It was a remarkable fact that there were no windows broken in our compartment. Only a few feet away one of the passengers in the next compartment (a naval commander whose name I have forgotten) had fallen with his legs through the window sustaining injuries from which he later died.

I cannot express how tremendously relieved we felt when, on gradually rising to our feet, we found that except for scratches and bruises none of us had been badly hurt. We then had to plan our way of getting out and as I was the tallest it was decided that I should stand on the door (now the floor of the upturned carriage) whilst the others climbed onto my shoulders and thence to the top of the compartment. After a struggle the door was opened (upwards) and I was given a helping hand to join them in the open air on top of the overturned coach.

The scene that met our eyes as we stood there trying to get our bearings was horrifying and chaotic. The crash had occurred on the down-gradient of the line where it curves over the Ligard Brook and near the then Lytham Gas Works. To our amazement the engine was behind us lying on its side facing the direction from which we had come. Apparently, after jumping the rails it had hit and



*With the first compartment missing entirely and only the backwall of the second compartment still existing, the leading coach is being removed to Newton Heath for scrapping.*

demolished the signal box and knocked over the telegraph pole. The force of the impact had turned the engine completely round and overturned it with its tender and cab lying near the Brook facing the sea. The front two coaches had carried on several yards beyond the engine before crashing over onto the other side of the line. The two rear coaches (it was only a 4-coach train) had managed to stay upright and finished slightly behind but nearly level with the engine.

After recovering from our original feeling of utter confusion we worked our way along the top of the upturned coach to the rear end from where we climbed down onto the line. All this time we were conscious of shouts and groans of the injured amid the constant hiss of escaping steam. I remember being shocked and horrified on clambering down onto the line by nearly treading on the body of a woman lying trapped under the end of the coach. She must have tried to make a jump for it and got crushed as the coach collapsed on her.

After spending a little time on helping to assist some of those trapped and injured in the vicinity of our coach, I heard shouts for help coming from the engine, so we made our way there along the side of the track. Owing to the position of the engine straddling the Brook and our view being blurred by the escaping steam it was a difficult manoeuvre getting to the cab. To our amazement we saw that the fireman, fully conscious, was pinned under the telegraph pole which was lying across the cab in such a way that he was unable to move. We could not move him on our own but helpers from the gas works had now arrived who were able to shift the pole sufficiently for us to release him. He was badly shocked but able to stand and we supported him away from the scene to the field close by where we propped him up against the hedge. He had a miraculous escape and maybe his life had been saved by the telegraph pole falling across the cab preventing him from being thrown out as the engine crashed. His mate, the driver, was probably killed outright. He was not found until after the engine had been lifted away—his body was underneath.

By this time a lot more assistance had arrived so we made our way along the track to Lytham Station—finishing my journey home to St. Annes by tram.

My last memory of that horrific scene was the sight of a fire starting, due I believe to escaping gas being ignited. Fortunately, this occurred in the rear coaches from which the passengers had already got out safely.

This is purely my own recollection of that night 62 years ago next November, but all the factual details will no doubt be held by the Railway Company concerned.

I think I am right in saying that 14 people died as a result of the accident, which at the inquest was put down to a flaw in one of the driving wheels, causing the flange to break under pressure as the train rounded the bend. There was no doubt in my mind, and others concerned in the accident, that excessive speed was a contributory factor, which I have already said was remarked upon by my friend before the derailment occurred.

One thing that I learnt from the events of that night; never accept all one reads in the press as being the unquestionable truth. The day after the accident one of the national popular papers had a headline to the effect: "Miraculous escape of fireman found hurled into the adjoining field". He had a miraculous escape all right, but there was no truth at all in the implication that he had been catapulted to safety.

Needless to say my friend Alec Porter and I were somewhat indignant at this false report and a little amused.



