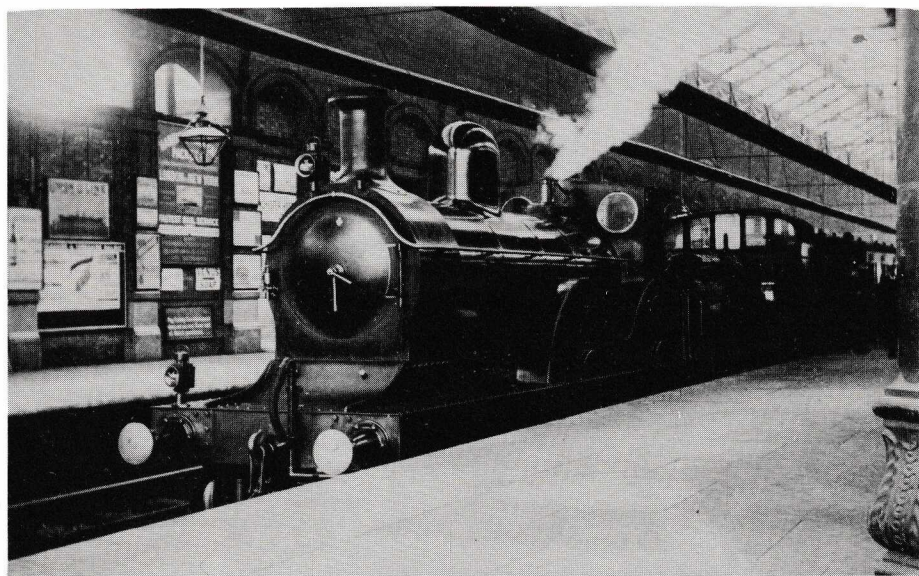


PLATFORM 24



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

Platform 24 is the Autumn edition of the L.&Y.R. Society journal. Further details of the Society can be obtained from the Hon. Secretary, Mr Tom Wray, 17 Chale Drive, Middleton, Manchester M24 2BZ.

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COVER PHOTOGRAPH:

No.1098 was just over a year old when this photograph was taken at Preston on 24th September 1892. The locomotive is of course one of the graceful 7'3" 'Flyers' designed by John Aspinall and built in the new works at Horwich. At the time, they were the only real express engines on the line. The driver has already embellished the smokebox door with a small cross and polished up the edges of the hinge on 'his' engine for these were the days of one man, one engine and an intense pride in the job. The lamps are the old style 'socket' type showing a headcode for an express passenger working. How those four and six-wheeled carriages must have danced as the train sped towards Blackpool.

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A typically austere LYR train of four-wheelers headed by a Hawkshaw 2-2-2 at Westhoughton

SOME EARLY PROBLEMS ON THE L.&Y. RAILWAY

Geoff Pember

THE EASTERN COUNTIES RAILWAY, which became part of the G.E.R. in 1862, was the butt of many jokes and criticisms for the slowness and unpunctuality of its train service. It was, therefore, with some surprise that I read recently in a book published nearly 100 years ago that the Lancashire and Yorkshire Railway received even more ridicule than the E.C.R., following its formation by the amalgamation of the Manchester and Leeds, the Manchester, Bolton and Bury, and other lines in the two counties in 1847.

It appears that the management and the rolling-stock which they provided for their passengers were subjected to a cross-fire of criticism, and Lancashire working men who had to use the train service cursed it by day and by night. They ran out of adjectives in describing the tardiness of the company which persisted in making them kick their heels in a siding when they "owt to be thrutchin a whoam". There were stories told of journeys that threatened, like the Wandering Jew's, never to end. It was said that a train once crawled so slowly from Blackpool to Manchester that tufts of grass were found growing in the axleboxes when the locomotive eventually reached Victoria Station. Even in the eighteen-nineties a Sunday ride from that seaside resort to Manchester gave one time for reflection, and required more patience than Jacob possessed when he served twice seven years for Rachel.

The early troubles with slow trains and poor punctuality could have had several causes. The company carried an enormous number of passengers and a great bulk of merchandise, and with a track mileage of under 600 the many slow-moving goods trains were constantly delaying what should have been the faster passenger services. The presence of the Pennines meant that many of the lines were heavily graded and the well-loaded trains were a severe tax on the motive power available. There were many junctions, including a large number serving collieries and other industrial premises, and one late-running train at a junction could set up a chain reaction and delay others. The line abounded in curves and it was said that the original line from Manchester to Normanton contained barely four miles of straight track in a distance of about 50 miles, so George Stephenson set the gauge at 4 ft. 9 in. to ease the running on the curves. Even so, the layout didn't lend itself to high speeds.

One source of delay which was overcome by a timely invention was the system of issuing tickets. At each station there was a book with counterfoils in which had to be written twice the passenger's name, the date, the destination and the fare. Half the leaf was torn out and given to the passenger while the counterfoil remained as a record of the transaction. At the destination the passenger's half was collected, stuck on a spike file and eventually sent to the head office for accounting purposes. Amid the noise and bustle at a busy station it must have been a difficult and time-consuming job to get all the passengers' names spelt correctly and someone with a name like Featherstonehaugh, at the end of the queue, must often have been in danger of the train going off without him. However, Thomas Edmondson, who was born at Lancaster in 1792, had a very inventive turn of mind. He first worked for a firm of cabinet makers where he devised an apparatus by which a busy housewife could rock a cradle and churn butter at the same time. Later he joined the Newcastle and Carlisle Railway where he worked as a booking clerk. Here he soon became irritated with the time-wasting procedure of recording the names of the passengers and could see no reason why they should not be treated anonymously and given numbered tickets. He thus invented the small strips of pasteboard, printed with the names of the stations, the class and fare, numbered for accounting purposes, and dated to prevent fraud. A rack for holding the tickets and a dating-machine were all that were needed. A watchmaker friend made some for him. His own company was not interested in the idea as it was a cross-country line running through a sparsely populated district but the manager of the Manchester and Leeds Railway readily gave Edmondson's scheme a trial on a section of his line as he was exasperated by the complaints of delay caused by clerks trying to write hurriedly with spluttering quill pens at busy stations. The new system was so successful that it was soon adopted as a standard. Edmondson sold the idea to other railways all over the world and made a fortune. Later the L & Y used automatic ticket machines for short journeys which sold 750,000 tickets in a year and reduced the queues at booking offices. They needed just one penny in the slot.

Manchester & Bolton Railway

In June 1837, the Liverpool & Manchester Railway offered the M. & B.R. its old locomotive 'Arrow' for £300. It was refused "at any price!"

The Manchester and Leeds, under Captain Laws, was also the first railway to organize a combined railway and steamboat long-distance excursion, in the Whitsun holidays of 1843. This caused some problems as it involved the cooperation of other railways: the North Midland from Normanton, then the York and North Midland, followed by the Hull and Selby to Hull. A steamer took the excursionists from Hull to Leith, which is the port for Edinburgh, and it is to be hoped that pipers turned out with their bagpipes to welcome the visitors to their famous city on this unique occasion.

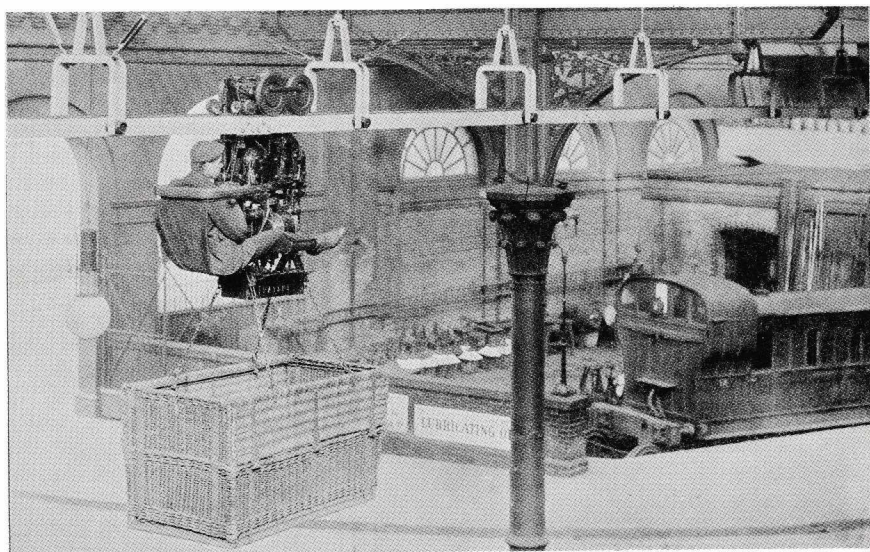
There was a time when the railway paid a dividend of 8%, but for some years after the amalgamation, largely due to the high price paid for the tracks acquired, the system was financially "a perfect wreck". It was constructed by Sir John Hawkshaw, and although the appearance of some of the stations and trains didn't suggest that the directors were extravagant the maintenance and working of the line were both expensive at £90,000 per mile. This was largely due to the fact that the railway had mainly short distance traffic in manufacturing country where the wages of the railway servants were practically governed by the wages rates of the district. On the other hand, as a dividend payer a railway's best track was through a manufacturing district and there was no richer railway field at that time than South Lancashire. There were many large towns whose prosperity depended on the cotton industry, though this was affected by a dispute which lasted from November 1892 until March 1893. Receipts for traffic in cotton, coal and coke decreased in this period. Some of the cotton trade went abroad and cotton operatives lost their jobs or had reduced wages. The railway came under pressure to reduce the working hours of its servants and to engage more staff to maintain the standard of the service.

The railway ran from Liverpool Exchange Station across to Leeds and Goole, with running powers into Hull, but the line to Southport was one of the best paying routes. This was known as the compulsion line. It was originally built only as far as Wigan, as the company thought that the extension to Southport, although approved in the original Act, would not pay. People wishing to go to Southport had to travel on the North Union Railway as far as Euxton and then go on by horse-drawn coach. In 1852, however, a Southport landowner got fed up with this arrangement and obtained a mandamus compelling the Manchester and Southport company to finish the line. Contrary to expectations, it proved to be the most profitable section of the system.

