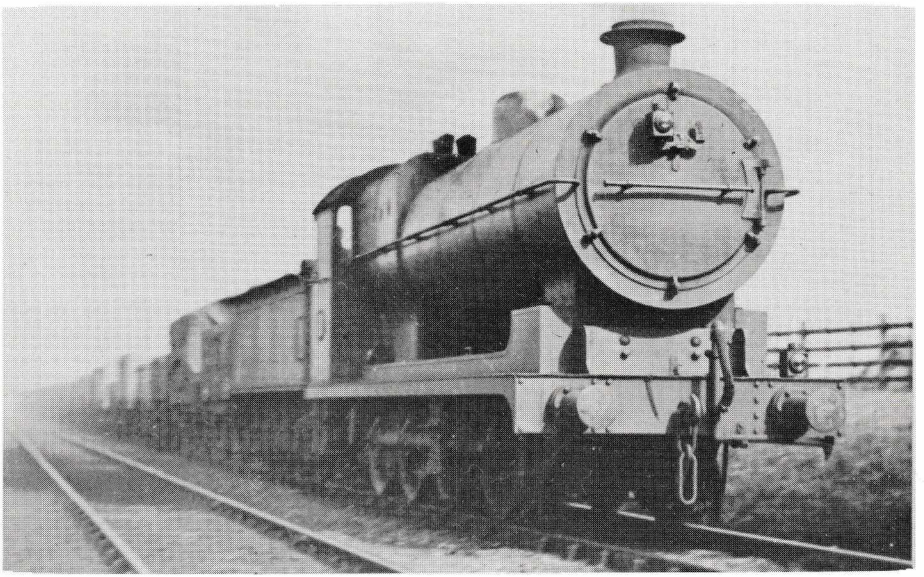
ISSN 0143 - 8875

PLATFORM 22



THE JOURNAL
OF THE
Lancashire & Yorkshire
Railway Society

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Mr T. Wray, 17 Chale Drive, Middleton, Manchester M24 2BZ.

COVER PHOTOGRAPH

No.745 was built in August 1900 and had a small boiler until rebuilding with a saturated large boiler in December 1911. The deeper valance of the engine gives its origin away. The eight-wheel tender is another change from its first condition but by the time E.S.Cox took this photograph, around 1920, the old order of tender matching had largely been forgotten. The headcode shows the train to be a Class 'A' freight, the Company's designation of Express goods trains. For full details of the headcodes and the double lamp holder, see page 16.

The train is heading westwards towards Liverpool and is seen rolling down the Moss near Kirkby.

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Steam-Operated Electric Trains

E. S. COX

FOR A WHOLE WEEK in early 1919 the entire electrified Liverpool to Southport section of the L.& Y.R. was steam operated using 2-4-2 radial tank engines drawn from adjacent west Lancashire sheds.

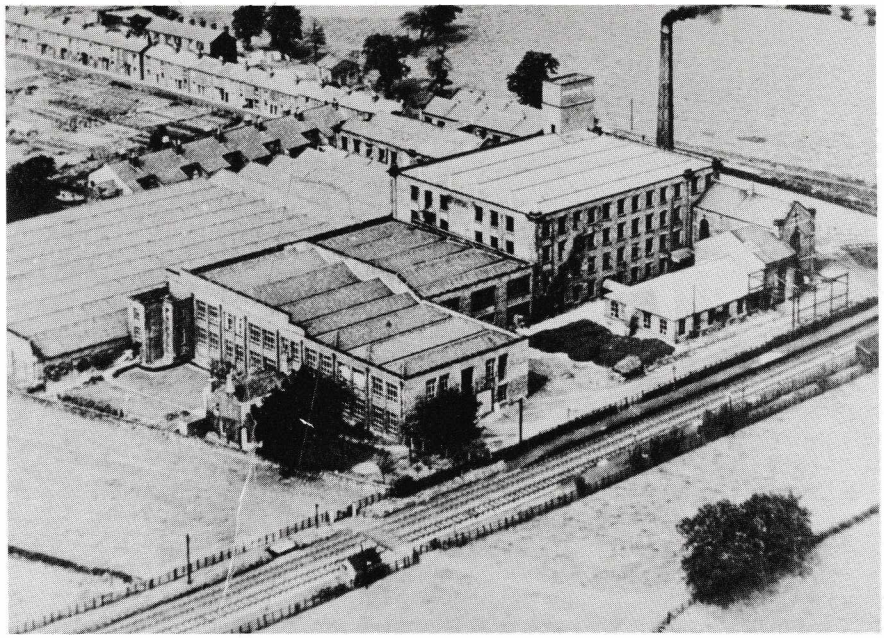
First converted to electric traction in 1904, this 18½ mile line was the first in the country to apply third rail current collection over so long a distance. It was entirely self-contained with its own power station, substations and transmission lines. There were of course many teething troubles but by 1906, by which date I went to live near the line, first at Southport and later between Waterloo and Crosby, the train service had become punctual and completely reliable and in my frequent journeys on the line I never recall any technical delays.

By 1919, I had already been working as a Premium Apprentice and travelled home each weekend via Liverpool. On a particular Saturday early in that year I crossed over from one of the mainline platforms at Liverpool Exchange station to the suburban side and was amazed to find steam engines coupled to the electric trains. A reduced timetable was in operation and I was hauled out to Waterloo without, it must be admitted, the sparkle of the usual electric service.

This most unusual event was not due to electrical failure but to a walkout of the entire staff at the Formby Power Station, the only source of electric energy. The cause of the strike was one not unknown elsewhere at that particular time. The end of the Great War had at last brought the long sought after eight-hour day. Here and there, management sought to get some reduction in wages costs from the number of hours now to be worked. The workforce on the other hand naturally had not expected to see any reduction in living-standards due to the change but of such an impasse came the Formby stoppage. It was eventually settled after a week in which steam haulage had maintained the service and avoided a complete shut down which would otherwise have been inevitable.

This happy outcome was due I think to the foresight of John Aspinall who planned the electrification. Foreseeing teething troubles even if not strike action, he had arranged to equip the trains with the vacuum brake which would permit haulage by existing steam engines if ever this was required. Nearly all other railway electrifications then (and since) have employed the air brake and later development has for ever obviated the need for steam haulage so happily available on that far off occasion.

As a postscript to this strange interlude, over the weekend referred to above I took my old plate camera to the end of the road in which I resided and which abutted onto the railway. A photograph of a radial tank pulling a complete electric train was taken but alas all the disabilities of early photography combined with a particularly dull day resulted in a negative so weak that no satisfactory print was obtainable. This failure has been a great source of sorrow to me ever since, for I have never seen any other picture of this dramatic event of so long ago.



Gregson Lane Halt

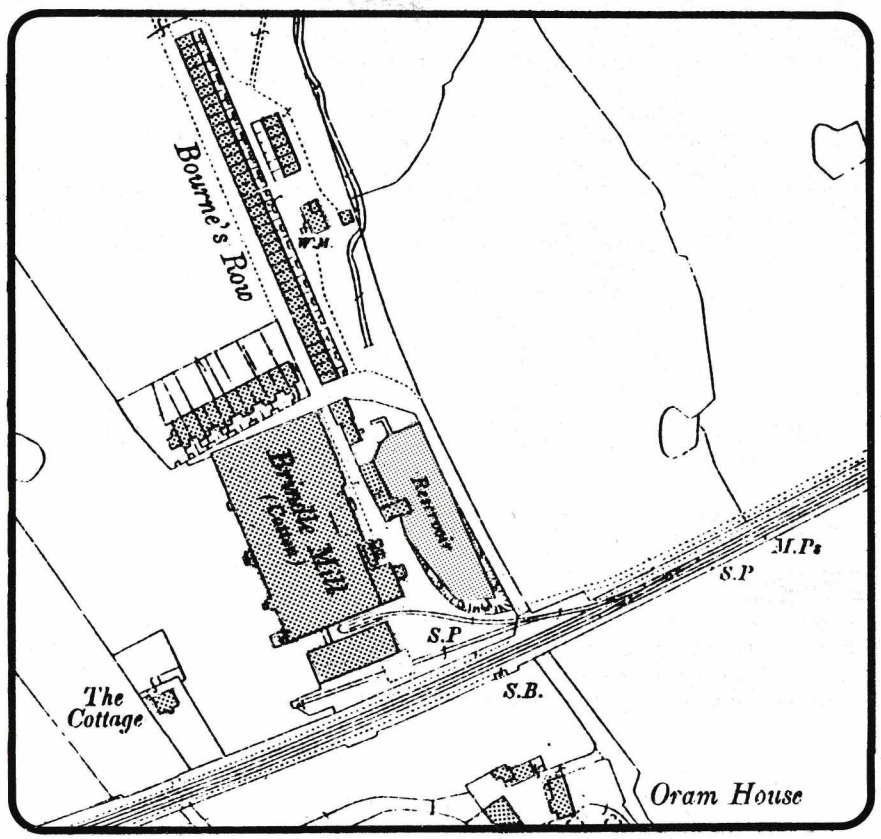
FRANK ELLIOTT

Frank Elliott's researches into Gregson Lane provide yet another insight into L.&Y. operations—the private railway station. Allied to it is the chance to look at the scale of railway movements in a day in the early years of this century, roughly when the railway was at its operational height.

In 1846 the Blackburn to Preston Railway was opened. During the next few years it passed through the ownership of the East Lancashire Railway Company until in 1859 it became the property of the Lancashire and Yorkshire Railway Co. By 1895 many stations on this line were well known, e.g. Bamber Bridge, Hoghton, Pleasington etc. Situated between Bamber Bridge and Hoghton was Gregson Lane Halt. It was first recorded in 1894 but under the name of Gregson Lane Sidings.