# MILK TRUCKS

B. C. LANE

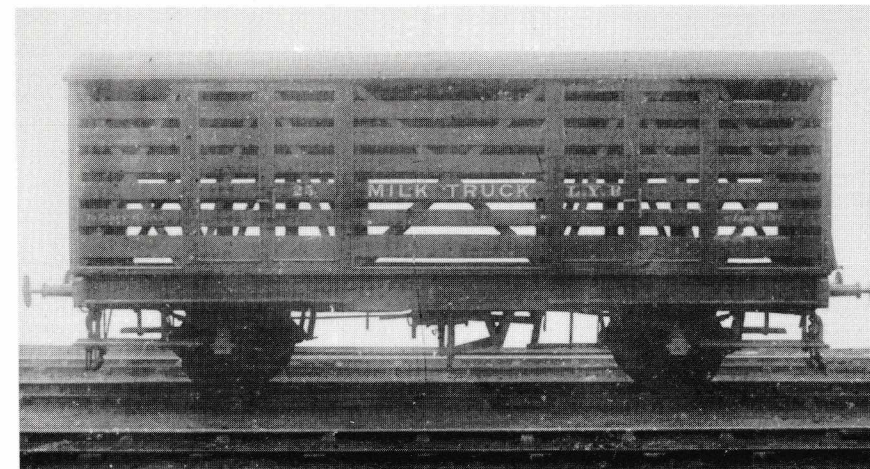
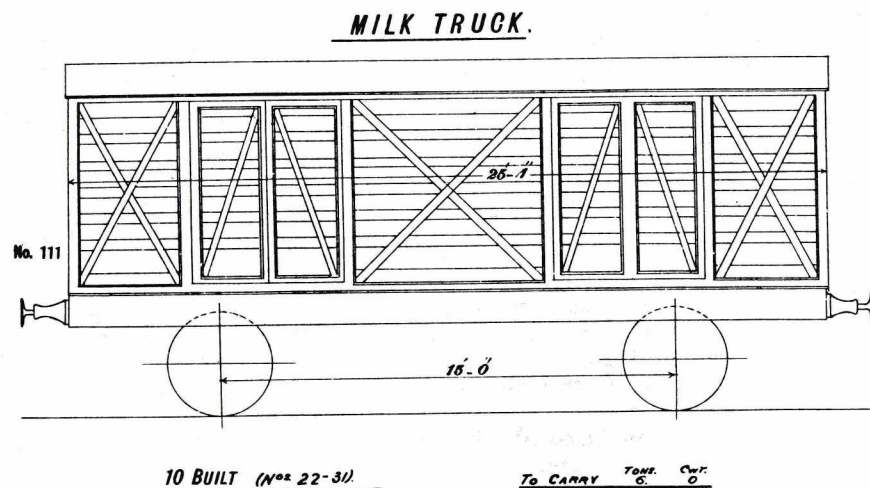
THE MAJORITY of the milk traffic on the Lancashire and Yorkshire Railway came from the 'old' West Lancashire Railway and Fylde areas. North Lancashire contributed the remainder and all of it centred on Manchester and its surrounding district.

The milk trucks were numbered in the non-passenger carriage stock series. Fish trucks were 1-21, 4-wh.milk were 22-31, 6-wh.milk were 32-35 and the fruit trucks (6-wh.carriage conversions) were 36-55. The well-defined blocks of numbers follow a rationalization of the numbering series in 1897.

All the vehicles covered by this article were built to the Renewal Account and were accepted as replacements of older stock. It is likely that milk was conveyed in ordinary vehicles prior to these specially made vehicles.

The four-wheeled milk trucks of Diagram 111 were ordered in December 1897 as Lot No. Y13. The vehicles were built on "old coach frames" according to the notes on the order and the resulting ten vehicles had the 15ft wheelbase of the older 4-wheeled carriages. New 5'-6" springs were fitted together with improved patten oil axleboxes as being fitted to "the latest carriage trucks being built". The old short buffers mounted on wooden blocks were replaced with the new pattern buffers with a length of 15" over the casting. A single Clayton brake cylinder provided the brake power of 10.815 tons with 20" of vacuum.