The line to Blackpool and Fleetwood was also well patronised, no fewer than two million passengers travelling to Blackpool every year. In the holiday season there was often much overcrowding, giving rise to jests or curses, but despite this it was seldom that anyone tried to cheat the company out of a fare. The harbour at Fleetwood had been planned on the site of a rabbit warren in 1836 by Sir Henry Fleetwood who named it after himself. He had it built and arranged for the railway to come there, as a convenient place for communicating with Ireland and the Isle of Man.

Trains travelled to the coast from Manchester Victoria. There were originally four small termini in the city and people were often doubtful which one to go to for a particular journey. Thus a demand arose for a single central station which would serve all the various routes. It was first planned for Store Street, but was eventually built at Hunts Bank, involving a mile of arches at Salford. Ostensibly this site was chosen because it was near the Royal Exchange, but in fact it was the cheapest. It was opened on 1st January 1844 and was then the largest in

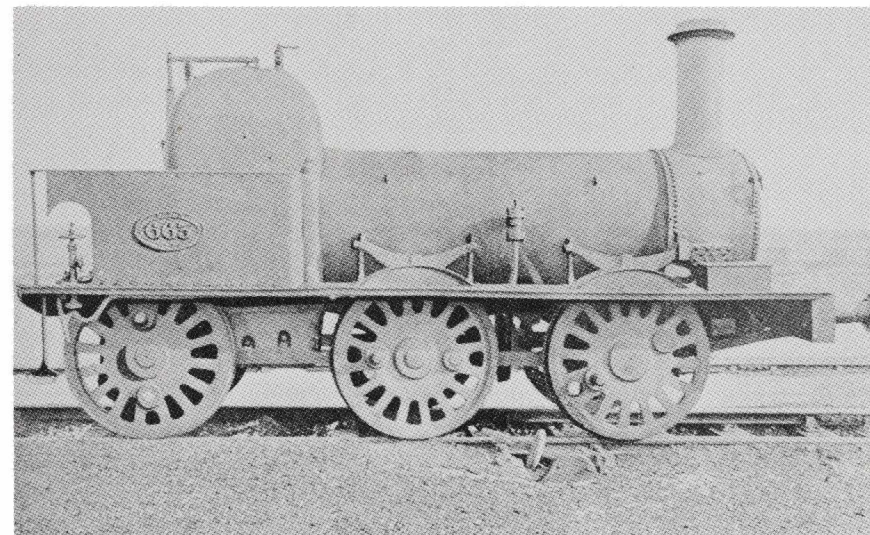
England, with an area of 80,000 square feet. There was a steep gradient on the Leeds side and at first trains were hauled up it by a stationary engine and a wire rope, as on the London and Birmingham between Euston and Camden Town. Even in the last days of steam there was a banker ready to assist a heavy train up the gradient. The station was always busy with passengers hurrying everywhere, and it was said that the noises that rioted in it would terrify even Wagner. If you were impervious to headaches, half an hour strolling around would give you both mental and physical exercise. You would see the earnestness of English industrial and commercial life, with the mill-hand, the artisan, the warehouseman, the merchant, the broker, and the cotton lord going about their business. You might even find yourself suddenly struggling for breath in the midst of a Lancashire going-away club, or a great mass of rollicking human life that had come by special train from shuttle and shed to see the final tie for the English Cup. To try and reduce the congestion J.A.F. Aspinall decided to install an overhead carrier for parcels which became a unique feature of the station. I remember seeing the large rectangular basket being driven along by a man sitting above it high over the heads of the passengers in the circulating area below. It must have been very draughty at the best of times and freezing cold in winter.



From the MINUTE BOOK 16th April 1879

A motion by Mr Fielden to discontinue carrying 3rd class passengers by all trains was lost. "Every neighbouring railway company carries all three classes of passengers by every train."

Prior to the previous year, some trains were not carrying all the lower classes but the meeting of 18.9.1878 carried a resolution that "2nd and 3rd classes be carried on all the Company's trains."



The photograph which was used in Normington's book. No. 663 stands in a semi-dismantled state after withdrawal.

ENGINE No.663

Bernard Fielding

IT IS NOW OVER HALF A CENTURY since I first became aware of 'Engine No. 663' and it has always had a special place in my mind, being the first pre-Barton Wright engine of which I saw a photograph. This was in the 1930s. I had just joined the Halifax Public Library and the first book I borrowed was 'Lancashire & Yorkshire Railway' by Thomas Normington (see back page). The first illustration I saw was tersely captioned "engine No. 663" and what an oddity it looked. It appeared to be an elongated Bury type with an enormous haystack firebox, a domeless boiler and quite devoid of any weatherboard or spectacle plate for the engine crew. If it rained, the crew got wet!

It was not until Rush's book came out in 1949 that I learned something about "engine 663". It was one of five 0-6-0 type built in 1856 by Stothert & Slaughter of Bristol for the East Lancashire Railway Company. They became E.L.R. numbers 59 - 63 and carried classical names, in common with many other engines of the day throughout the land. They might appear to be antiquated in design for the period in which they were built but they were not as bad as might be thought at first glance. The 'haystack' firebox was necessary to burn coke since a clause regarding 'smoke consuming' was included in the Liverpool & Manchester Railway Act of 1826. For over thirty years, builders and designers

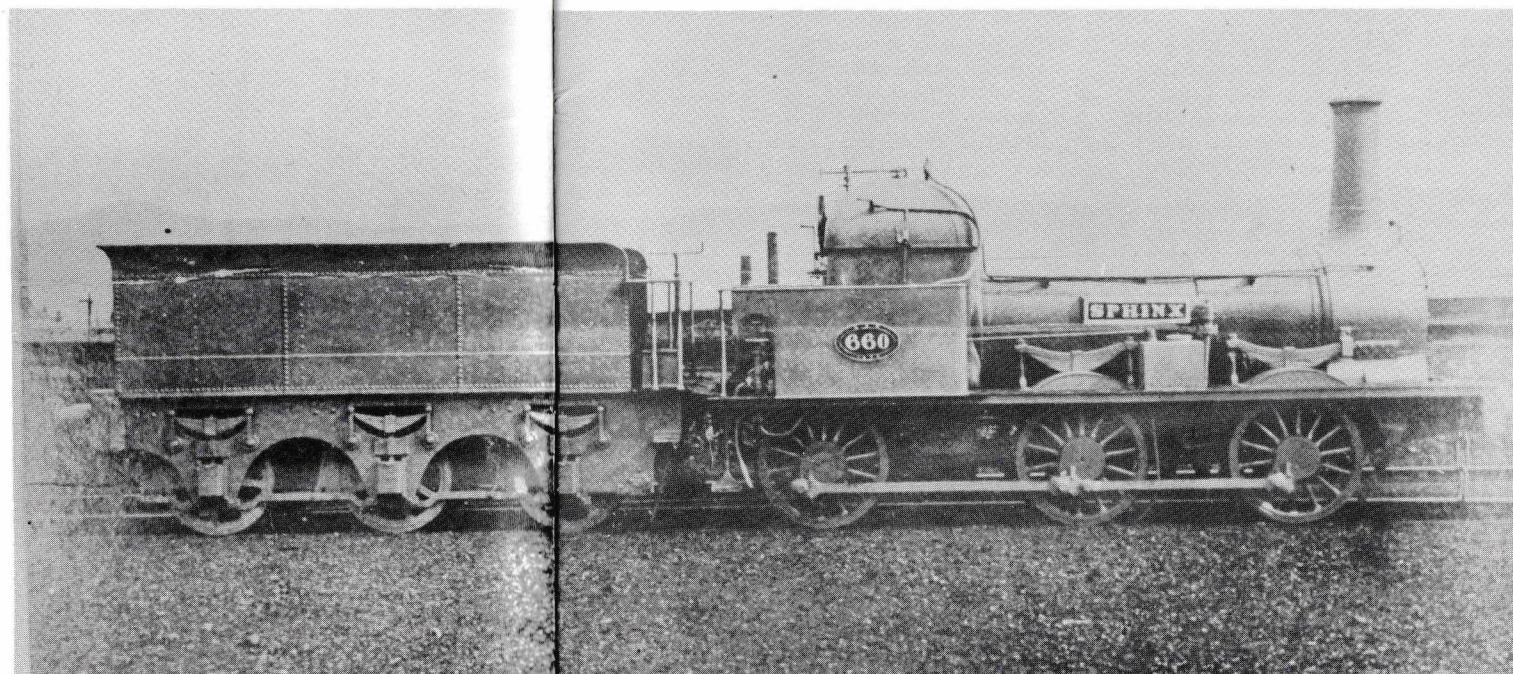
experimented and patented many shapes and sizes of fireboxes to encourage better steaming and even after the (non-patented) brick arch and firehole deflector plate were introduced, some railways were slow to move away from mid-feathers and the like. Apart from the firebox, the rest of the engine with inside frames and cylinders was as good as the other machines of the period.

The coupled wheels were 4'-9" diameter and were apparently cut from or cast in iron. They were cheaper to produce than the forged iron spokes then in almost universal use. Solid iron wheels had a limited use and were very noisy. Many engines of the day, particularly examples built by Hawthorns for slow speed service had solid iron wheels and the double crank pin locations were not unusual in that sort of wheel.

I have often wondered how this class survived into Barton Wright's day for three lasted until the eighties. Research has shown however that, apart from two other engines, Nos. 43 and 46, they were the most powerful six-wheelers on the East Lancashire Railway, outclassing even the Jenkins LYR-designed 0-6-0s (such as 'Vesuvius'), some of which went to the ELR. 663's tractive effort of 12,130 lbs compares poorly with an Aspinall 'Pug' which had a tractive effort of 11,492 lbs.