The Sidings' main purpose were to serve the newly constructed Brindle Mill which opened in 1895. Along with the Mill two platforms were erected for the Mill workers. The Mill was built and owned by J.W. Bourne, Cotton Spinners. By looking at the map you can see that a small community was built up around the mill, this was called Bourne's Row, just a few hundred yards from the nearby village of Gregson Lane. Research shows that no accurate records were made for this area before the 1909 Census. By this time the workforce of the mill numbered 276.

This latter day view of Brindle Mill shows the extensions that had taken place by the time that Horrockses, Crewdson Spinning & Manufacturing Co. were in control. The building that once spanned the nearside siding is being demolished, only the framework remaining at this date. Presumably, the crossing/bridge to the right served as exit from the platform which is about long enough to take a five-coach train, at the most.



The Halt and goods yard were well established by 1909 and consisted of two solid platforms which had stone walls front and back and wooden beams running along platform edge trackside. The rest of the platforms were made up with gravel infill, four access ramps at platform ends and a wooden shelter on the Blackburn downline-to-Preston side. On both platforms there were name-boards stating Gregson Lane Halt and standard lamp-post oil lamps lining them. A ground mounted signal box with a fourteen-lever frame controlled the level crossing and the crossovers into the sidings. It is known that from 1918 to 1924 one of the regular signalmen was Mr Joe Worsley, and the two-line goods yard at Brindle Mill had two full-time men, Mr Jack Taylor and Mr Bob Newton, who unloaded the coal wagons by shovel. Other freight consisted of box vans and open wagons, owners unknown, for weaving beams and bulk cotton. For these items and coal,

a regular goods service was implemented as shown in the timetable supplied by N. G. Coates. Despatched locomotives came from Blackburn, Preston and Lostock Hall and would normally be Barton Wright 0-6-0 tender and 0-6-0 tank engines.

The passenger service was a totally different matter. Tickets had to be purchased one week in advance from Bamber Bridge or Hoghton station. On the day of the journey the station master at Bamber Bridge or Hoghton had to notify the guard and driver of the regular stopping passenger trains that a pick-up or alighting of passengers would take place at Gregson Lane Halt. This was done as common practice by the mill workers and the rest of the people of Gregson Lane, because holiday specials were also run in this way.

This system of passenger and freight trains ran into L.M.S. days until 1932 when the mill closed. The halt fell into disrepair and although the mill was opened again in 1936 by Munches Co. the halt stayed closed and it was not until the Second World War that the halt was re-opened. The halt was finally closed in 1947 and dismantled in 1960 when the cotton mill was closed under the ownership of Horrockses Co.

L. & Y. R.

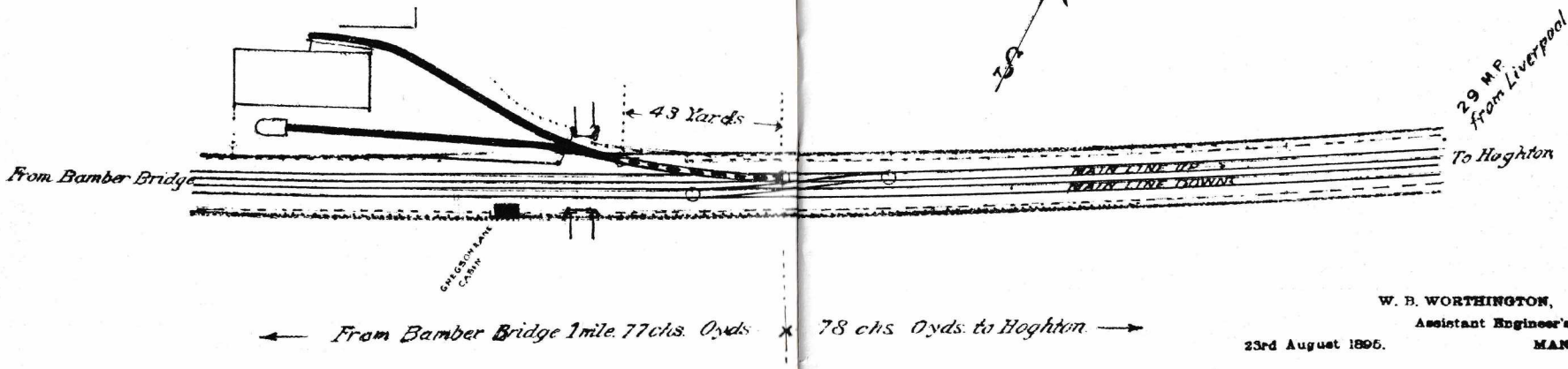
J. & W. BOURNE'S SIDINGS

BETWEEN

BAMBER BRIDGE AND HOGHTON

REFERENCE

***Connection maintained** by and at the cost of L. & Y. R. Co. coloured* 43 *Yards*
***Siding maintained** by and at the cost of J. & W. Bourne* ,,
L. & Y. R. Co.'s Boundary
***Signals and necessary** apparatus maintained by and at the cost of L. & Y. R. Co.*



Brindle Mill in 1986. The sidings used to enter the small yard through the fence in the right of the picture. *Photo—F. Elliott*

W. B. WORTHINGTON,
Assistant Engineer's Office,
23rd August 1895. MANCHESTER.

Gregson Lane Traffic

NOEL COATES

THE ACCOMPANYING TABLES of train movements come from the October 1905 working timetable. I set out to provide Frank with a rough guide of the trains which were handled by the signal box in any one weekday but it quickly became clear that there were many more trains passing through than I thought and interesting implications could be drawn. Firstly the timetable is the result of 60 years practical operation and traffic increases and has been honed to be relatively easily workable. Secondly the slower moving freight traffic is slotted into late evening and overnight paths as much as possible but the sheer volume of traffic and the operation by different companies was unexpected. There was little rest for signalmen—about half an hour here and there at the most—whilst on several occasions three or four trains followed one another in quite quick succession. Few trains stopped or were halted at Gregson Lane and because there were no passing-loops the one or two which were held would have to be shunted onto the wrong line. Finally the timetable details several trains which worked on only one day, nor are extras or specials noted, so traffic was possibly slightly heavier than shown. The line was busy, but it was a main artery and I hope illustrates how a small wayside private station was influenced by the railway around it.

TRAINS PASSING GREGSON LANE: To PRESTON

a.m.
1.30 Class A Goods—Rosegrove to Aintree Sorting Sidings

2.35 Midland Class B Goods—Hellifield to Huskisson (Liverpool)
2.50 Special Express Goods—Leeds to Liverpool

3.45 Goods—Blackburn to Rainford Junction
3.55 Class B Goods—Bury to Fleetwood

4.00 Express Goods—Hollinwood to Lostock Hall
4.10 LNW Goods—Nelson to Carnforth
4.25 Class A Goods—Goole to Lostock Hall
4.35 Midland Express Passenger—Blackburn to Liverpool
4.50 Fish—Rosegrove to Preston

*5.05 Goods—Hoghton to Lostock Hall (stops when required)

6.20 Fast Goods—Rosegrove to Lostock Hall
6.43 Passenger—Accrington to Preston

MODELLERS' NOTE

Just about every type of engine then in use on the L&Y except 0-4-0ST and 0-6-0T would pass through the Halt in a 24-hour spell as well as Midland 0-6-0s, 4-4-0s and L.N.W. goods engines. The simplicity of track layout, paucity of buildings yet intensity of traffic would make this location ideal for those wishing to display stock or concentrate on operation.

TRAINS PASSING GREGSON LANE: To BLACKBURN

a.m.
12.05 Special Express Goods—Aintree Sorting Sidings to Leeds
12.20 Express Goods—Ormskirk to Blackburn
12.40 Fast Goods—Bamber Bridge to Castleton

1.20 Midland Express Passenger—Liverpool to Blackburn
1.40 Class B Goods—Lostock Hall to Rosegrove
1.50 Midland Class B Goods—Huskisson (Liverpool) to Carlisle
1.55 Fast Goods—Fleetwood to Bury

2.02 Special Express Goods—Aintree S.S. to Leeds
2.52 Mail Goods—Preston to Burnley (East Lancs.)

3.00 Class A Goods—Aintree S.S. to Haslingden
3.10 Special Express Goods—Aintree S.S. to Spring Vale

4.00 Goods—Bamber Bridge to Spring Vale
*4.05 Goods—Bamber Bridge to Hoghton (stops if required)

5.10 LNW Goods—Carnforth to Nelson
5.35 Passenger—Preston to Todmorden

6.22 Class A Goods—Carlisle to Rosegrove (LNW and L&Y engines on
6.10 Class A Goods—Preston to Leeds [alternate days)

8.07 Passenger—Accrington to Blackpool Central
8.27 Passenger—Blackburn to Preston
*8.50 Class B Goods—Leeds to Lostock Hall (arrives and is held)
8.55 Special Express Goods—Normanton to Aintree S.S.
9.00 Midland Class B Goods—Carlisle to Huskisson
9.02 Class B Goods—Leeds to Lostock Hall
9.07 Passenger—Accrington to Preston
9.10 Class A Goods—Rosegrove to Fleetwood
9.55 Express Passenger—Skipton to Liverpool
10.02 Express Passenger—Accrington to Southport
10.10 Express Passenger—Halifax to Blackpool Central
10.34 Passenger—Blackburn to Preston
10.57 Express Passenger—Accrington to Preston
11.30 Passenger—Accrington to Preston
p.m.
12.23 Express Passenger—Leeds to Blackpool Central
12.40 Passenger—Accrington to Blackpool Central
1.40 Passenger—Accrington to Preston
2.15 Express Passenger—Colne to Blackpool Central
2.29 Express Passenger—Colne to Southport
2.50 Midland Express Passenger—Blackburn to Liverpool
3.02 Passenger—Accrington to Preston
3.22 Fast Goods—Chatburn to Lostock Hall
3.37 Passenger—Accrington to Preston
4.10 Midland Express Passenger—Blackburn to Liverpool
4.28 Passenger—Accrington to Preston
4.58 Passenger—Accrington to Preston
5.24 Express Passenger—Colne to Blackpool
5.34 Express Passenger—Accrington to Southport
5.55 Passenger—Accrington to Preston
5.58 Goods—Spring Vale to Lostock Hall
6.13 Express Passenger—Colne to Blackpool Central
6.25 Midland Express Passenger—Blackburn to Liverpool
7.00 Passenger—Accrington to Preston
7.43 Express Passenger—Todmorden to Blackpool Central
*8.12 Class B Goods—Hoghton to Liverpool (arrives and is held, picks up if req.)
8.34 Passenger—Colne to Preston
8.50 Midland Express Passenger—Blackburn to Liverpool
8.52 Class B Goods—Hoghton to Liverpool
9.00 Express Goods—Spring Vale to Aintree S.S.
9.20 Passenger—Accrington to Preston
9.47 Belfast Boat Train—Leeds to Preston and Fleetwood
10.00 Express Goods—Church to Aintree S.S.
10.18 Class A Goods—Church to Bamber Bridge
10.25 Passenger—Accrington to Preston
11.07 Passenger—Accrington to Preston
11.22 Class A Goods—Leeds to Carlisle
11.58 Goods—Blackburn to Lostock Hall