The diagram reproduced is from the official diagram book and shows the inside of the body. This has previously been misunderstood and a modellers' drawing has been published showing these vans inside-out as it were. The photograph of Milk Truck No.25 shows how they looked from the outside. Even the end stanchions were on the inside. All ten trucks entered service in 1898 and carried the numbers 22 to 31.



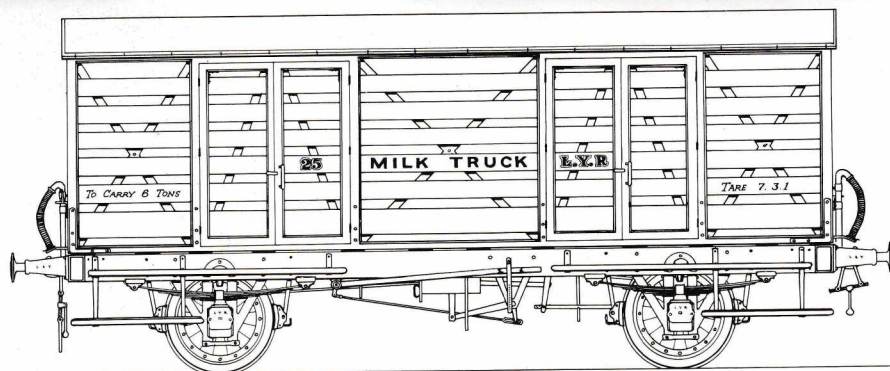
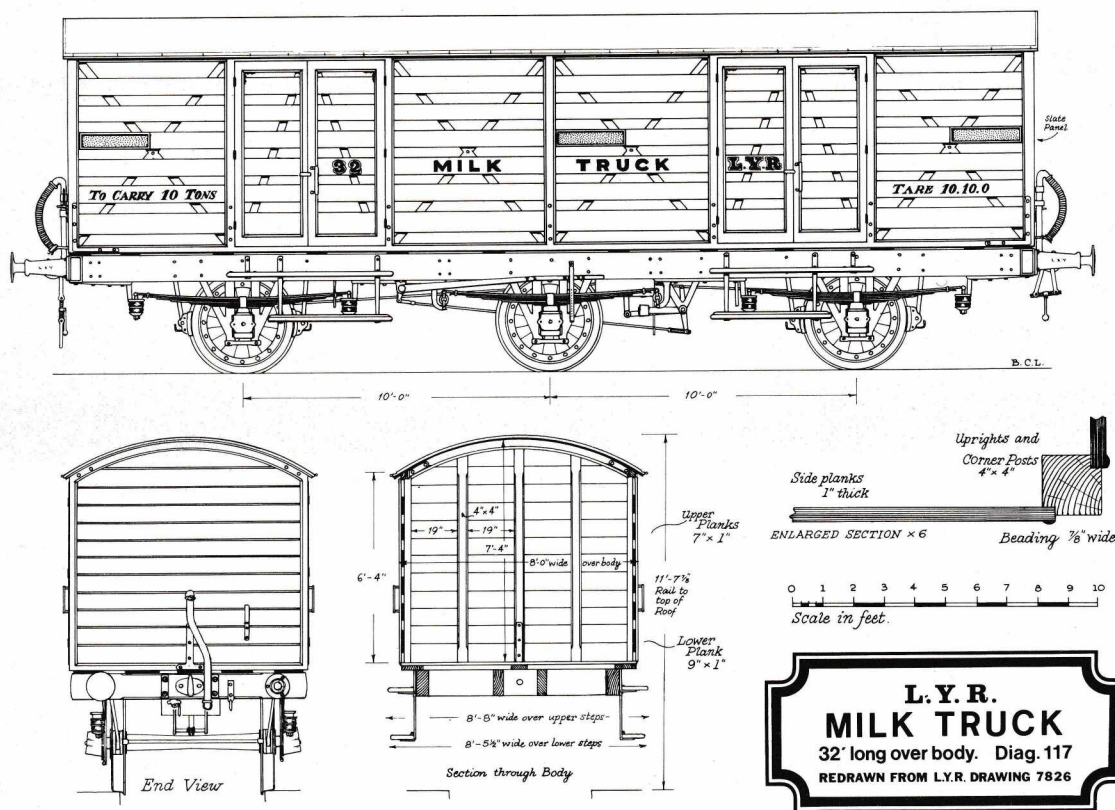
Diag.111 milk truck number 25. The numerals and 'LYR' are gold carriage transfers while the main lettering is yellow. Small lettering on the left reads 'To carry 6 tons' and on the right 'Tare 7.3.1'.