Rush states that all the class were rebuilt by Hurst but there is only record of the first two being rebuilt according to 'official' lists. In those days, rebuilding was often the terminology for receipt of a new boiler. It would appear that all the engines did receive Giffard injectors in the characteristic LYR position at the rear of the footplate, with the cab side panels cut away to reveal them. Numbers

No. 660 'SPHINX' is thought to be standing at Horwich for scrapping. As the engine was the last one to remain in service and the new works opened some five years later, it is possible that the engine stood around for some considerable time out of service. In those days, an engine was 'replaced' when another engine was accounted to take over the duties of it and although we have no records of a duplicate list like many other railways used, there is evidence, particularly in the 1880s and 1890s of some locomotives remaining in service after a new engine had entered service with the same number. 'Sphinx' may well have seen a few extra years use after its official replacement date.



60 and 62 were 'rebuilt' with smaller 4'-0" wheels with normal iron spokes but the splashers were not altered to match the smaller wheels. It is likely that all the engines originally had the chimneys with a taper towards the top but 663 finished its life with a chimney having a wider top than bottom, as fitted to many of the other engines on the ELR. This pattern may well have been a type produced at Bury works.

All the five had 600 added to their ELR numbers when absorbed into LYR stock in March 1875. This involved the casting of numberplates 24" across their width with the initials L.Y.R. across the top. Numberplates of a similar pattern but with the letters L.&Y.Rly. were later adopted for engines built and serviced by the Miles Platting works of the Lancashire & Yorkshire Railway.

E.L.R. No.	Name	Built	Rebuilt	Replaced	History of name
59	<i>Ulysses</i>	July 1856	1868	June 1876	Greek hero Odysseus
60	<i>Sphinx</i>	July 1856	1874*	Sept. 1882	A composite monster
61	<i>Nestor</i>	Aug. 1856	—	Aug. 1881	Greek king of Pylos
62	<i>Memnon</i>	Aug. 1856	—	May 1877	Greek legendary leader
63	<i>Sesostris</i>	Aug. 1856	—	Feb. 1880	Legendary king of Egypt

* Rush gives this date as 1872 and further provides rebuilding dates of 1872, 1869 and 1873 for numbers 61, 62 and 63 respectively.



A Bad Friday at Huddersfield

ALAN EARNSHAW M.Sc., Ph.D.

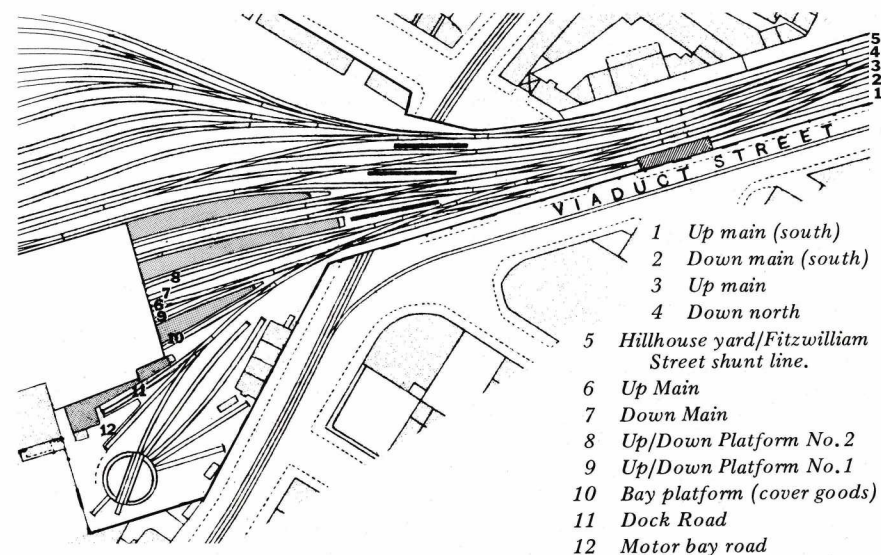
PRIOR TO THE AMALGAMATION of the Lancashire & Yorkshire and London & North Western railways in 1922, rail facilities at Huddersfield Station were shared by the two companies. Though the town's station was built on the LNWR's route from Manchester to Leeds, it was in fact operated by a joint station committee. From the east the LYR enjoyed running-rights over LNWR metals from Heaton Lodge to the station; whilst from the west, from Springwood Junction into the station the section of line was joint LYR/LNWR track.

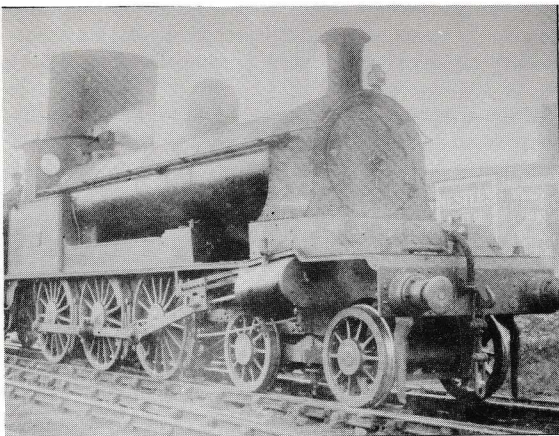
From 1862 onwards a joint station committee organized the affairs of Huddersfield Station and was comprised of representatives of both the LYR and the LNWR. Staff at the station had a distinctive uniform, and H.J.S. badges, to differentiate them from company employees. Porters, booking clerks, signalmen, were all employees of the joint committee, but station shunting duties, as well as the Hillhouse yard-Gledholt Yard shunt, were done on a six-month turn and turn-about arrangement between the L & Y and the L.N.W.R. Guidelines and standing orders were drawn up to ensure the smooth running of the station, and each type of duty was ascribed a level of priority. These were detailed in a form of appendix, entitled 'Working Rules of Huddersfield Joint Station'.

Listing of the duties ensured that station gave fair service to both companies, and provided passengers with trouble-free facilities. Many of the measures came about after the station improvements of 1884-6, which brought about a completely new station layout. Prior to that new layout coming into use, train facilities at Huddersfield were so poor as to have been condemned by the Board

of Trade. Improvements to platform accommodation, track and signalling, gave Huddersfield a period of almost twenty years of trouble-free operation. So it was very much a surprise that a serious accident occurred at Huddersfield on Good Friday, 21st April 1905.

Frederick William Haigh of Hillhouse, Huddersfield, had come on duty at the LNWR shed a few hundred yards from his home at 4.30am on that fateful day. He had 'booked off' at 1.50pm the previous day, and was due to 'book off' at 1.30pm that day. As it was a holiday there were a considerable number of staff shortages, and extra turns of duty were available. Haigh had been a good servant of the L.N.W.R., being employed by them for 25 years, 16 of which had been spent as a driver, mainly at Hillhouse. After an uneventful morning Haigh returned to Hillhouse at 1.15pm, but due to staff shortages he was ordered to do one small turn before he booked off. It was a relatively simple task involving taking a L.N.W.R. 'Bill Bailey' 4-6-0 tender locomotive, No.610, to the turntable at the station as it was too large an engine to turn on the shed facilities. Four main running lines, and one freight line ran between Hillhouse and the station, approaching the station along a viaduct. Haigh took the 90-ton locomotive to the station on the 'up-north' line, running tender first. As he approached Huddersfield No.2 Box, which monitored all approaching traffic from the east, he sent his fireman Arthur Nicholson to fetch a carriage shunter from the station. Under directions of shunter Thomas Alford and signalman Reuben Payne, he was directed over a series of points into No.1 platform road. The approach to the turntable road was blocked by three coaches on the dock road, and they required moving to gain access to the table. Alford coupled the rake onto No.610, and Haigh drew them out onto the 'down main' line under the direction of signalman Payne. He was then instructed to back them through a cross-over road and onto the 'up-main' line inside the station. As soon as the empty coaches were uncoupled the engine backed through the cross-over to the 'down-main' from where it proceeded to the turntable.

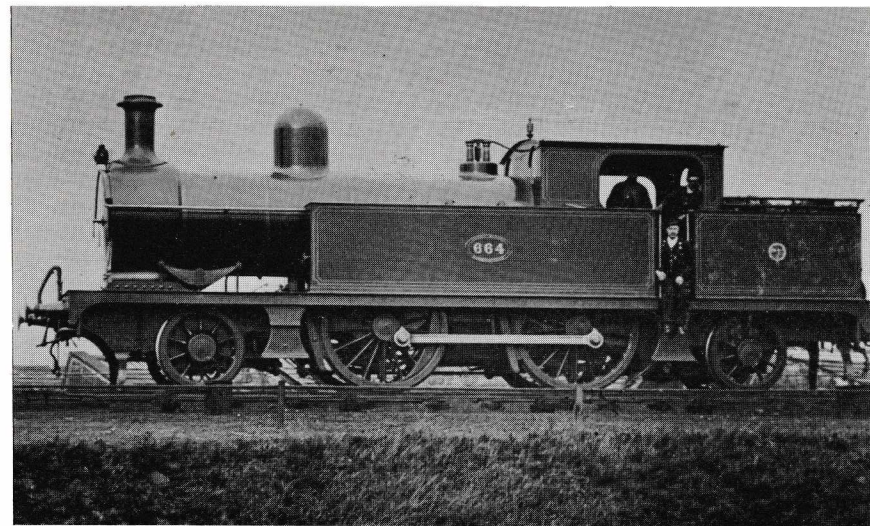




Although the LNWR engine No.610 was only two months old at the time of the accident, it was a curiously 'dated' design. It was the last design produced under F.W. Webb. He had retired before the third engine was turned out and a total of thirty eventually completed the class. As four-cylinder compounds with double radial trucks for the leading 'bogie', they are generally regarded as Webb's greatest failure. No.610 lasted a mere ten and a half years.