Total 60 trains (35 passenger, 25 goods)
All one-day-only trains ignored. All L & Y trains except where stated (7 Midland, 1 LNW)

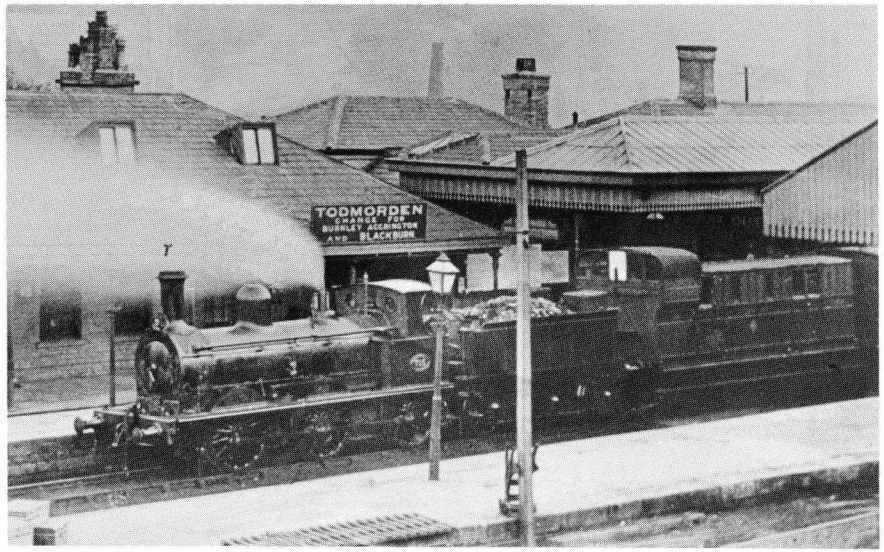
7.08 Express Passenger—Preston to Leeds
7.25 Passenger—Preston to Accrington
7.30 Fast Goods—Bamber Bridge to Chatburn
8.08 Passenger—Preston to Blackburn
8.22 Express Passenger—Preston to Todmorden
8.35 Express Passenger—Blackpool Central to Colne
8.41 Express Passenger—Southport to Accrington
9.00 Passenger—Blackpool Central to Todmorden
9.10 Passenger—Preston to Accrington
9.48 Express Passenger—Preston to Burnley Bank Top
10.05 Midland Express Passenger—Liverpool to Blackburn
10.10 Passenger—Preston to Blackburn
10.55 Express Passenger—Blackpool Central to Bradford
11.40 Passenger—Preston to Blackburn
p.m.
12.20 Class A Goods—Fleetwood to Rosegrove
12.35 Passenger—Preston to Accrington
1.10 Midland Express Passenger—Liverpool to Blackburn
1.35 Passenger—Preston to Todmorden
2.25 Passenger—Preston to Accrington
2.55 Midland Express Passenger—Liverpool to Blackburn
3.10 Passenger—Preston to Blackburn
*3.20 Goods—Lostock Hall to Hoghton (arrives, shunts as required)
3.59 Passenger—Preston to Todmorden
4.20 Goods—Lostock Hall to Hoghton leaves
4.23 Express Passenger—Blackpool Central to Leeds
5.00 Express Passenger—Blackpool Central to Colne
5.11 Midland Express Passenger—Liverpool to Blackburn
5.28 Passenger—Preston to Accrington
6.01 Express Passenger—Midge Hall to Blackburn
6.07 Express Passenger—Southport to Colne
6.20 Passenger—Preston to Todmorden
7.22 Passenger—Blackpool Central to Colne
7.30 Midland Express Goods Class A—Huskisson to Hellifield
7.52 Express Passenger—Southport to Colne
8.05 Passenger—Preston to Blackburn
8.30 Class A Goods—Aintree S.S. to Goole
8.35 Goods—Lostock Hall to Spring Vale
9.02 Class A Goods—Fleetwood to Rosegrove
9.07 Midland Class A Goods—Huskisson to Hellifield
9.25 Express Passenger—Blackpool Central to Colne
9.42 Express Passenger—Liverpool to Colne
10.07 Passenger—Preston to Accrington
11.03 Class A Goods—Ormskirk to Goole

Total 59 Trains (35 Passenger, 24 Goods)
All one-day-only trains ignored
All L & Y trains except where stated (8 Midland, 1 LNW)

* *denotes a train stopping at Gregson Lane.*

The above advertisement appeared in the Companies 1915 booklet THE BREEZY NORTHERN HEIGHTS OF MANCHESTER, the coloured cover of which is reproduced on our back page. It set out to publicise the better class suburbs and points out how the city was becoming less of a home and more of a workshop. Many local businesses and organizations advertised in the 84-page booklet but the above is the only one with railway interest.

Three of John F. Street's coal wagons are featured in this view. All of them are slightly different types with curved ends and single-sided brake gear. No colour details are known of the livery which has the name of the firm spread along the top plank. All that can be made out is that the corner plates are black and the body is not as dark coloured. In the background stands a 'Tin Tab' 10-ton Break Van with birdcage roof. Five cart horses stand to either side of the view. All local deliveries were in the hands of the horse-drawn cart at this period and they formed a proud asset of any business of the day.



Todmorden 100 Years Ago

Although to our eyes, the old six-wheeled engine would be thought to be a goods type, in the 1870s and immediately following years, the engine pictured was definitely a passenger type. Built in December 1871 when the company was desperately short of locomotives and could not build more than about three a month at its own works in Miles Platting, No. 715 came from Kitson & Co. of Leeds. It carried the name 'MEDUSA' when transferred to work the East Lancashire Railway section but like all other nameplates, was removed in the early years of Aspinall's reign. It was not withdrawn until October 1901 although it had been 'rebuilt' in 1897. Just what happened in 1897 is a mystery as the domed boilers were fitted to others of the class that were never 'rebuilt'. No. 715 does not possess any brakes on the engine, the tender and train having to do that job. The front vehicle of the train is one of the earliest types of brake van of which we know, having the lower style of roof and birdcage from Fay's period. After 1872, the type were built with higher roof and vertical beading to the ducket sides.

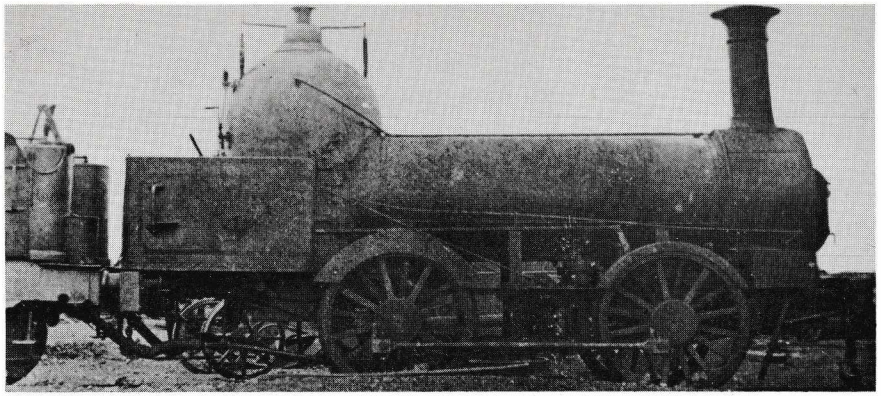
The train is ready to leave Todmorden with a train for Burnley, Accrington and Blackburn as the notice states. Departures to the Copy Pit line left from the UP platform. Originally, they stood in the bay on the other side of the very narrow platform but it was so narrow that it had to be abandoned for the sake of safety.

This quaint view was probably taken in the 1890s. Without the train, the same view could be seen in British Railway days.

DOGS RIDING IN CARRIAGES WITH PASSENGERS

The attention of station masters, inspectors, ticket collectors and guards is called to the regulation on page 105 of the Penny Time Book prohibiting passengers from taking dogs with them into passenger carriages and this regulation must be strictly enforced.

(Note in Special Train Notice January 1887)



Edward Bury's Locos on the L.Y.R.

BERNARD FIELDING

WHEN I BEGAN COLLECTING photos of LYR locos in the early 1930s, some of the first to come to hand were of Bury-type 0-4-0s, from the Locomotive Publishing Co., and these have always fascinated me. The locos were absolutely "basic", consisting of a boiler and a large firebox on four wheels, without any "frills", such as brakes, cabs, or spectacle plates. One must have had to be tough to drive one in the depths of winter, in snow and frost, and then to go through Summit Tunnel and be almost suffocated by the exhaust fumes for good measure.

Edward Bury started a general engineering business at Clarence Foundry, Liverpool, about 1826, but did not build locos at first. The name was changed to Bury, Curtis & Kennedy about 1846, and by the time the firm closed down in 1850 about 415 locos had been built. His engines were unusual in having bar frames, although these became standard practice in the U.S.A. The largest number of engines (over 100) was supplied to the London & Brimingham Railway, opened in 1838, and of which Bury was appointed Locomotive Superintendent. The LYR and the Furness were also substantial users of his locos.