On 20th October 1911, four six-wheeled Milk Trucks were ordered as S27. Again, it was specified that "recovered underframes" were to be utilised and the ones used were the older 32'-0" length constructed prior to 1892 when 33' became standard. The running gear was unaltered except for the substitution of oil axleboxes and 15" cast buffers. The brake gear was augmented by the addition of a hand-lever from the left-hand end towards the centre axle. Inside-framing was used as before. The new vans entered service in 1912, numbered 32 to 35 and were designated diagram 117. A curious anomaly was the retention of the rings along the edges of the roof for the Harrison train alarm cord. By 1912, this system was a thing of the past.

The livery of the milk trucks is uncertain. What can be said with some certainty is that it was not grey with large white 'L' and 'Y' as for goods stock and shown on drawings published in the Model Railway Constructor some years ago. The only official note I have come across states "all vehicles painted Lake" but this same line refers also to carriage stock. Until around 1900, horse boxes and the like were painted all over dark brown or 'lake'. After that date, such vehicles were certainly turned out in the tan and lake as used on the passenger stock. When applied to the milk trucks, the lake would extend to the top of the plank on which the lettering was displayed. Photographs are few and far between and the two shades of colour show no difference in tone on the orthochromatic photographic emulsion of L. & Y. days. What photographs and personal recollections of contacts do show is that the trucks were invariably very dirty, suggesting that they missed out on cleaning that was carried out in the carriage sidings.

All of the milk trucks were in service when absorbed by the L.M.S. in 1923. Three of the 4-wheelers remained in 1933 (No.38630-2) and the last one was withdrawn in 1938. The 6-wheelers were also down to three (Nos.38633-5) in 1933 but these vehicles lasted much longer. The first of them was withdrawn in 1953 and the last in 1956. A photograph exists of one of these in the London area just before withdrawal.





L. &amp; Y. R. MILK TRUCK

DIAG. 111

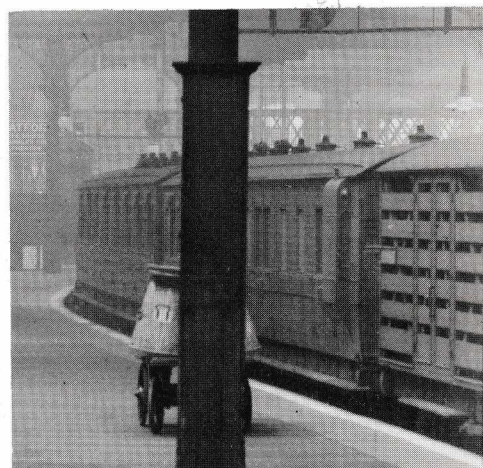
4mm scale

I travelled each day to Kirkham leaving St. Annes by an early train arriving in Kirkham soon after 7.00 a.m. Several mornings I arrived early enough to see deliveries of milk being unloaded at the station. Being an island platform the big milk churns were manhandled down the steep stone steps, leading from the station entrance on the bridge to the platform. In the process amounts of milk were spilt and occasionally a milk churn overturned. As a result of this practice, which happened every morning, the steps had a permanent milky stain and sometimes a smell of sour milk was noticeable. Those steps down to the platform used to be called 'The Milky Way'.