The engine was turned, Alford shouting directions to the signalman who in turn pulled off the various levers. At this time Payne "pulled off" for the L&Y departure for Halifax, and cancelled a LNWR goods which had stopped at Slaithwaite to drop off some cattle wagons. He then set for No.610 to run back to the rake standing on the 'up main' inside the station. At 2.33pm he was offered the 2.22pm ex-Mirfield train, which was booked to use the up & down platform No.2 road. He in turn offered the train to Huddersfield No.1 box, which controlled the station and the west approaches, and it was immediately accepted. Before the interlocking signals could be pulled 'off' for the approaching L&Y train, the disc signals covering 610's movements had to be set at danger, and the slip-points on the cross-over set for straight-road running.

For some reason, Haigh failed to see the disc signal and claims he was given the go-ahead by the shunter. Alford states he merely said 'ready when you are ready', and he may be correct for Haigh was engaged in conversation with a LNWR inspector named Turner who was standing on the edge of the platform. Haigh's fireman states he did not hear the instructions because of the conversation that was going between his driver and the inspector, and says he was on the opposite side of the cab and was unable to see the disc signal. Nevertheless Haigh put on steam and reversed tender-first out of the station, drawing the coaches with him. As the tender had been stacked high with coal at Hillhouse prior to the turn, the view to the rear was obscured. He anticipated that he would be going back through the cross-over onto the 'down-main' as he had done before. Unfortunately the points were set for straight-road running, and the engine went straight through the crossover onto the 'up-main (south)' approach road. Despite the fact that his vision was badly obscured, he should have noticed that he was driving in a facing direction on the 'up-main', which was an absolutely unauthorized movement. Approaching No.2 box on that line was Horwich-built 2-4-2T No.664, heading a seven-coach train under the charge of driver Cliffe of Mirfield, with fireman Lough on the opposite side of the cab. Both of the L&Y crew saw the approaching danger and Cliffe sounded his whistle and applied the brakes, whilst Lough shut the firebox doors and prepared for the inevitable collision. Payne in the signal box looked on helplessly, but before he could run to the end of his box both engines had collided buffer-to-buffer.



LYR No.664 was built in 1899 as one of Aspinall's 'No.5' class. This picture shows the engine when brand new and before the tank sides had received the company lettering, from 1902. No.664 was the 662nd loco to be built at Horwich works while the preceeding engine was numbered 661 and was the 661st loco built. Another coincidence is the fact that both engines were involved in serious accidents. No.661 fell to the valley bottom when the Penistone viaduct collapsed eleven years after the Huddersfield collision.

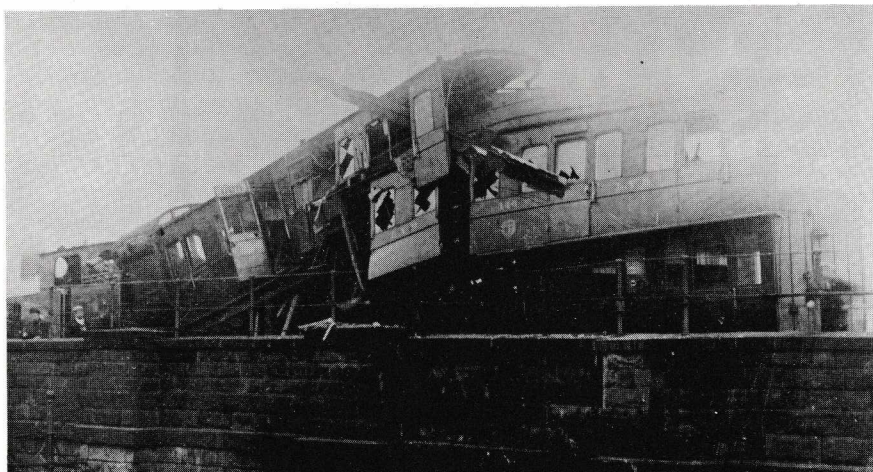
The lightweight tank was doing about 15 m.p.h. on its approach to the station, but the force with which it hit the LNWR engine (which was doing about 5 m.p.h.) was akin to running into a brick wall. The first three coaches on the L&Y train telescoped and the second one, a first-class coach, completely disintegrated. All seven vehicles in the L&Y train, including two LNWR coaches, were damaged, but the first three took the brunt of the collision. The first coach was an L&Y second van (No.424) and, furnished with a luggage compartment, it had a lesser seating capacity than other vehicles in the train. First-class coach (No.146) fared worse, both ends being telescoped, it was forced into coach No.424; then the third coach, an L&Y third No.1752, was forced underneath it. Sandwiched between the second-class coach and the third-class coach, the first-class vehicle simply collapsed.

Contemporary reports show the L&Y train had worked through from Bradford, leaving Exchange Station at 1.50pm, Driver Cliffe coming on as relief driver at Mirfield, his first turn of duty that day. Many of the passengers aboard the train appear to have boarded the train in the Spen Valley, with a few more joining at Mirfield.

The sound of the crash was heard throughout the town, and several local doctors rushed to the scene. The first to arrive was Doctor Crosland who lived nearby, but before long eleven other doctors from the infirmary or from practices in the town were on hand to render assistance. There were a few passengers with serious injuries, but the majority of the travellers were suffering from shock and bruising.

However, from the evident devastation it seemed inevitable that there would be some fatalities. Rescue operations were hampered by the shocking conditions of the first three coaches, which were literally piled up on top of each other. A breakdown crane was sent for, and meanwhile operations continued under the direction of Jos. Sykes, Station Master, and Mr John Morton who brought a large force of constables from the police station. At three o'clock the body of Ralph G. Farrand was found beneath a wheel and when they managed to extricate him, he was pronounced dead, having suffered a fractured skull. The crane arrived from Mirfield at 4pm and the wreckage was eased enough for men to enter the first-class coach, where they discovered Mrs Catherine Yeats-Milne trapped below a wooden beam. Though severely injured the brave woman, wife of an army surgeon, insisted that she was in no pain and that the rescuers had better attend those about her first. Regretfully the lady was later to die from the severe injuries to her legs.

About six o'clock the coaches were lifted by the crane, and part of the wreckage fell over the parapet into Viaduct Street below. By 6.30pm two of the damaged coaches were taken away, but the remains of the first-class coach were strewn over the tracks blocking the lines until late in the evening. Despite the carnage there were some very lucky escapes which are worth recounting:— One businessman from Mirfield was travelling in the second coach and was flung from his seat through a hole in the carriage floor. When he picked himself up his hat and coat had been torn from him, as had his boots, and he was sitting between the rails underneath the wreckage of two of the coaches, sustaining only minor cuts and



Seen across Viaduct Street are the leading carriages of the train. All were six-wheelers although the accident report describes the first-class carriage as a four-wheeler... one wonders if there was enough of it left to identify its original size? Underneath everything is the third vehicle of the train, a third-class carriage No.1752. On top of it is the fully telescoped first-class carriage No.146 while over that is the leading vehicle of the train, a three-compartment brake second with birdcage roof. Other vehicles in the train were another six-wheeled third No.173, two LNWR bogie thirds Nos.2390 and 2276 with another LYR six-wheeled brake third bringing up the rear.

bruises. Another lady was rescued from one of the carriages, where she was discovered pinned to a roof beam by her cloak. A sad feature of the fatalities was that Mr Farrand, an employee of the LNWR at Birstall, had been travelling to Longwood to make arrangements for his wedding. The wedding was due to have taken place on 25th April, which was ironically the day upon which the Coroner's Inquest took place. Lt.Colonel Druit, R.E., was appointed by the Board of Trade to head the inquiry and his report heavily censured Haigh for failing to observe the signals and not noticing he was running in a facing direction on the 'up-main (south)' line. Signalman Payne, and shunter Alford were cleared from all blame, and no blame was attributed whatsoever on the L&Y crew who were operating perfectly correctly.

The three LNWR coaches suffered some minor damage as did engine No.610, but tender No.552 attached to No.610 was badly damaged, the tank being punctured and lifted off the main frame. Tank engine No.664 was badly damaged, mostly around the buffer beams and smokebox, the devastation of the engine so bad that one local paper described the L&Y engine as being so badly damaged its tender was completely demolished! Surprisingly little damage was done to permanent way, affecting just three rails and several chairs.

Had this been a normal Friday then the accident would probably not have occurred, as there would have been sufficient staff to have the engine turned, without sending Haigh on a turn that would extend his working day to over ten hours. The length of his duty and the early start may have been contributory factors in the accident, and one report suggests that his lack of observation was due to weariness. However, the accident could have been much worse, for the Huddersfield area treats Good Friday as a normal working day, and as a consequence there was not the holiday traffic that one might have expected. Additionally there were few passengers on the incoming train; as might be expected on a mid-afternoon local train the loading was very light, and thus the numbers of fatalities and injuries were fortunately low. The papers at Huddersfield had much to report on that weekend, for in addition to the railway collision there was a minor earthquake locally and a serious tram accident, all making it a bad Good Friday in Huddersfield.

SACKCLOTH & ASHES DEPARTMENT

re 'The Cripple and the Compound' Platform 23, p.28

I am in error stating that the withdrawn 0-4-4T was No.2 which the numberplate appears to read (clearly on the original) as the actual locomotive was No.8, according to the original Accident Report. The two characters are similar enough for me to make the obvious mistake. The report also reveals that the tank loco was the train engine and the driver was the one fatality from the accident. The other two engines involved in the mishap were compound 0-8-0 No.1476 and 0-6-0 No.449.

It is therefore quite a coincidence that the photographs shown in Platform 23 shows 1476 on tests with the 0-4-4 tank from the previous years accident. The tank was withdrawn in March of 1909 and must have lingered for some considerable time on the scrap road at Horwich. It is worth adding that another print of the photo is sometimes seen which has been printed in reverse. I had this view for many years before I noticed that the smokebox hinge was on the wrong side, a clear give away that the print was the wrong way round!

B.C.L.



The year is 1923 and the location is Horbury. The train is a local from Dewsbury to Wakefield and is most typical of such services at that period. But all is not as it would have been just a few years earlier.