I am only aware of one Bury engine in preservation, Furness No.3, of 1846, (generally known as 'Coppernob'), which is at N.R.M., York. Photos shew it to be externally very similar to the engines supplied to the Liverpool & Bury Railway in 1847, so I hope I may be allowed to quote a few details, taken from R.W.Rush's Oakwood Press booklet *F.R.Locos & Rolling Stock*: Built 1846, preserved 1900; cylinders 14"x 24"; wheels 4'-9"; T.E. 7,619 lb; engine (loaded) 19½ tons; coal 2 tons; water 900 gallons; tender (loaded) 13¾ tons. The T.E. is interesting, compared with the L.Y. railmotor's 7,605 lb., and the L.Y. Pug's 10,704 lb.

One of 'Coppernob's' drivers is on record as saying that its safe maximum speed was 28 mph. The heavy firebox, being outside the wheelbase, must have made these engines rather unsteady at speed, and many of the L.Y. ones had a pair of trailing wheels added at a later date. Indeed, Bury built his engines with a

pair of trailing wheels after 1848, doubtless to cure the problem.

A handful on the LYR lasted until 1880, four years into Barton Wright's regime, when about 60 of his 'Ironclad' 0-6-0 were in service, so they must still have been performing some useful (if humble) service.

I append a list of engines in each batch on the LYR, but for brevity I have only quoted the LYR (1850) running-number. Fuller details can be found in Vol. 3 of Marshall's LYR book, at the pages quoted:—

(1838) ex Manchester, Bolton & Bury Railway
(0-4-0) *Manchester, Fairfield, Bolton* (119), *Victoria* (120);
(0-4-0) (by Wm Fairbairn & Co., Manchester) (1839) *Windermere* (121), *Crosby* (122), *Woolton*, (123), *Bootle* (124); (2-2-0
(2-2-0) (1844) 6, 7.
In *Platform 18*, page 1, I mentioned how *Fairfield* (along with another LYR engine, *Junction*), turned up on the 7ft.-gauge North Devon Railway.
(Marshall, Vol. 3, pp. 28, 29, and 213 refers).

(1840) ex Manchester & Leeds Railway
(0-4 0) *Liverpool* (135), *Clarence* (136).
(Marshall, p.19 refers).

(1845-6) ex Manchester & Leeds Railway
(0-4-0) *West Riding Union* (154), *Cleckheaton* (155), *Huddersfield* (156).
In *Platform 16*, page 6, I referred to the sale of these three engines to the Stockton & Darlington Railway, and how *The Engineer*, in 1875, referred to them as being 'of extremely rough construction and workmanship'.
(Marshall, pp. 23 and 213 refers).

(1845-6) ex Manchester & Leeds Railway
(0-4-0) (Built by Fairbairn & Co., Manchester) 157, 158, 159.
(Marshall, pp. 58-9, and 217 refers).

(1846) ex North Union Railway
(2-2-0) 12.
(0-4-2) 148.
(Marshall, p.31-2 refers).

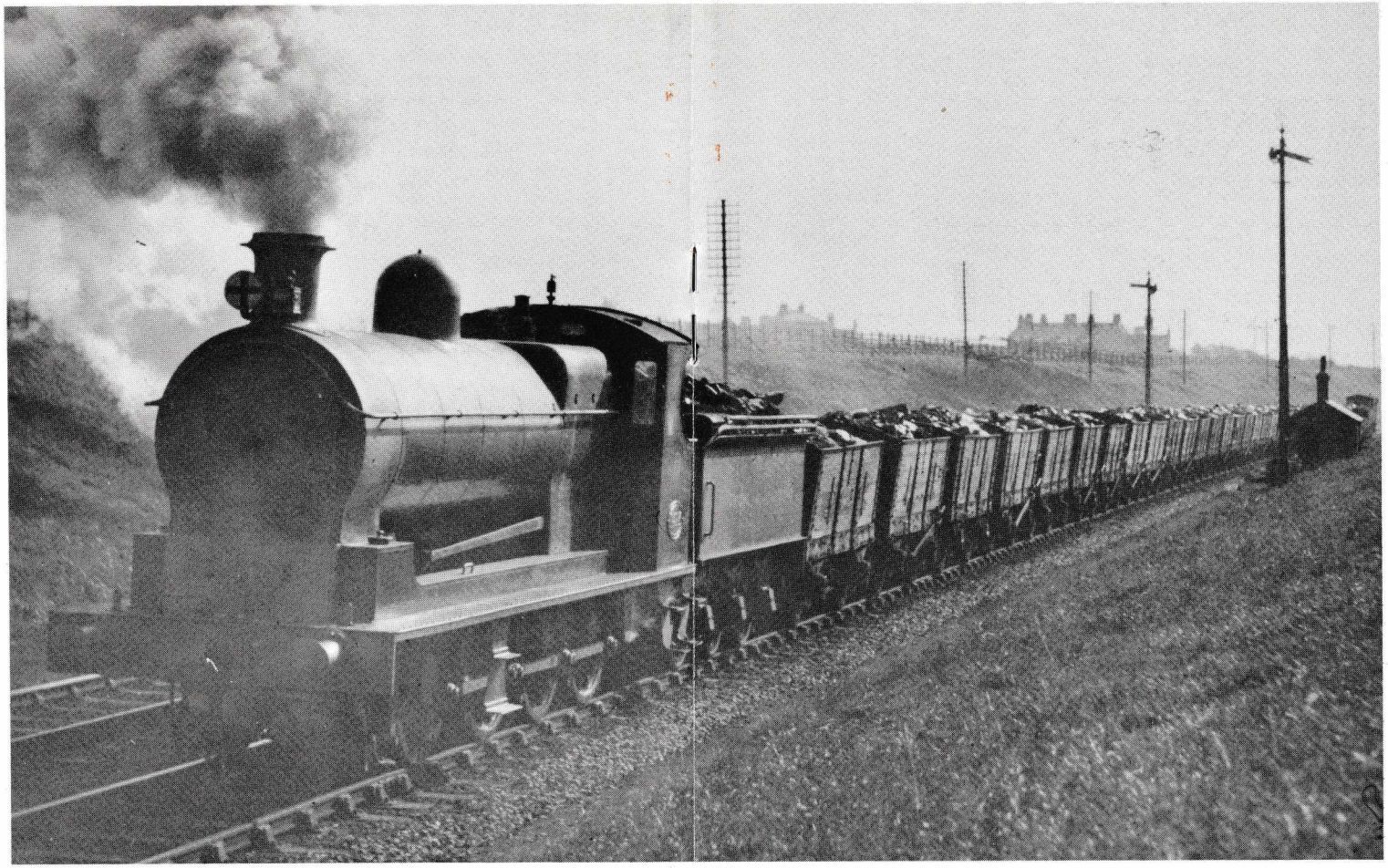
(1847-8) ex Liverpool & Bury Railway
(0-4-0) 194, 195, 216, 160, 183, 184, 185, 187, 188, 189, 190, 191, 192, 193, 196.
(Marshall, pp. 59 and 217 refers).

(1847-9) ex Manchester & Leeds Railway
(0-4-0) (Built by Fairbairn & Co., Manchester) 213, 214, 215, 161, 162, 186, 202, 203, 204, 205, 197, 198, 206, 207, 208, 209, 210, 211, 212, 199, 200, 201.
(Marshall, pp 59-60 and 217-8 refers).

(1850) ex Preston & Wyre Railway
(2-2-0) 4, 8, 9, 13, 14
(0-4-0) 147, 149.
(0-4-2) 126.
(Marshall, pp. 32-37 and 214 refers).

(1850) ex Blackburn, Darwen, & Bolton Railway
(0-4-0) 153.
(Marshall, pp. 37-8 and 214 refers).

SUMMARY (as built)	
2-2-0	*8*
0-4-0	*56*
0-4-2	*2*
Total	*66*



Most of George Smith's views of trains at this location show ordinary L.&Y.R. subjects. This could well have been just another coal train but as it was actually taken very early in the morning, perhaps George knew what to expect.

George lived in Miles Platting and travelled to Moston for this photograph. He is just north of Moston station where the line is running almost due south. The angle of the low sunlight gives a hint of the time of day.

The engine is No.1453 built in September 1904, six months after George Hughes had been appointed Chief Mechanical Engineer. The locomotive has all the accoutrements of the previous C.M.E. and would have had an eight-wheeled tender when built. From the period of the Great War onwards, the practice of pairing a particular tender to an engine was disregarded and 1453 is here paired with one of the forty original units built for the first of the 0-8-0s. In the year of the grouping, this engine was rebuilt with a large superheated boiler but was withdrawn in 1930.

The train is a 'Right Away' goods as denoted by the Maltese Cross headcode. It is coasting down the falling gradient from Middleton Junction through Moston where westbound expresses had their last chance to run at speed before slowing for the junctions and restrictions closer to Victoria, just four and a half miles away. For this reason, the distant signal (here showing a poor OFF) was raised high to allow good visibility above the over-bridge. The loaded goods train without automatic brakes to slow its train must proceed warily down the 1-in-30 gradient.

The wagons, some thirty or more are all North Eastern Railway 10½-ton single-sided brake types built to diagram P4 in enormous quantities for coal traffic in the north-east. The coal is most probably for export via Liverpool and is quite a contradiction of the old adage of "taking coals to Newcastle"!

