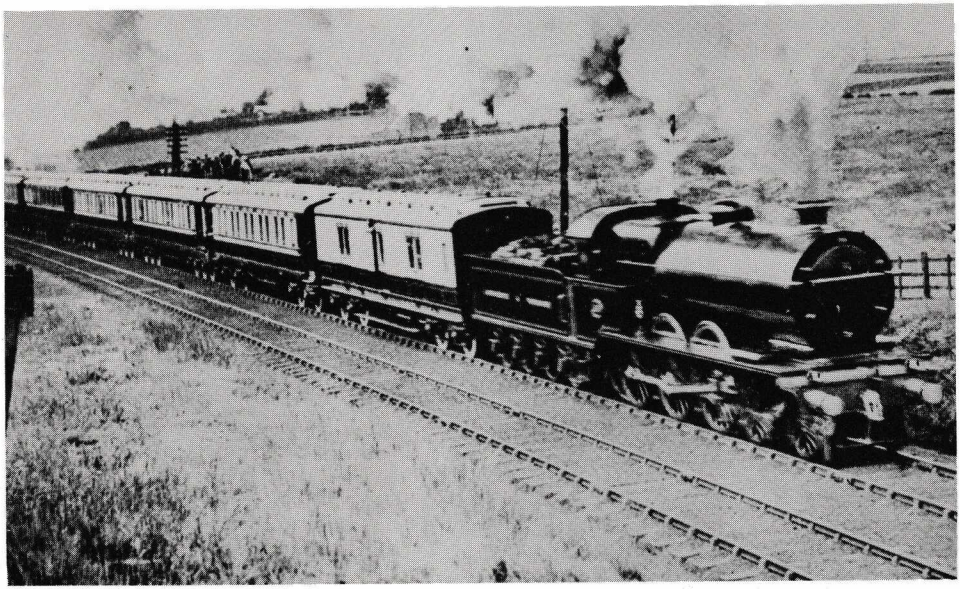
ISSN 0143 - 8875

PLATFORM 27



THE JOURNAL
OF THE
Lancashire & Yorkshire
Railway Society

Platform 27 is the Autumn 1988 edition of the Lancashire & Yorkshire Railway Society Journal. For further information about the Society, please contact the Honorary Secretary, Mr Tom Wray, 17 Chale Drive, Middleton, Manchester M24 2BZ.

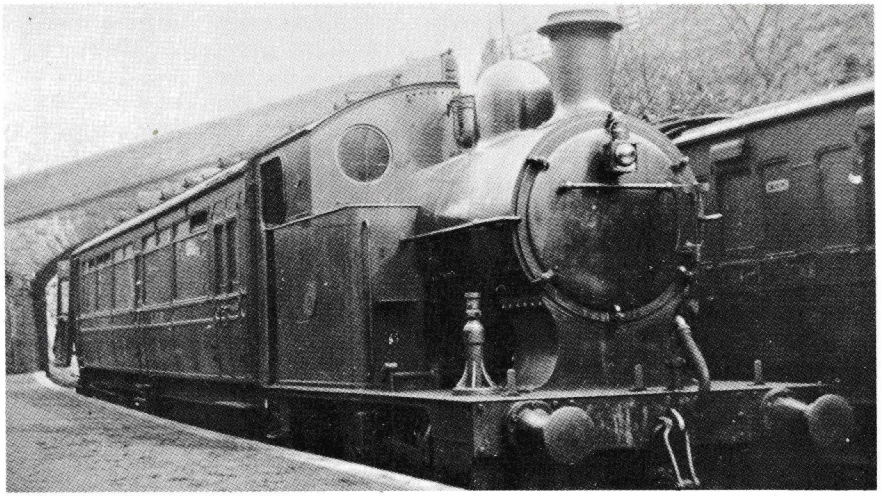
Cover photograph

Hughes 4-6-0 No.1514 heads the LNWR Royal Train between Blackpool (Talbot Road) and Rainford on the 8th July 1913. On board were King George V and Queen Mary heading for a lunch at Knowsley Hall before proceeding to Colne and later Rochdale. Although the LYR did not have any 'Royal' vehicles of its own, the running of the Royal train over their own system was meticulously planned and executed. The engine has been paired with an eight-wheeled tender to give it an adequate water supply without having to take water en-route and the whole ensemble finished to perfection. The twelve-wheeled vehicles further back in the train were very similar to the LYR dining car 212 in general appearance and the Paris Exhibition car No.200 which probably inspired 212 was included in the Royal Train, the year after this picture was taken.