The engine is No. 1047, freshly repainted in the previous twelve months when the tankside lettering was discontinued under the LNWR/LYR merger. Even the company crest on the bunker has been dropped and it is this small omission that sets the livery apart from the pre-1902 livery carried by the class when first built (see page). Had the grouping not been plainly foreseen, perhaps a new crest of the joint company would have been produced for use on both locomotives and carriage stock. The loco numberplate still carries the title of the railway but the new engines built in 1922 carried steel numberplates with the letters L.&N.W.R. in place of the L.&Y. title and a few coaches were also turned out with the L.&N.W.R. coach crests. Such is the condition of No. 1047 that it does not show its thirty-three years age and indeed would last a further twenty-five before withdrawal. It was the forty-fifth loco to be turned out of Horwich Works in 1890 and has received a number of small modifications by subsequent C.M.E.'s since being built. Notable amongst these are the buffers and safety valve attributable to Henry Hoy and the double-skin smokebox door added under George Hughes's regime. One small point of interest is the absence of the train heating-hose, the nozzle for which is clearly visible at the side of the coupling. In pregrouping days, it was common for the hoses to be removed in the summertime when, presumably, passengers would have no call to require warmth.

The train is the usual make-up of three carriages for a local train but the brakes are dif-

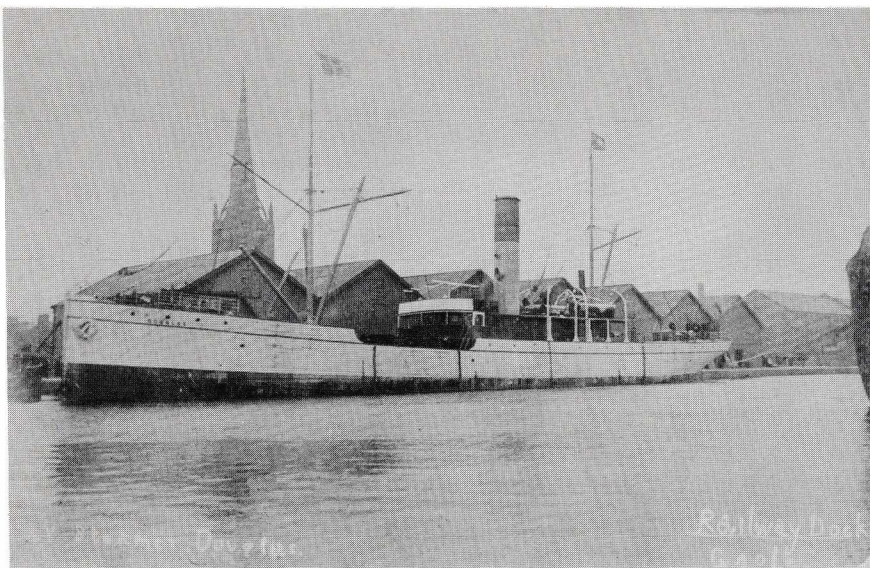
ferent types which would not have been the rule in earlier years. Perhaps the leading carriage is substituting for a 49ft-type taken out of service? The leading vehicle is a 54ft five-compartment brake-third built in 1900 and actually No. 1 in the lists. The gas lights were never altered to electric in such early stock and the Popes lamps (without windshields) are clearly visible. The end two compartments have Torpedo vents which signify that they are smoking compartments. Of the 349 vehicles built to Diagram 52, just five remained to enter B.R. service.

The centre carriage is a 49ft composite built to Diagram 32 in the late 1890s. 67 vehicles were built, many as tri-composites with the end compartments as third class and the centre three for the first class; the remaining two were second. Many were built as first/second composites but of course all second class became third class by 1912 when that class was abolished by the L.Y.R. Progressive withdrawals in the L.M.S. period would have seen the type off but two lasted until 1946, no doubt due to the war.

The back carriage is a similar vintage 49ft brake-third and the set would certainly have had one of these at either end originally. 257 of the type were built but all had gone by 1940 except for a few transferred to service stock. 73 further brakes were also built with five and six compartments. At the rear of the train is a horse box which appears to be a N.E.R. type.

The signal is the later L.Y.R. style with angular ribs to the bracket. It completes a splendid view of the pregrouping railway scene when impending changes would alter everything in the next few years.

L. & G.R.P. courtesy David & Charles Ltd.



The SS 'Douglas' in Railway Dock, Goole.

BUTTER TRAFFIC

D. O. King

THE LANCASHIRE & YORKSHIRE RAILWAY took over the Goole Steam Shipping Co. on the 1st January 1905. During their first few years of management, they expanded the already comprehensive services from Goole to the near continent by adding a weekly service to Copenhagen. This was primarily for the import of dairy produce, mainly butter, which required refrigerated vessels. All the refrigerated vessels were known locally as 'Butter Boats' whatever their cargo. At the same time, the company built a fleet of specialized vans for the movement and distribution of the butter throughout the north of England and the L.&Y. system in particular.

Whilst on the Copenhagen service, the 'Butter Boats' differed from the rest of the fleet by having their hulls painted white instead of the usual black. The colour appears to have altered to grey in later years though whether the paint was altered or it was the process of weathering, is not too certain. The funnel was the same as the rest of the fleet, that is buff with a black top separated by a red band. See Platform 23 for further details and the diagram of the fleet house-flag.

There was a sailing from Goole each Wednesday with the vessel arriving back a week the following Sunday. Therefore two vessels were required at any one time to maintain the service. The vessel would arrive at Goole on the Sunday and unload its cargo which took two trains to carry it all. They were sent off at about two in the morning to reach Manchester at five. The butter is said to have been in the hands of the traders by seven that Monday morning.

The first steamer to be put on this service was the SS 'Berlin'. Built at the Dundee yard of W. B. Thomson in 1891 for Alexander Meek's Yorkshire Coal and Shipping Co. she grossed 1,111 tons. Initially built for the Hamburg trade, she was not refrigerated and therefore had to be converted. This must have been carried out early in 1905.

Sharing the service with the 'Berlin' was the SS 'Colne'. It is thought that the Goole Steam Shipping Co. had planned to start a Copenhagen service prior to being taken over by the railway company as it appears that the 'Colne' was refrigerator-fitted when built in 1903. Built by the Clyde Shipbuilding Co. of Port Glasgow, she was 874 gross tons. In March 1906 whilst the 'Colne' was in dry dock, the SS 'Humber' acted as a relief vessel. On completion of the refit, the 'Colne' was sent on a fill-in trip to Rotterdam. Off the Mass lightship, running into a storm, her deck cargo shifted causing a heavy list to port and eventually to her sinking.

The SS 'Humber' therefore continued on the service with the 'Berlin'. It is not known when her refrigeration plant was fitted but she was built by Archibald McMillan and Co. of Dumbarton in 1903. A slightly larger vessel than the ship



Discharging butter in casks at Goole.

she replaced, she grossed 1,022 tons. She remained on the service until February 1907 when she returned to general service. On February 12th 1912, whilst on a voyage to Hamburg, she was in collision with the German vessel SS 'Answald' and sank.

Replacing the 'Humber' in 1907 was the new purpose-built refrigerated vessel, SS 'Douglas'. Completed by the Clyde Shipbuilding Co. she had a gross tonnage of 950 tons. The 'Humber' was to remain on the Copenhagen trade until the end of May 1934, then on general service as a relief vessel until being sold in April 1937 to the Stanhope Steamship Company.

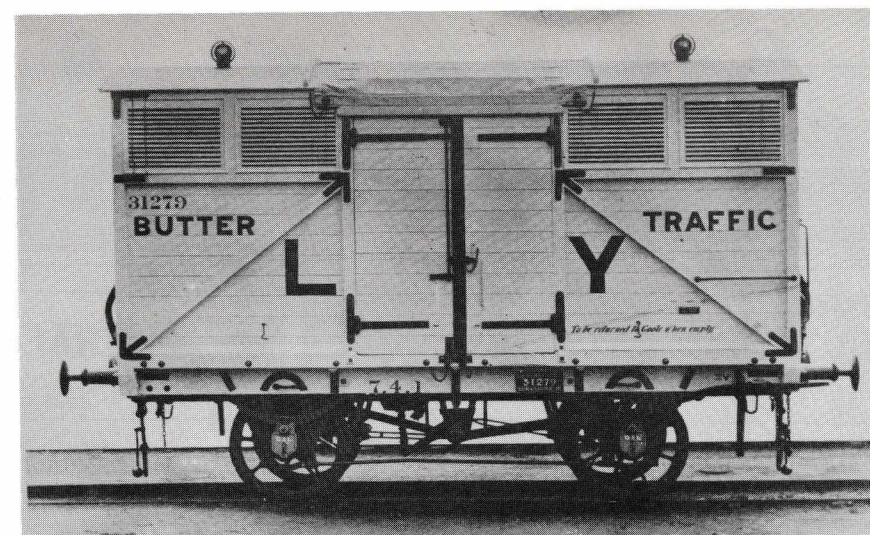
At the outbreak of war in 1914, the SS 'Berlin' was requisitioned by the Admiralty and remained in Copenhagen until September 1916, when with a shortage of tonnage it was essential that she be brought back to England. The voyage back to Goole was made by altering her appearance and painting her in the colours of shipping companies of various neutral Scandinavian countries. On returning to Goole, she was renamed 'River Ribble' and during the remainder of the war returned to the Copenhagen run. After the war she returned to general service until she sailed to Gateshead for scrapping in September 1933.

In May 1914, the railway company had replaced the 'Berlin' with the SS 'Rother', a newly-built refrigerated vessel. Again from the Clyde Shipbuilding Co., she was 986 gross tons and maintained the service with the 'Douglas' until the latter was replaced by the SS 'Dearne' in 1934. She then continued the service with the 'Dearne' until replaced by the SS 'Don' in September 1937. Her hull was painted black and she continued in general service but acting as the relief vessel until sold for scrap in 1956.