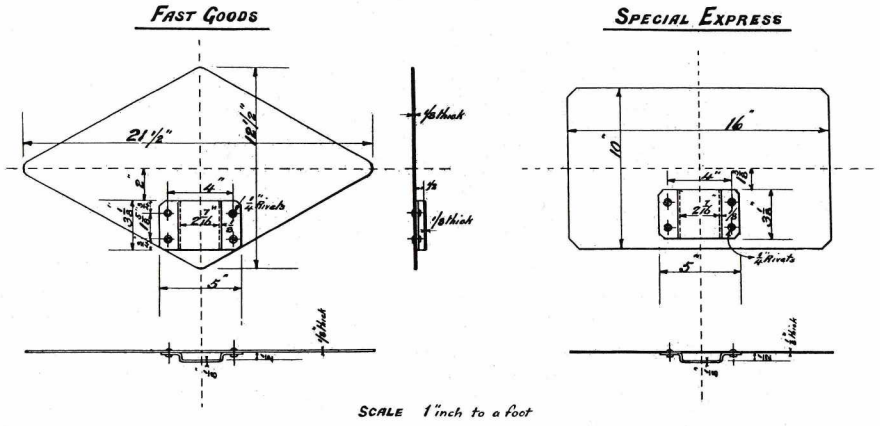
Thanks to Gordon Heywood in compiling this caption.

Goods Train Headboards

COMPILED FROM OFFICIAL RECORDS BY THE EDITOR

IT WAS 1899 when three designs of headboard were produced, for identifying the three different types of fast goods trains on the L. & Y.R. Distinctive boards were produced for daytime use on the engine of the train. To begin with, the boards were all painted plain white but the circular board (termed an Indicator Disc by the L. & Y.) was later adorned with a black 'Maltese' cross. A further 200 such discs were manufactured at Horwich in 1913.

The diamond and rectangular boards were soon to fall out of use, probably in the early Hughes period though it is difficult to state an exact year. The circular boards certainly continued in use until the grouping period and were usually to be seen in conjunction with the special double lamp carrier. Many photographs exist of goods engines running with the double lamp carrier alone on the smokebox door, bearing nothing other than a coincidental similarity to the old double lamp brackets removed from smokeboxes in fasvour of the R.C.H. standard in the early years of this century.

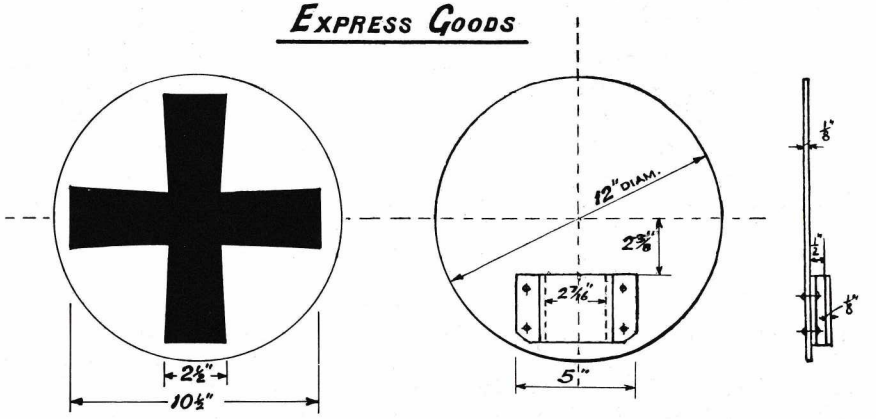


The 1899 instruction mentioned above shows the circular boards to be the identification of EXPRESS GOODS. The size was the same but they were plain white. FAST GOODS were identified by the diamond-shaped boards and SPECIAL EXPRESS GOODS by the rectangular headboards. All were manufactured from 1/8"-thick wrought iron plate. Photographic evidence of these earlier headcodes is difficult to come by.

One of the few photographs existing of a 'Fast Goods' train with diamond headboard. The location has not been identified but the 1875 period Saxby & Farmer signal box on a straight line near the top of a bank would make the setting an uncommon one. The train is running on the 'wrong' line and this has led to the photograph appearing the wrong way round in the past.

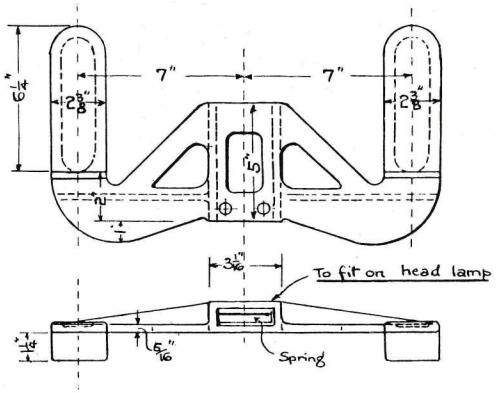
The locomotive is one of Lot 44, being the second twenty 0-8-0s built in the latter half of 1901. The loco has a six-wheel tender in common with the others of the first forty built and is one of the few fitted with piston valves when built.

As the headcode was abolished in 1904, the date of this view can be fairly accurately dated.



The circular board illustrated was the identification of the RIGHT AWAY goods in daylight hours. By night, both arms of the double lamp carrier were to carry a lamp. There are several photographs, as on our centre page, that show the board and one lamp being used together.

RIGHT AWAY freight trains took precedence over all other freight trains and were allowed to pass or run in front of stopping-passenger trains. In certain cases such as the 1.30 p.m. North Docks to Oakenshaw London goods, the train had preference when running late over an express passenger running 12 minutes behind it at Lostock Junction. Such was the importance of the L. & Y.'s top freight trains.



Detachable double lamp carrier for use on engines hauling 'right away' goods trains

From the APPENDIX to the working timetable (No.12), January 1912:

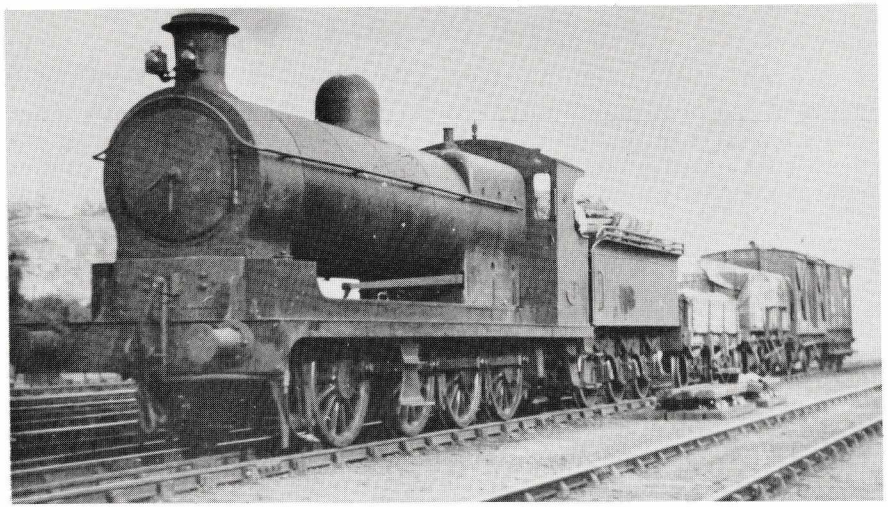
"Right Away" Trains

After sunset "RIGHT AWAY" TRAINS carry two white lights at the foot of the engine chimney, and during the day a round target and are signalled 1—1—3.

They take precedence over all other Freight Trains and are allowed to pass or run in front of stopping-passenger trains.

All concerned must keep well in touch with the Controller in advance of the due times of the trains and in the event of any difficulty, seek and promptly carry out instructions given by the controllers for the clearance of the Main Line.

Goods Agents, Station Masters, Inspectors and Foremen at exchange points will be held personally responsible for making local arrangements to ensure a clear road for and prompt dealing with the trains at places under their supervision. The Trains will not convey traffic other than that for which they are classified and in the event of the wagons not being (from whatever cause) sufficiently early to admit of the Trains attaching without incurring a late departure, the traffic must be left over for the next THROUGH service or reserved for the same trains the following day.



0-8-0 No. 407, still with its original tender was photographed at Horbury about 1923. Two open wagons and a meat van form the total load of this RIGHT AWAY goods. An L.&Y. 20-ton brake brings up the rear.

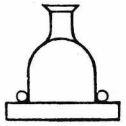
An unidentified superheated 0-8-0 heads a Class 'A' freight over Upholland Moss in the years following the Great War. The smokebox carries the double lamp bracket but is being used for a normal lamp code. There are many photographs of 0-8-0s with the bracket on the smokebox which suggests that they generally were left on the engine when not actually required. This loco carries the No. 5 lampcode denoting 'Express Freight'.

Photograph—E. S. Cox

Engine Headlamps

The following uniform system of Head Lamps was adopted by all Railway Companies running over the Lancashire & Yorkshire Railway and those lines over which the Company's engines ran. The lamps had to be carried both by day and night in the positions indicated and at night or in foggy weather showing white lights only.

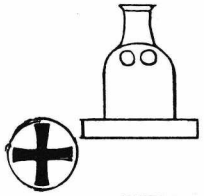
1—Express Passenger Train, Fire Brigade Train, Breakdown Van Train going to clear the line or Light Engine going to assist a disabled train.



2—Ordinary Passenger Train or Breakdown Train not going to clear the line.

3—Fish, Meat, Fruit, Horse, Cattle or Perishable Train composed of coaching stock, or Empty coaching stock train.

4—'Right Away' Freight Trains, two white lights after sunset and during the day a round target. (The Appendix notes that "these lamps and targets must not be carried by other than scheduled 'Right Away' trains other than with the special authority of the Superintendent of the Line.")



5—Fish, Meat or Fruit Train composed of Goods Stock, Express Cattle or Express Freight Train Class 'A'.

6—Express Cattle or Express Freight Train, Class 'B'.

7—Light Engine(s) or Engine and Brake Van.