E. W. Johnson

Diagram 117 six-wheel milk truck at Manchester Victoria. The slate board and handbrake can be seen in this view of a typically dirty vehicle. Photographs of trains from the Fylde show the milk truck to be at the rear of the train, as here.

Part of HOR. F1113 courtesy N.R.M., York.







*Long Lane box and crossing.*

*Photograph by T. Wray.*

## LONG LANE CABIN

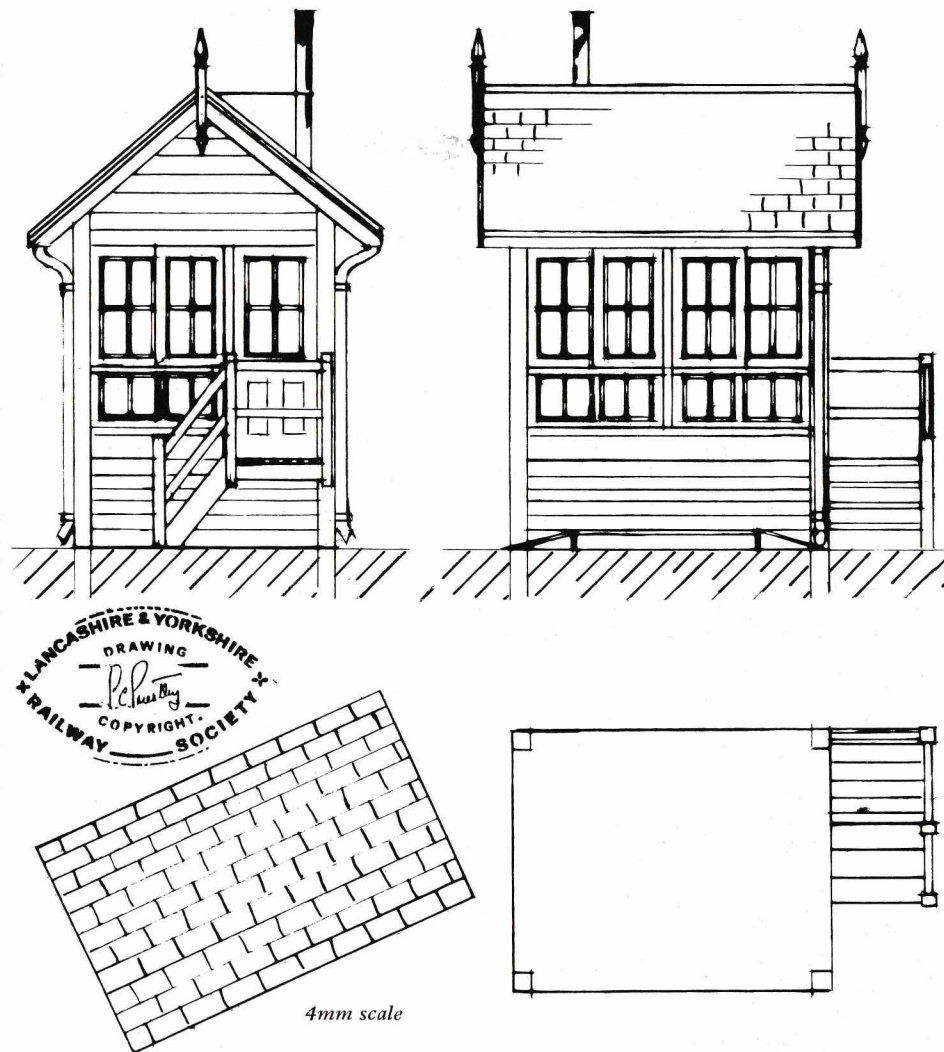
P. C. PRIESTLEY

LONG LANE CABIN was one of the smaller ones on the L.& Y. system and would make a delightful model. It would be ideal for any level crossing or small branch line.