Vessel	Built	Gross Tons	Length	Breadth	Depth
BERLIN (1)	1891	1,111	245	34	15.75
COLNE (2)	1903	874	234	31	15
HUMBER (3)	1903	1,022	240	33	15.7
DOUGLAS (2)	1907	950	236.75	32	15
ROTHER (2)	1914	986	240	34	14.5

- (1) built by W. B. Thompson & Co. Ltd., Dundee
- (2) built by Clyde Shipbuilding Co. Ltd., Port Glasgow
- (3) built by Archibald McMillan & Co., Dumbarton

Dimensions are from 'SEA BREEZES' by George J. Drury which differ slightly from those shown by John Marshall.

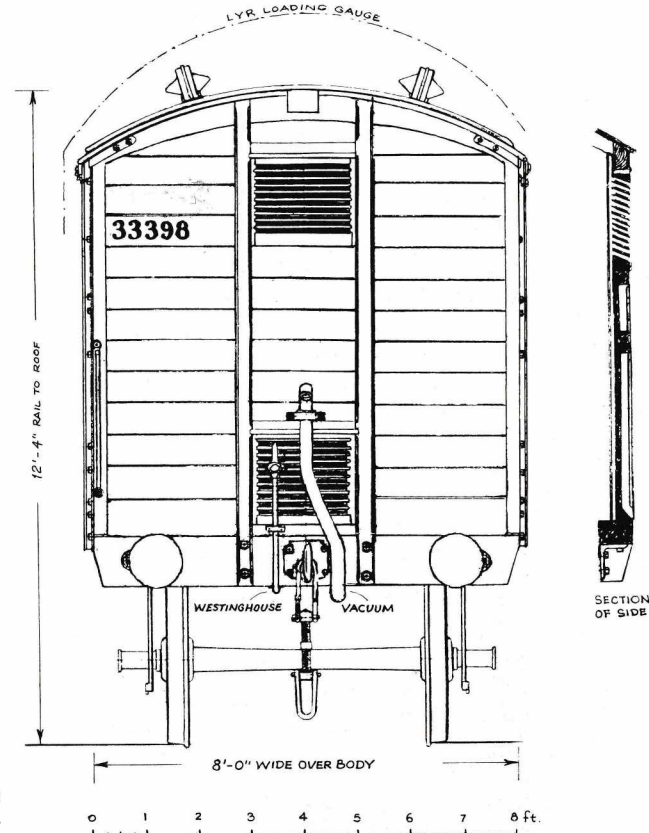
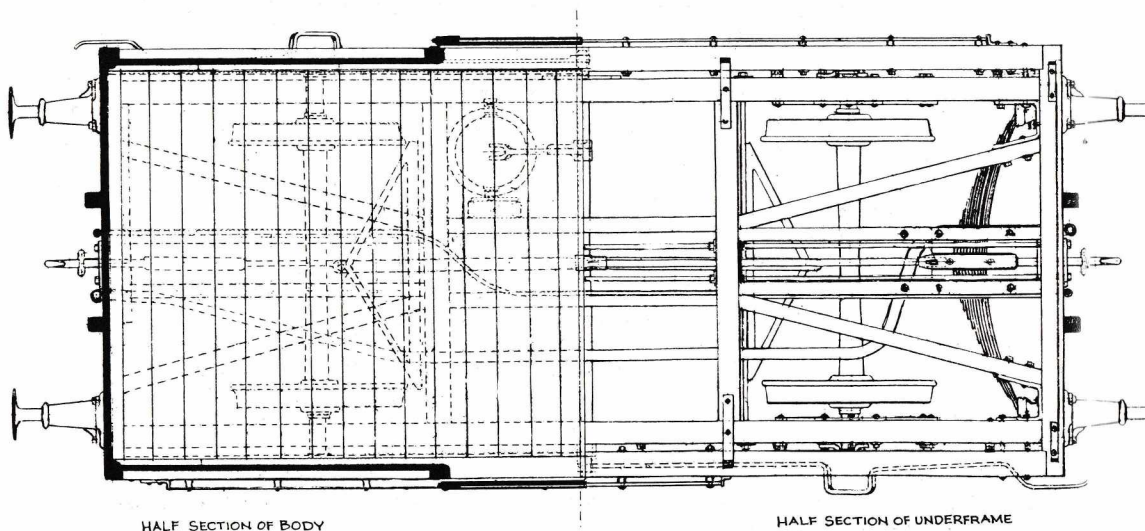
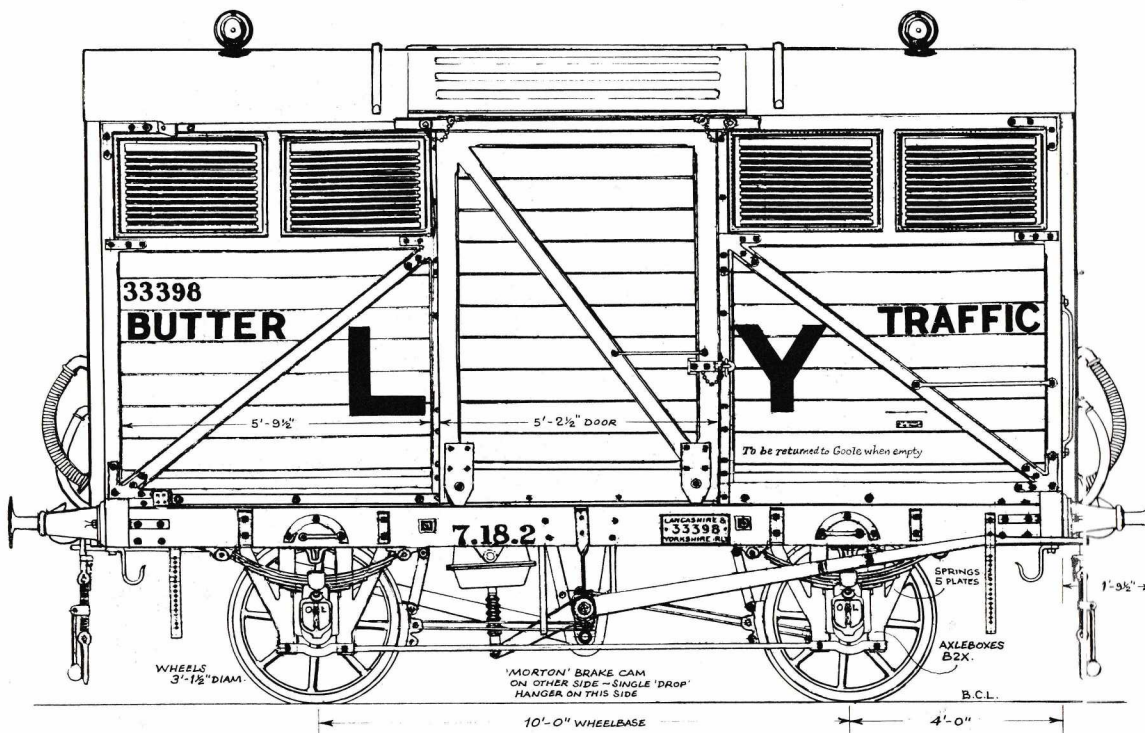


BUTTER VANS

N. G. Coates

THE FIRST BUTTER VANS were ordered in 1904 to meet the new demands of the Traffic Department who were doubtless worried about cleaning out rough wooden floors after the cargo had been unloaded and wanted something suitably equipped to ease the job. The size of the first batch of 75 was 17'-6" long and similar to the Dia. 66 ordinary covered goods which were currently on order. The drawings for the first Butter Van order have not survived but since the official photograph matches the diagram book outline, the earlier order must have been produced that way. The later order featured many changes. The external dimensions crept up to 18' long on a 10' wheelbase but the drawing clearly shows a change in style to the sliding-door type of covered goods. Louvres and outside frames remained the same. As the sliding-door type was very much in vogue at the time it is quite likely that the last 25, supplied in 1909, were built this way. Alas there are no photographs to confirm this. All vehicles received standard wooden underframe, vacuum braking and Westinghouse piping and were capable of running in passenger trains. Roof doors both sides were fitted but, apart from the louvres, the major development was the use of 22 BWG galvanized iron plate lining the floor and the sides and ends up to 4'-9" high to aid that cleaning out after unloading the cargo.

The L. & Y. Ry. Co. had 31 steamships in service at 31st December 1913, (including 5 vessels jointly owned with the L. & N. W. R.). To quote the Company's own published statistics "These steamships annually run about 850,000 nautical miles, equal to a single trip between Queenstown and New York every weekday of the year. They form the largest fleet of railway-owned vessels in the British Isles."

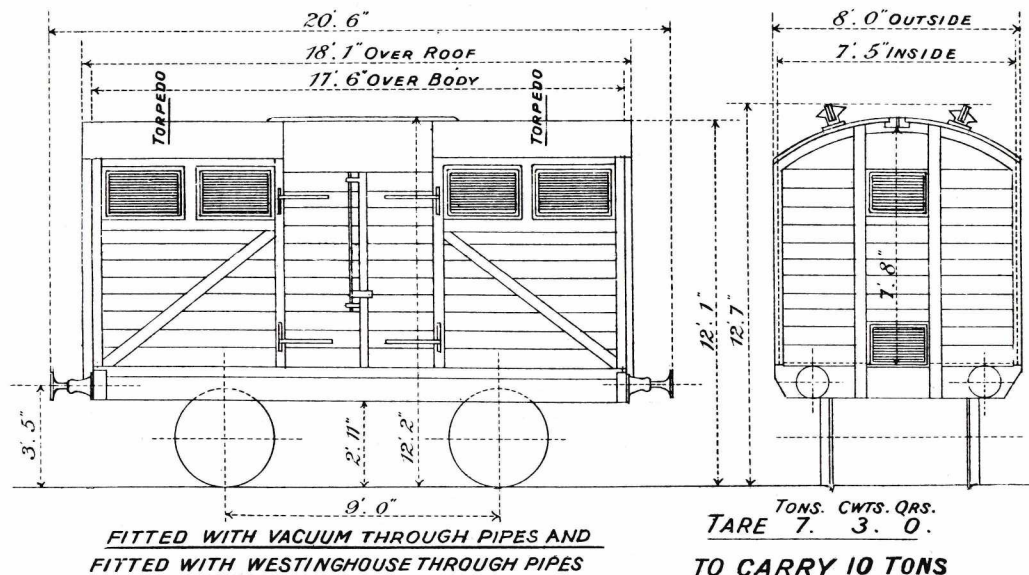


BUTTER VAN

Redrawn to 7mm scale
by B.C. Lane from New-
ton Heath drawing No.
6962.