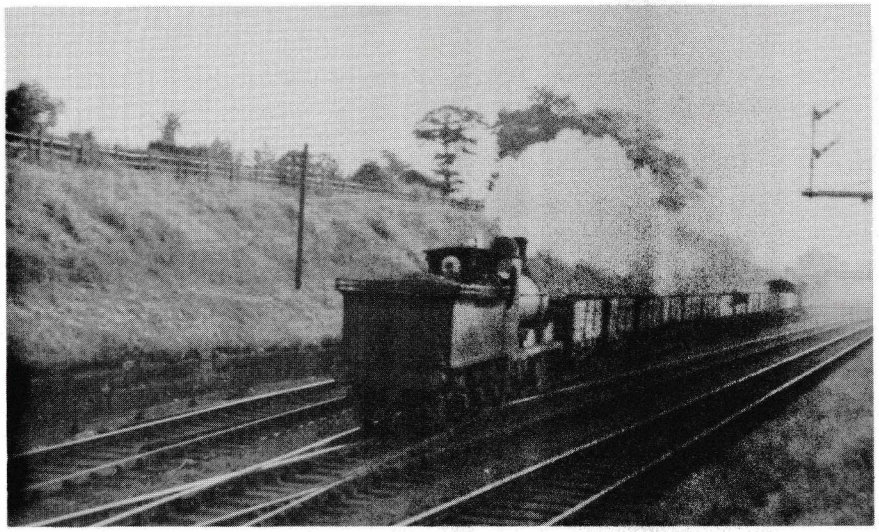
8—Through Freight or Ballast Train.

9—Ordinary Freight stopping at intermediate stations to pick up and set down.

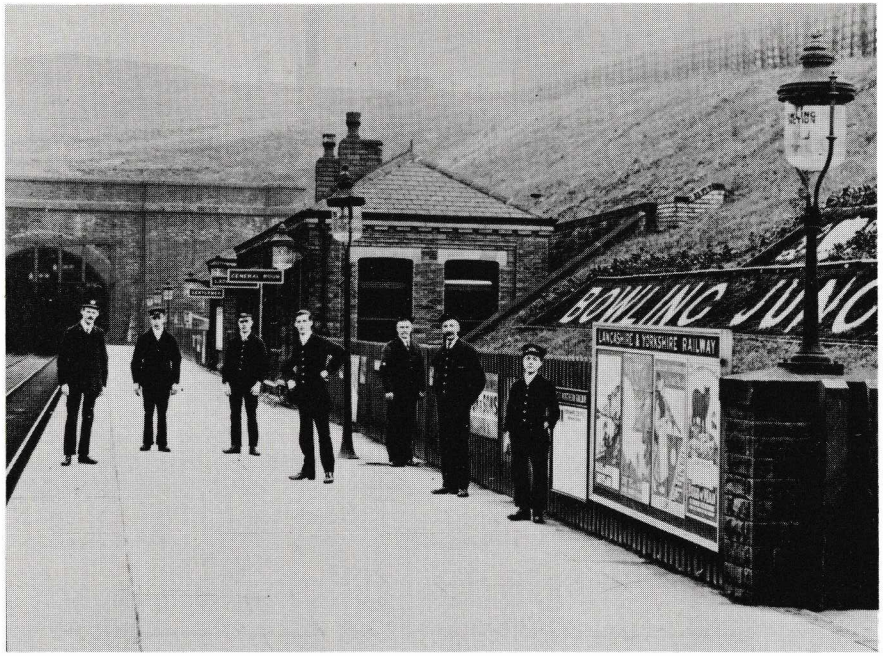
The above listing is adapted from the official instructions in the Company's 1921 Appendix. These instructions were cancelled with the January 1925 Special Notices that introduced a variation to the code.

All booked FREIGHT TRAINS are classified and numbered in the Goods Guards' Workings Booklet and in the Freight Train Classification Book as follows:

Classification of Train	Symbol	Numbered		Head Lamps
		From	To	
Right Away	R	1	400	No. 4
Special Express Freight, Class A	A	401	1,200	No. 5
Express Freight, Class B	B	1,201	2,000	No. 6
Through Freight	M	2,001	4,000	No. 8
Miscellaneous Freight	M	2,001	4,000	No. 9



Empties passing Cherry Tree ***Photograph—W. H. Hulme***



Shedding a little light.....

J. B. HODGSON

WHEN EXAMINING the many photographs—of stations, station yards, goods yards, loco sheds, etc., one tends to ignore the lighting facilities. This was a very necessary part of railway life—there was no 'daylight saving', fog was a part of daily life—especially in winter when it was unusual to see the sun. So light was a necessity.

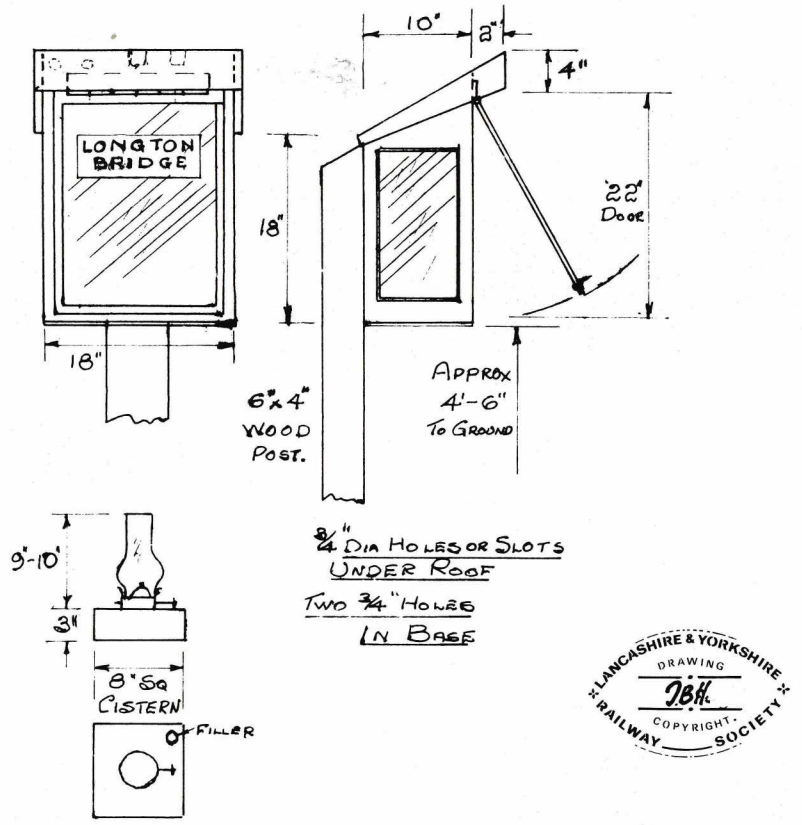
The L&Y appears to have looked at 'lighting' as a serious subject—there are many mentions of it in the Company Minutes, in the Appendix to the W.T.T., in many Memoranda, photographs, etc.

Then there were the lamp-men, and most stations had a lamp-room; depending on its size, so the size of the lamp-room varied.

Another factor was the situation of the station—how was the station/yard etc. to be lit? If there was a local gas supply, the L.&Y. were certain to be users—the station would be 'gas-lit' both internally and externally. Being safety conscious, there was lighting at many places—bridges and subways. Steps were always illuminated, whilst platforms and public places had lamps every 15-20 yards.

If there was no adequate local gas supply, the station was 'oil-lit'. Externally, things were much the same, except platform lamps were spaced at 12-15 yards apart.

To date 23 different types of oil lamp 'outer' have been noted, either in photographs, or by personal observation, and I'm sure there are more. Similarly there are many varieties of 'gas lamp' and the posts they are mounted on are legion.



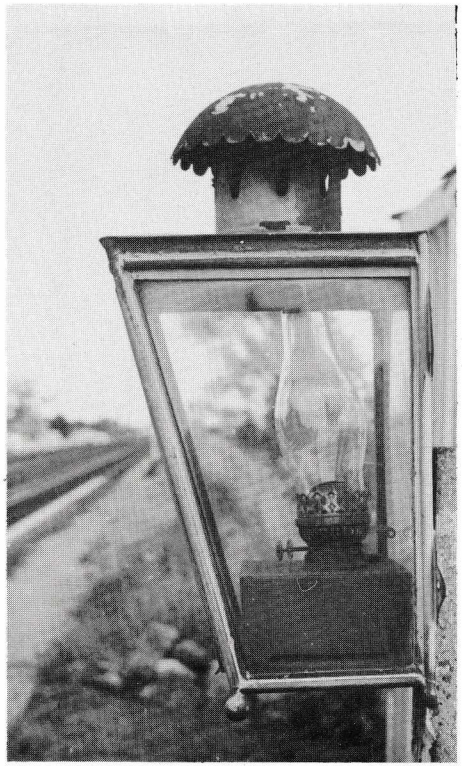
OIL LIGHTING

The L.&Y. oil cistern/wick holder was a 'square' one, generally 8 in. square (variants have been found—9"x 7", 8½"x 7½", etc., etc.), with the wick-feed mounted centrally, and a corner-placed filler (generally of brass). The cistern was about 3 in. deep. The lamp-glasses were generally about 3" to 3½" dia. with a 1½" to 2" chimney and were about 10" tall. The wick used was 1½"-wide by 1/16"-thick.

The L.M.S. replacements were 9" dia. x 3" to 3½"-deep cisterns, filled through the wick-holder opening. Some of the L.&Y. ones lasted until B.R. days and will be familiar to the majority of readers.

These lamps would be looked after by the lamp-man. At small stations he would be lampman-porter and his job would be to trim and maintain all the lights within the station. However, signal lights were not his domain, this generally being done by the S&T department. In country areas, this would be done by the off-duty signalman . . . one of his 'over-time' perks.

There were two types of outer casing, the 'box' and the 'lantern'. The box type was generally about 18"-wide by 10"-deep (front to back), with an 18"-high back. The front height varied but was generally in the region of 22". The majority of boxes had two side windows, as well as a glazed, opening door at the front. The door was either top or side-hinged, and was closed by a wire 'bolt'. Most boxes were originally supplied with a 10-12" dia. dished reflector (made of 'german silver') but in the post-war period many were taken as prizes, and the few that remained went uncleaned and ceased to reflect.