The prototype cabin was built in 1909 on the Southport-Preston line, being located between Banks station and Hundred End station. The number of levers is estimated at four, being deduced from the size of the cabin but it could possibly accommodate eight levers if necessary. The cabin was worked independently of the block system, the crossing gates being opened as and when necessary for road traffic.

On the L.& Y. system the wooden parts of the cabin were generally made to a standard size and pattern, although there were exceptions. It is therefore possible to deduce the size of a cabin by looking at photographs. This may also be confirmed by the number of levers in use where it is known.

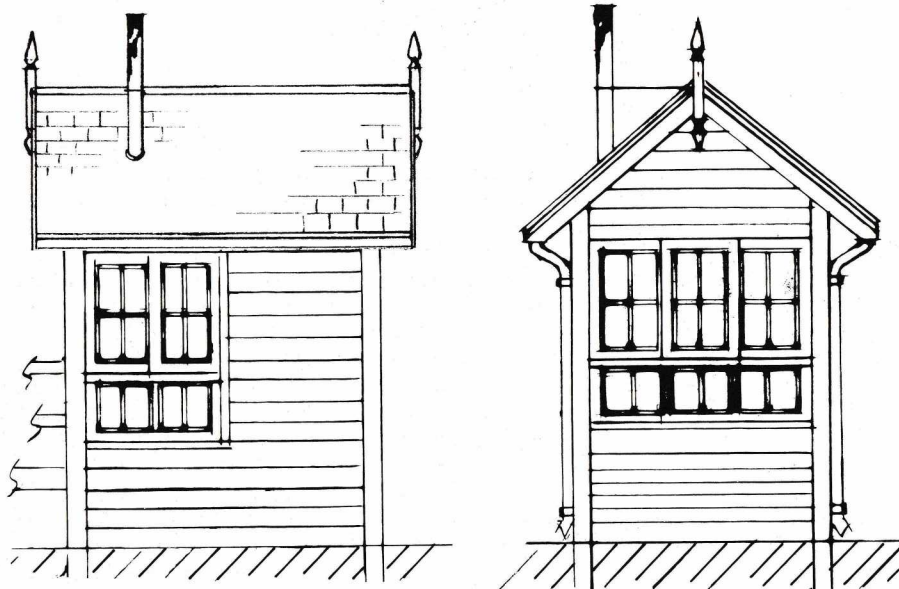
The paintwork of cabins was a deep cream colour referred to variously as stone or buff relieved with a deeper brown. Window sashes were white. In pregrouping days, the nameboard would be black with white letters and border. They were



not "the carriage colours" as many believe. Reference to illustrations show them to be quite light in tone when clean and in good order. Platform 14 has three illustrations which are of help and one even has a rake of carriage stock next to it proving the much darker browns used on such vehicles.

The plans of the cabin are based on details contained in 'Railway Signalling' by Raynor Wilson and the photograph by Tom Wray. The book for those who are interested can be (with difficulty) obtained through the British Lending Library Reference System.





REAR VIEW

END VIEW



## THE AINTREE RACE TRAINS

R. W. RUSH

THE EXACT DATE of the introduction of these trains is doubtful, but it is believed to have been in 1910 or 1911. Some steam-hauled six-wheel coaches were adapted to run with a Diag.56 electric motor coach at each end. Three of these trains were assembled, each consisting of three Diag.8 thirds, with five compartments, and seven Diag.6 firsts, with four compartments, the total seating capacity, including the motor coaches, being 150 third class and 384 first class. For the purpose of these trains, the motor coaches were upgraded to first class by the simple expedient of fastening a plywood board bearing the word "FIRST" over the legend "Third" on the coach sides. The end vehicles of the rake were specially fitted with buckeye couplings at the outer ends to match the couplings on the motor coaches, and the jumper cables were led over the roofs, three on each side, in troughs. The trains were marshalled with the three thirds at the outward (or Aintree) end. They shuttled about between Liverpool Exchange and Aintree as required, on race days—which only amounted to about three days

each year. When not in use, the trains were stored in Meols Cop sidings. On odd occasions, where were very rare, they were pressed into service for steam-hauled excursions, which meant that the two end coaches of the rake had to be detached, owing to their buckeye couplings. These rakes retained their steam heating and gas lighting, but this was no great detriment, as they were not normally used after dark.