The drawing shows one of the second series of Butter Vans built in 1909. The only known number for one of these vehicles is 33398 as shown on the drawing. This particular van was involved in an accident in March 1916 and replaced the following month. Had it not been for the replacement vehicle in the order book being identified by number we would not have had any 'official' registering of the numbers of this batch and even now we can only guess whether 33398 came at the beginning, middle or end of the series of 25 numbers. The difference between the number of the 1904 vehicle and this van suggests that the railway had built little more than 2000 goods vehicles in the intervening years but a considerable number of new building was charged to the renewal account and thus carried numbers from withdrawn stock.

Unlike order T37, the 1908 vehicles were built with the vacuum brake. The diagram book was altered to read "Fitted with vacuum brake complete" but the original illustration showing the slightly smaller vehicles remained and the unaltered page 64 of the diagram book is reproduced overleaf.



Page 64 of the Wagon Diagram Book reproduced to 4mm scale. The words "through pipes and" were later crossed out with the additional lettering "brakes complete" written in at the side. It would appear therefore that the 1904 vehicles were piped but not fitted when built but were later given the vacuum brake in line with the later order. The official photograph was taken on the 3rd June 1910 after the vacuum brake had been added and the vehicle repainted.

Their use in traffic was probably block working, though odd cripples would get separated from the main flock as repairs necessitated. What their use was during the Great War is anyone's guess but they must have returned to their former duties afterwards as examples have definitely been seen painted LMS grey with 12" letters and the bold 5" words BUTTER VAN. No dates are known for their eventual demise but change in food origins and World War II rendered the traffic obsolete and the survivors would disappear quickly in view of LMS standardization.

Much has been spoken of the appearance of these vehicles in a light blue livery and the first batch possibly received this but research has suggested that these multicolour applications were short lived and the later batch was probably white, repaints in L & Y days would revert to white also.

Diagram Book Page	Description	Date Ordered	Order No.	Qty	Dwg Nos.	Account Charge	Cost £ s. d.	Delivery	Capacity	Tare
64	Butter Vans	1904	T37	75	5741	Cap?	111/7/10	1905	10 Tons	7-3-0
64	Butter Vans	4/12/08	G43	25	6962	Capital	117/6/6	1909	do	?

Order T37 – 17' 6" long, 9' wheelbase, 2 folding doors. } To run in passenger trains.
Order G43 – 18' 0" long, 10' wheelbase, sliding door }

L. & Y.R. SIGNALLING

by T. T. Sutcliffe & F. Collinge

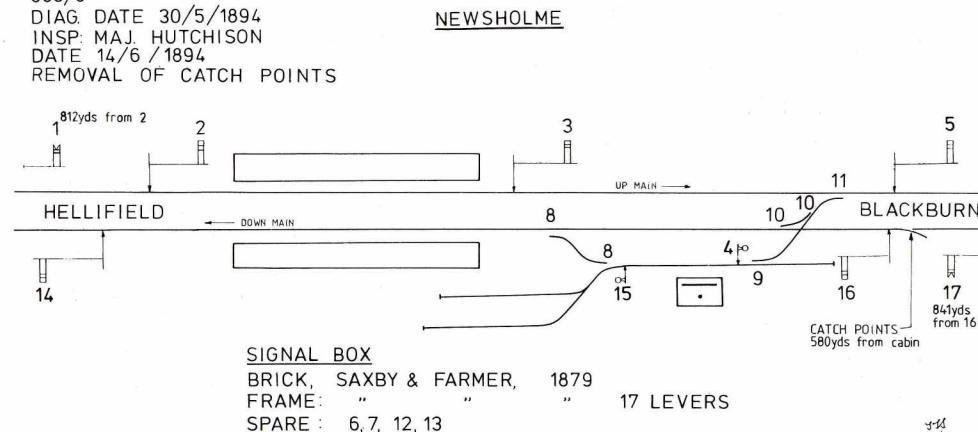
NEWSHOLME SIGNAL BOX of 1894

PART 2

Looking at the diagram for the rural station at Newsholme, we have levers 1 and 17 controlling the distant signals. At this period things were slightly easier for the driver during the day, as the distant signal would have a vee notch in the end, but the arm would still be painted red and have a white stripe. Most, if not all, of the signals would have a red and a blue glass in the spectacle (See pages 11 and 12 of L. & Y. Society Newsletter No.100). Distant signals were not painted yellow and fitted with yellow glasses until 1924. The blue glass and the yellow light of the oil lamp combined to give a green aspect. (The North British Railway used green glass).

Signal No.2 was the up outer home signal, whose purpose would have been to protect a train standing in the up platform. This arrangement was something of an anachronism, dating back to the old time-interval working era when it was necessary to protect a train detained at a station platform. With the introduction of block working, a train standing at a station platform really didn't need an outer home signal behind it, as it was protected by the block, and such signals were progressively removed at many locations, as indeed was this specimen at Newsholme. It is interesting to note that in later years, outer home signals (located 440 yards in rear of the inner homes) were again often provided so that a following train could be accepted when the previous one was clear inside the inner home signal, thus improving line capacity.

665/8
DIAG DATE 30/5/1894
INSP. MAJ. HUTCHISON
DATE 14/6 /1894
REMOVAL OF CATCH POINTS



Levers 3 and 16 operate up inner home and down home signals respectively. The purpose of both these signals is to protect the siding connections. Looking at the locking table, tappets, and locks, it will be seen that the pulling of lever No.11 locks levers 2, 3, 8, and 16 in the normal position, i.e. the other points and all the protecting signals on the main lines; whilst the adjoining points 9 and 10 would then be released, and either (but not both) could be pulled.

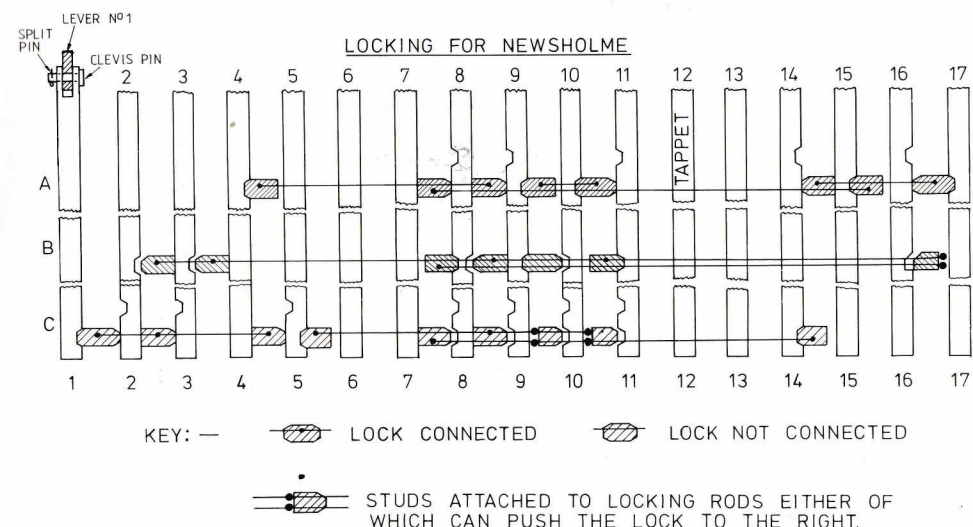
The unusual method of working the crossover and siding connections by three levers (9, 10, and 11) was later replaced by the more conventional method of using one lever for the crossover road (both ends working together), and a second lever (released by the first) for working the slip and siding trap points. As usual, distant signal lever No.1 requires 2, 3, and 5 to be pulled first, and then when pulled locks these in the reverse position. This is known as back-locking.

Signals 5 and 14 would be 15 ft-high starters and would have their arms painted red with a white stripe. These signals would allow a train to be drawn out onto the main lines from the sidings, and held until they could be accepted from the box in advance. Levers 4 and 15 operated ground discs which would be the old Saxby and Farmer type having circular targets attached to a lamp which turned through 90° to show red or green. The levers would be released by pulling 9 and 8 respectively which they would back-lock. The original signals would date from 1879 when the line was being prepared for opening in 1880. The crossover road was not signalled as it was so close to the box that trains could be flagged over it.

We have not explained every item of the interlocking, but the diagram shows the kind of arrangement one would expect to see if one lifted the traps in the operating floor on the signalman's side of the frame, and then removed the covers from the locking-box channels. A, B, and C represent the channels at three different levels containing the locks and connecting 'bridle' irons. The drawing shows how lever No.1 was attached to its tappet using a clevis pin. The lock in channel B between tappets 9 and 10 is a loose block which is free to slide from left to right and vice-versa in the channel. The other locks were connected by being riveted to bridle irons so as to transmit the sideways motion as required. Sometimes a lock was driven by studs on two or more bridle irons (as in the case of the lock for No.10 tappet in channel C). This particular lock could enter either of two notches in No.10 tappet and so lock lever 10 in either the normal or

N°	LOCKS	RELEASES	RELEASED BY
1	—	—	2 3 & 5
2	11	1	
3	11	1	
4			9
5	<u>9, 10, 11</u>	1	
6			
7			
8	11, 16	15	
9	10	4	11
10	9		11
11	2, 3, 8, 16	9 10	
12			
13			
14	<u>8 10 11</u>	17	
15			8
16	8 11	17	
17			14, 16

NUMBERS OVERLINED THUS— 9 REFER TO LEVERS LOCKED IN BOTH POSITIONS.



reverse positions. For simplicity the channel-shaped locking boxes have been omitted from the drawing. Up to 5 bridle irons could be accommodated in each channel, and there were two adjacent channels in each locking box. The design of the interlocking called for considerable ingenuity, especially for large signal-boxes, and this has never received the mention which it deserves amongst the millions of words written about railways.