A group of spectators can be seen on the far side of the train and the lineside would be an almost continuous line of people out to see the monarch glide by, despite those short thirty-foot-long rails!

ISSN 0143-8875

Published on behalf of the Lancashire & Yorskhire Railway Society by the Editor, Barry C. Lane, 26 The Hawthorns, Sutton-in-Craven, Nr Keighley, West Yorkshire BD20



At a deserted Triangle station, a Sowerby Bridge-bound working blows-off steam one winter morning. The carriages behind are in storage and an almost continuous line of old stock can be seen from here to Ripponden. The double track line was therefore worked as single track which was quite adequate when railmotors worked this quiet branchline.

When the First Team went to Rishworth

L. G. COCKIN

Reproduced by courtesy of Adam Brook from 'Almondburian'

IT HAD BEEN ARRANGED by the School Secretary that our First Eleven should play against Rishworth Grammar School on Wednesday, November 10th 1916. Eventually the day arrived and when morning school was well begun, it was found, as is often the case, that one of the members was unable to play. This difficulty was soon removed however but it was shortly followed by another.

The usual train to Rishworth leaves Huddersfield at 1.15pm but a suggestion was made that this train ran only on Saturdays. Timetables were examined and it was found that the only possible other train left at 12.15pm. Many of the boys had come prepared to leave by the former train and had counted on being able to go home first for dinner and collect their football attire so they had to leave early in order to do so.

Eventually the different members of the team arrived at the station, that is to say, all but one. The punctual ten found a compartment and waited patiently for the last member to turn up but when the departure time arrived, he had not. As it happened, his tramcar was late and he arrived on the platform in time to see the back of the train leaving the end of the station.

The ten members of the team made themselves comfortable, despite a certain prickling on the backs of the legs from the horsehair seats and an impromptu concert was got up. Musical instruments appeared as if from nowhere and the

'music' began. The instruments consisted of a mouth organ, two instruments to be played by means of nose and mouth. A comb and tissue paper was also brought into use. Those who had no instruments either sang or whistled to add to the harmony. This occupied us fully until it was time to change into another train at Brighouse. Finding another compartment to ourselves, the concert continued until Sowerby Bridge was reached.

Here we again changed but the train was very different this time. It consisted of a kind of combined carriage and engine the like of which most of us had never seen before. With the 'engine' part leading we set off from the small ramp that served as a platform on the branchline and straight away were enveloped in a dark tunnel. When again we entered the daylight, our train was in a different valley and we climbed via Watson's Crossing, Triangle and Barkisland to Rishworth, jolting and swaying all the way. Lacking a separate compartment in the carriage, we occupied a saloon with a few other passengers and so our musical endeavours were ended.

Arriving at our destination, we made our way on foot to the Grammar School. We were there good and early and had to while away the time until changing into our football rig but as we were about to leave for the pitch the door opened and who should walk in but our missing member of the team who had found that the 1.15 was running after all!

Engine unit No.8 with carriage number 13 await departure time at Sowerby Bridge branch platform. Taken at about the date of the football match referred to, this is the earliest known instance of a railmotor carriage being fitted with the wide-bearing bogie that was to become standard for the class through subsequent overhauls. Only Watson's Crossing on the branch required the use of the collapsible steps; all other stations had proper platforms and facilities. By this date, the engine has had the chimney replaced by this wider type and the smokebox lamp iron has been moved to a lower position on the door.