It was in the 'roof' of the box that the greatest variety was to be found. The simplest—as in the drawing—consisted of a folded lid and covered either holes or slits in the top of the front to allow the lamp to breathe. Many 'roofs' carried a chimney (approx. 3" dia. x 3" high) with many variations of top, replacing the holes in the main box. To assist the lamp to burn there were also ventilation holes in the base of the box.

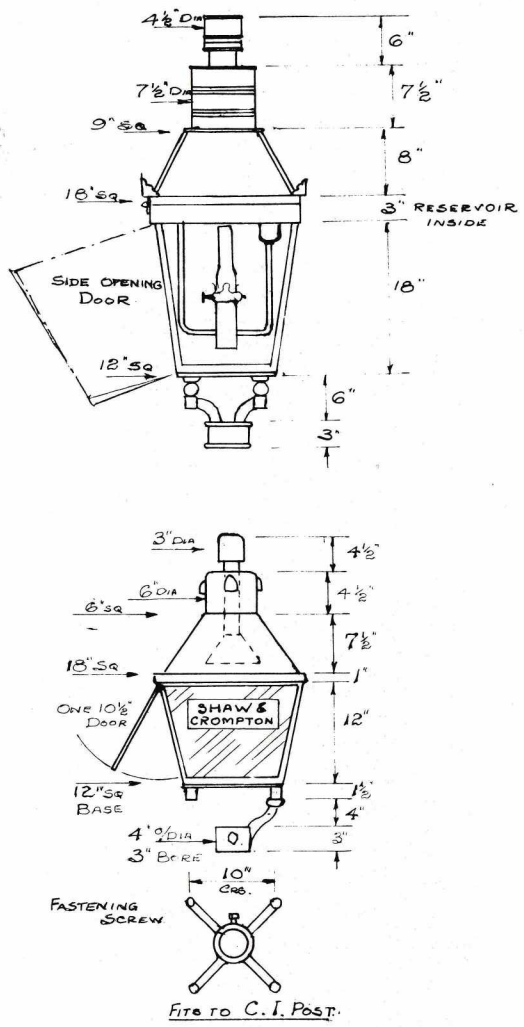
The whole was mounted to a 6"x 4" (approx) wooden post, with the base of the 'box' at about 4ft.-6in. from the platform or ground-level.

The alternative was a square lantern type. In many instances these are of the same shape and size as the gas lanterns mentioned later. The lower, fully-glazed, portion was 18"-high, being 18"-square at the top and 12" square at the bottom.

Above this is a further square portion approximately 9"-high tapering to 9"-square, being surmounted by a circular portion of varying shape and dimensions. For details, see the photographs and drawings.

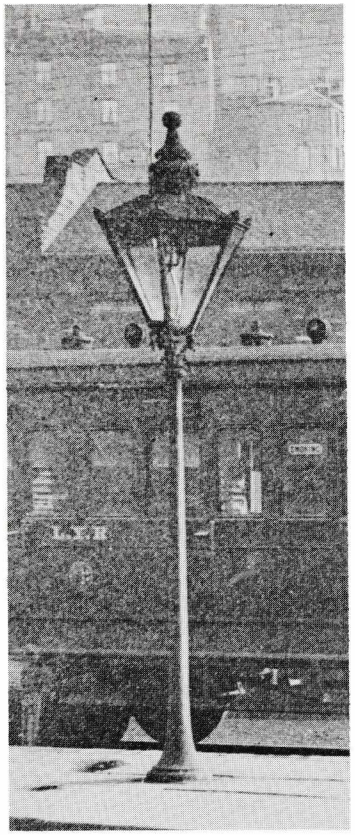
The only 'Official' photograph of an oil lantern is of approximately these sizes, but demonstrates just how 'out of touch' both designers and officialdom can be. This 'design' incorporated an in-built over-head reservoir, and an intricate feed system. It also necessitated (a) filling the reservoir in situ.—regardless of the weather, (b) adjusting the burner out in the open, (c) longer ladders to enable the lamp-man to reach above instead of into the lantern. So, the lamps were unserviced, and unlit. The reservoirs were removed and the lanterns were used to accommodate the standard 'cistern and burner'.

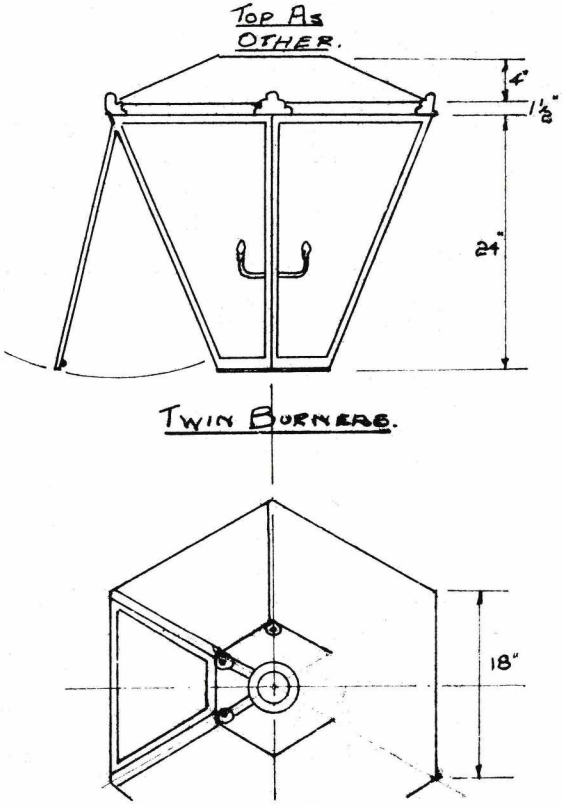
Photo courtesy N.R.M.



OIL LAMPS AND LANTERNS

The Lancashire and Yorkshire Railway have adopted for experiment, a simple invention of a working-man named Grant, the object of which is to indicate clearly the names of stations at night. The plan is to hang signs of coloured glass with the names of the stations printed upon them, over the lamps at the station. These signs have been tried at the Bootle station and are found to answer well. *The Engineer* *4th August 1865*



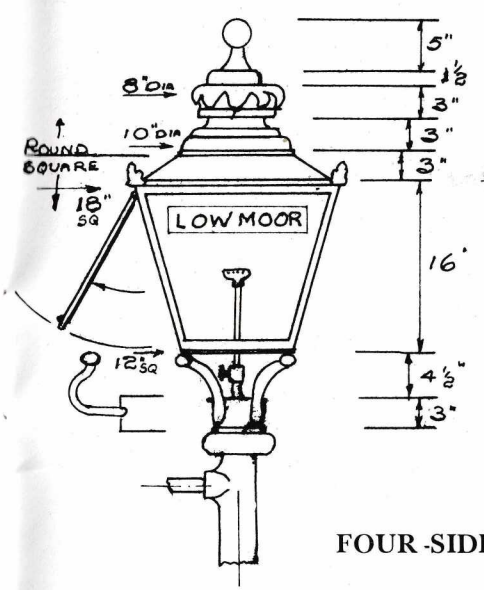


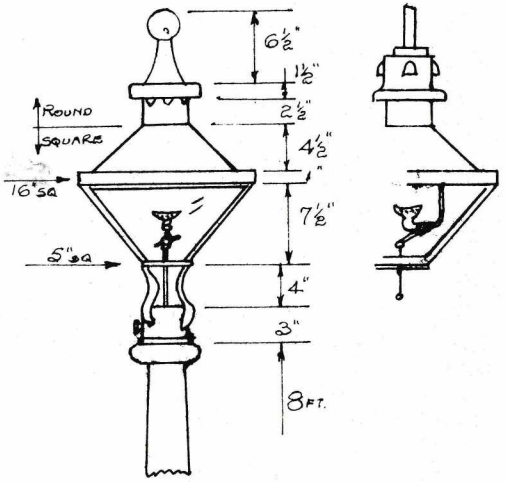
GAS LIGHTING

Here again much seemed to depend upon local conditions and situations. In large stations, particularly with overhead roofs, many of the lanterns were suspended therefrom—and because of their height were provided with two or three 'light sources'—originally fish-tailed burners, later possibly converted to gas-mantles. The problem arose on conversion, that fish-tails needed 'bottom feed', whilst 'mantles' needed 'top feed' and some crafty plumbing was needed. However, these two-to-three-source lanterns required more space and were hexagonal instead of square (see sketch).

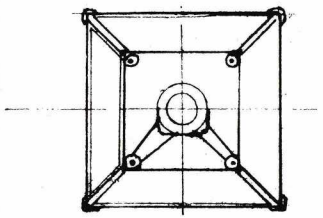
As for the square lanterns, many designs and sizes have been found; presumably if a local manufacturer could supply, he was used. Two of the most popular are shown although I have been unable to find out who was the maker of either.

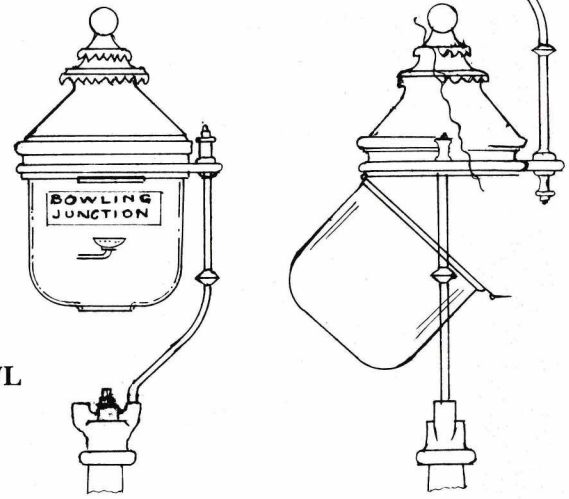
About the 1890 period and presumably as part of the station 'modernisation' and improvements, a new type of gas-light was introduced and this was soon christened the 'fish-bowl' (see drawings and photographs). Again no maker has been found, but it was supposed to have been made in the Manchester/Bolton area.