It must be stressed that the locking shown here has been devised by the authors of this article solely for the purpose of explaining the principles involved. In practice, the smallest number of locking boxes and other components would be used for reasons of economy, and it is possible that Newsholme's locking was arranged slightly differently and contained in only two channels rather than three. The drawing would then be more complicated to understand, but the principles involved would be the same.

Newsholme signal box finally closed on 17th September 1962.

The signal box would look like Type C shown in the books 'Traffic Control Maps', or Plate 120 in the book 'The Signal Box'.

The L.Y.R. successfully appealed against an order of the Manchester Profiteering Committee for the refund of 2/3d out of a charge made at the Victoria station dining room. The total charge in respect of refreshments for four persons was 12/1d. The bill was made up of: seven sausages, 6/-d; four pieces of bread, 4d; six small cakes, 1/9d; chipped potatoes, 2/-d; pot of tea, 2/-d. Evidence was given that the charges were only 50% above those of the pre-war period and that the increased cost of the commodities to the company had averaged 112%. It was stated that on the restaurant last year a profit of only 2% was made.

Manchester Guardian, 11th June 1920.

AN EAST LANCASHIRE RAILWAY GOODS SHED

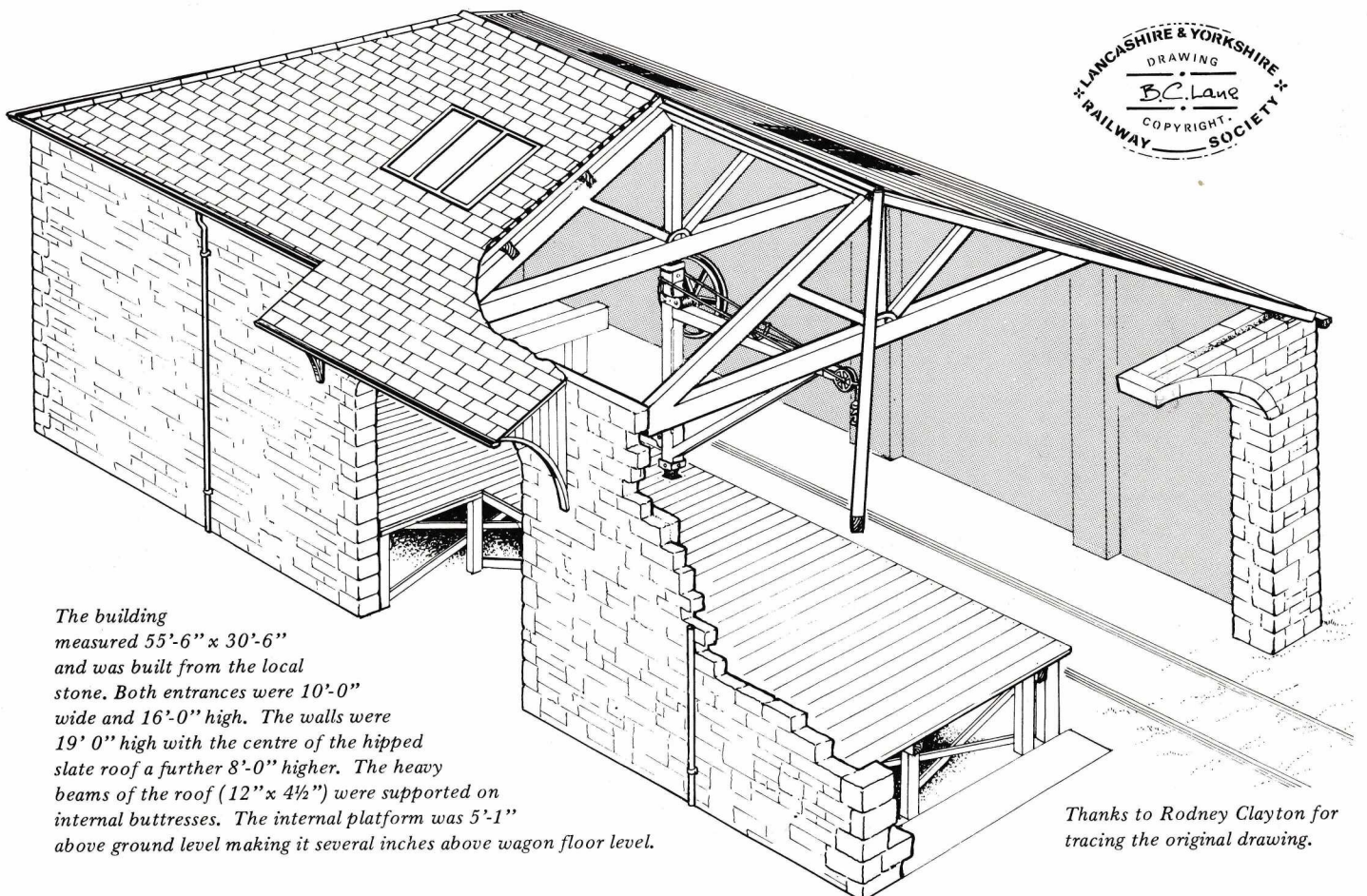
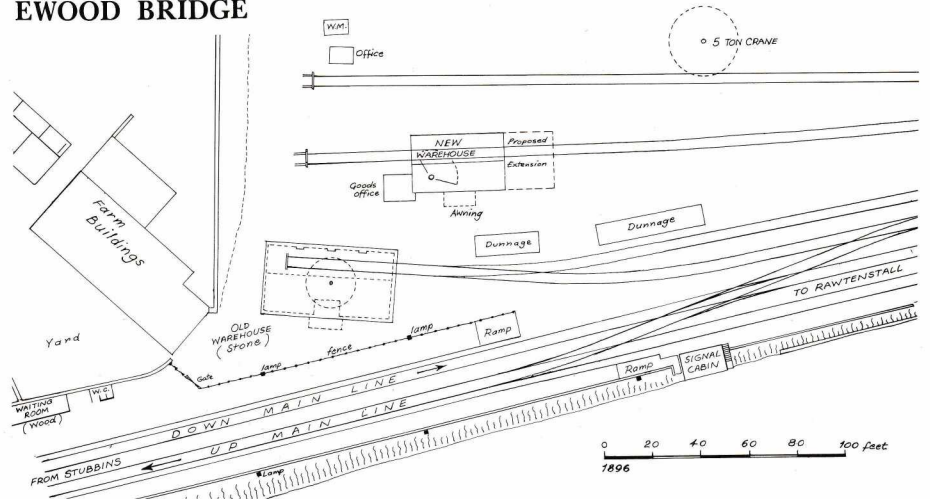
B. C. Lane

Few of the original structures of the East Lancashire Railway lasted through to the recent years but this goods warehouse must have been the very first to go. It dated from the opening of the line to Rawtenstall in the late 1840s which was extended to Bacup in 1852. The stone-built shed lasted for some fifty years but was replaced by a timber goods shed in 1896. As will be seen from the plan, the old shed was very close to the station platform and access to the delivery bay must have been very restricted. The replacement shed was slightly smaller and an extension was planned but never built. An illustration of the second shed appeared in the 'Bacup Branch' booklet but no photograph of the original structure has been found.

The design was typical of E.L.R. goods buildings and employed arched doorways for both the rail entrance and loading bay. A crane was located in the centre of the building and was rated at 20 cwt. The eleven-foot jib could turn right round within the building. There were no windows except for the four sky lights, no doubt for reasons of security. There would of course be doors on all entrances but we have no details of these.

Other East Lancashire Railway structures were of similar appearance and many of them lasted until more recent times. This goods shed might be taken as being typical of the period and the area and would make an attractive model.

EWOOD BRIDGE



The building measured 55'-6" x 30'-6" and was built from the local stone. Both entrances were 10'-0" wide and 16'-0" high. The walls were 19'-0" high with the centre of the hipped slate roof a further 8'-0" higher. The heavy beams of the roof (12" x 4½") were supported on internal buttresses. The internal platform was 5'-1" above ground level making it several inches above wagon floor level.

Thanks to Rodney Clayton for tracing the original drawing.

No. 125-

STATEMENT OF DIVIDEND AND INTEREST

Upon STOCK and SHARES accruing to

Geo: P. Abrani & Co

L. s. d.

3 29

L 93

CAPITAL STOCK, at the rate of £6. 15s. per cent. per annum.....

3

BARNSELY RAILWAY STOCK, at £5. 3s. 10d. per cent. per annum

3

MINIMUM SIX PER CENT. PREFERENCE STOCK, at the rate of £6. 15s. per cent. per annum . . .

57

FIVE PER CENT. STOCK, *at the rate of £5. per cent. per annum*

L

MINIMUM FOUR-AND-A-HALF PER CENT. STOCK, *at the rate of £6. 15s. per cent. per annum...*

6

FIVE PER CENT. STOCK, 1857, at the rate of £5. per cent. per annum.....

22

BLACKBURN RAILWAY PURCHASE, $4\frac{1}{2}$ per cent. Preference Stock, at the rate of $4\frac{1}{2}$ per cent. per annum

52

NEW 4½ PER CENT. PREFERENCE STOCK, 1861, at the rate of 4½ per cent. per annum

4

PREFERENCE STOCK, 1865, at the rate of $4\frac{1}{2}$ per cent. per annum

NEW £5. SHARES, 1868, at the rate of $4\frac{1}{2}$ per cent. per annum on **£3. per Share**

INTEREST upon £..... MONEY PAID IN ADVANCE OF CALLS ON THE SAME SHARES, at 4 per cent. per annum.....

3 29

15

Less Income Tax, at 54d. in the £

NET DIVIDEND..£

3 / 4

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