Very little information has been handed down concerning these race trains, and only one or two photographs have come to light. No running numbers are available, though it is known that all of the 21 thirds and 9 firsts received their allotted L.M.S. (1923) numbers in the 14000's, whatever they may have been. The three trains were reputed to have been withdrawn in 1925/26, and replaced by bogie stock (of which more details later), but here comes the mystery. I have it on very good authority—an eye witness—that one of these rakes of ten six-wheelers, complete with motor coach at each end, was seen proceeding slowly past Hillside station in a southbound direction on a Sunday in July 1935—newly painted in L.M.S. red. This gives the lie to the oft-quoted statement that no L.& Y. six-wheelers were ever repainted in L.M.S. colours, only the lettering and numbers being altered. Moreover, if this is correct (and I have no reason to doubt my informant), it poses another problem; no space was left in the 1933 L.M.S. renumbering list for these ten vehicles. Only one first, two composites, twelve thirds and four brake thirds are accounted for in that list. Can anyone elucidate?

The bogie stock used for the race trains in 1925/26 comprised 21 coaches, mostly L.& Y., but six firsts were of Midland origin. There were three trains, as before, but each consisted of only seven coaches, three thirds, three firsts, and one brake third, all arc-roofed stock. The three trains were made up as follows, (L.M.S. 1923 numbers):—

	<i>Third</i>	<i>Third</i>	<i>Third</i>	<i>First</i>	<i>First</i>	<i>First</i>	<i>Bk. Third</i>
1.	12700	11831	12718	2504	2664	2552	12207
2.	12424	12962	12238	2502	2511	2530	13261
3.	11907	11815	13298	10763	10766	10738	12044

The six numbered in the 2000's were the ex-Midland firsts. The L.& Y. vehicles involved were three Diag.36 firsts, three Diag.30 brake thirds, and nine Diag.34 thirds. These were all modified in the same manner as the six-wheeled stock, with jumper cables carried over the roofs, and buckeye couplings, but the coupling arrangements were rather different. The two outer ends, (1st and 7th coaches) had normal buffers and couplings, but the inner ends of these had buckeye couplings which mated with the outer ends of the 2nd and 6th coaches. Thus for steam-hauled excursions (for which they were used fairly often) the whole rake of seven coaches was used, but for race trains the two end coaches were removed and the remaining five coupled between the two motor coaches. Hence the use of the single brake third in the train, since it was only required for excursion purposes. There was, apparently, some substitution of other coaches of the same diagrams in the rakes from time to time, for the individual withdrawal dates do not add up. The three trains are said to have been withdrawn in 1939, and stored for a time at Meols Cop before being broken up. This may be so, but at least three of the coaches enumerated above were withdrawn in 1934, while three others survived as single units until around Nationalisation.

If anyone can provide any further information on both of these subjects, it will be very gratefully received.



LANCASHIRE & YORKSHIRE RAILWAY.

Extension of  
**LIVERPOOL**  
and  
**Town Green and Aughton**  
Electric Train Service  
**To ORMSKIRK**

**C**OMMENCING May 1st, 1913, a regular  
Daily service of Electric Trains will  
run between Liverpool and Ormskirk, and  
the Electric Service between Liverpool and  
Aintree, via Walton Junction, will be revised  
and augmented.

The Electric Service between Liverpool  
and Aintree, via Ford, will be revised.

For full particulars of the  
services see following pages.

JOHN A. F. ASPINALL,  
General Manager.