FOUR-SIDED LANTERNS





CIRCULAR FISHBOWL

The bowl was 17 in. dia. x 15 in.-deep, and was hinged to pivot across the two supporting brackets, which also acted as supply pipes carrying the gas into the main circular casting, from where it was led to the burners. The upper portion, also circular, was made of copper and was removable, mainly acting as ventilation. The circular bracket to mount the lamp assembly to the post also carried the control valve.

For hanging from the roof, the supporting brackets could be inverted, control of several lights then being from one main valve, generally wall-mounted.

With the increase of passenger traffic, there were complaints that it was difficult to identify stations during darkness. To assist its customers the L&Y introduced 'transparent patches bearing the station name'. These were to be placed inside the platform lighting, and were available to station-masters on demand. They were an immediate success, and other railways soon followed the lead.

To light the various lamps, the lamp-man would carry a 'lighter' with him generally mounted on a stick to cut down the amount of reaching required. This lighter was usually a piece of circular wick or a piece of small-diameter rope, which had been soaked in salt-petre and then dried out. When lit this would smoulder for long periods but would be capable of igniting the gas burners. The colloquial name for this lighter was 'tar-band' and would be in great demand among the young generation round about 5th November!

When a lamp was converted to 'mantles', it was usual to fit a pilot light, burning continuously, to reduce mantle breakage from poking 'lighters'.

Memoranda were frequently issued about the amount of gas consumed, one of the annual ones reminded staff that platform lights should be turned down to 'low' in between trains, and only used on 'bright' for an approximate period of ten minutes before and five minutes after the departure of each train. There was no rest for the lamp-man/porter.

LAMP POSTS, LAMP STANDARDS

With the earlier type of oil lamp 'box', it appears that on the L.&Y a square or rectangular wooden post was all that was provided. Should this post be more than 7 ft. tall, a crossed base was provided below ground level, but again no details are available.

For the lantern type, both oil and gas, the earliest ones were also mounted on wooden posts. As the Victorians were great ironfounders, however, cast iron standards or posts very soon appeared. From the great variety of designs discovered on the L.&Y. platforms, bridges and gateposts, every ironfounder in the two counties had his own design and made a few for the local station.

It appears, however, that the E.L.R. was the first to standardize on one design which is shown at 'A' having a fluted lower column and a much smaller upper tube. This was common in the Blackburn, Accrington, Bury areas, many lasting through to closure but carrying the final BR design of lamps.

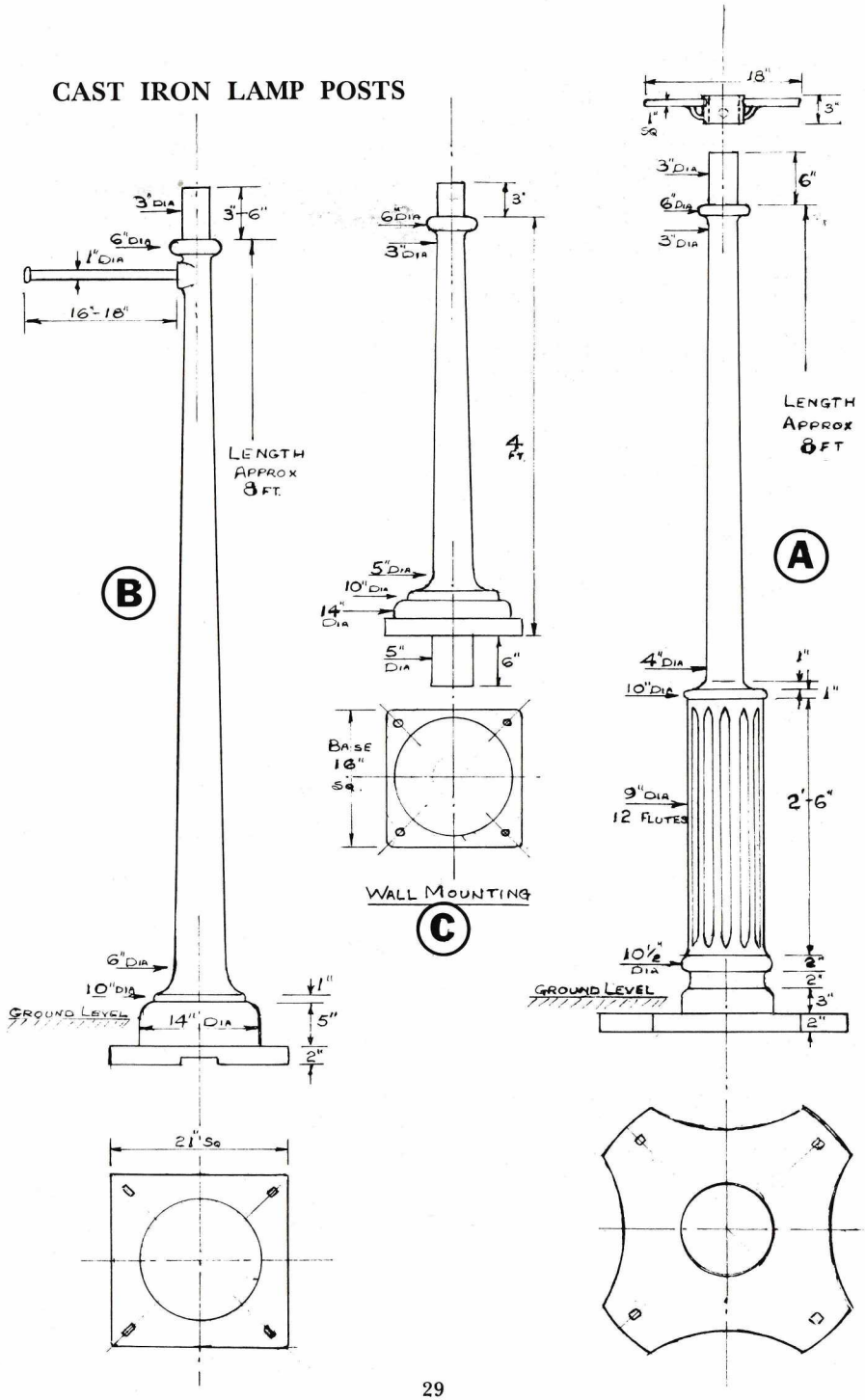
The only other 'standard' design encountered was the one introduced by the L.&Y. during the period c1882-c1900, which is to be found all over the system as shown at 'B'. A shorter version suitable for mounting on top of walls was also made. There was also a taller version (12 ft. and 16 ft.) with increased diameters at the base (10 in. dia. shaft), for use in yards, approaches etc.

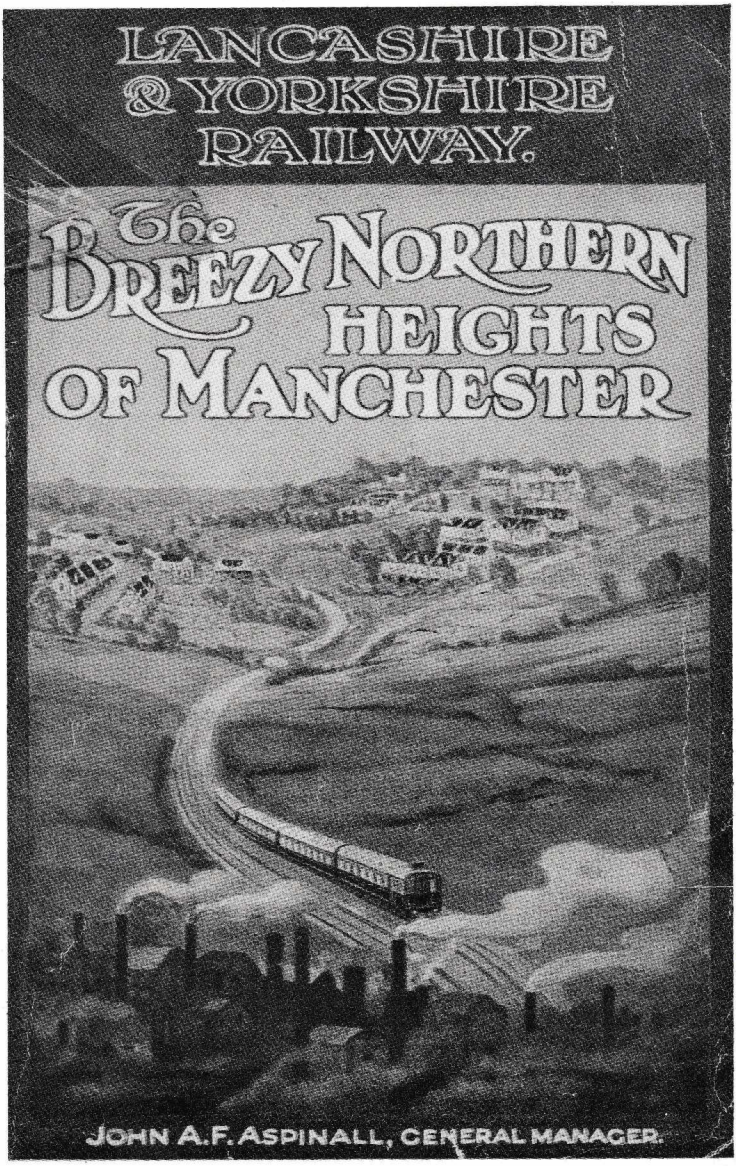
These cast iron posts were spiked to two old sleepers (for stability) and the platform surface laid up to the base of the column.

If wall mounting was needed, then here again many variants have been seen, but the 'standard' was as shown at 'C'. This appeared on engine sheds, goods warehouses, subways etc. with lanterns being both upright or pendant as required.

Now, as I'm sure it is at least five minutes since the last train left—we must turn the lights down to 'low' and leave the platform.

CAST IRON LAMP POSTS





For further details of the above, see the feature on page 10

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