At Rishworth, the football field is higher up the hill and the weather was bitterly cold with a strong wind blowing. The Rishworth team evidently knew the weather of their native land and came suitably attired but we had only our normal rig on and consequently felt the cold very much. When the match eventually began, it chiefly consisted of running after a ball that was being constantly blown away by the wind. However, let it be known that we beat our opponents by seven goals, a truly satisfying score. When tea was over and we had warmed up again, we set off to catch the 5.15pm train.

Again we passed through the stations of Barkisland*, Triangle and Watson's Crossing to Sowerby Bridge where we found that our little train went on to Greetland so we need not change trains yet. As we were leaving the station there was a violent jolt, several minor jolts, the lights went out and our train stopped suddenly. Naturally in the twilight of the evening, the blinds were down and we were in complete darkness. Immediately there were cries of 'Is anybody dead?' which prompted many cries of 'Yes, I am'. The carriage door was opened and when we had got out on the line we found our train had had a collision with another which was stopped. Owing to our slow speed however, there was no damage done.

Now having to change trains at Sowerby Bridge, we ran across the lines to the platform, under a subway and on to the far platform. After waiting a quarter of an hour we embarked on another train which took us to Brighouse where we again changed to the Huddersfield train. Arriving at our destination, we parted, none of us regretting our visit to Rishworth.

** Although the original manuscript gives the station as Barkisland, the station was known as Ripponden though the full and proper name was 'RIPPONDEN & BARKISLAND'.*

Investigation of the Board of Trade accident reports show that the collision and derailment was not recorded which we can assume means that there were no casualties. It would appear to be a case of driver/signal error.

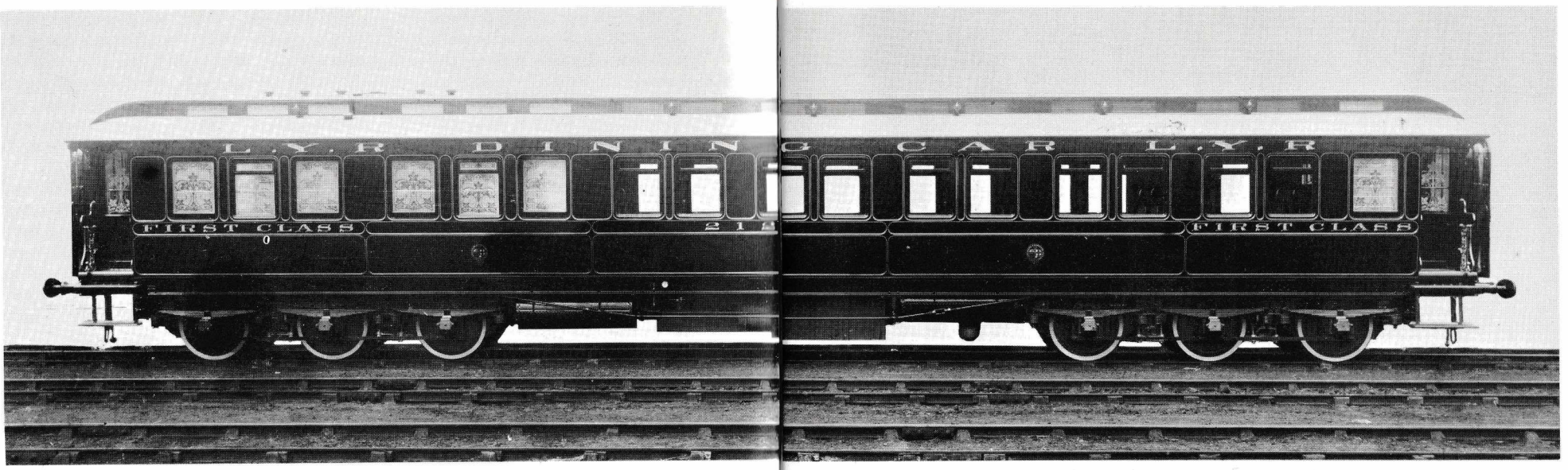
THROUGH VEHICLES to foreign lines, Christmas 1912

Midland Co. will not accept through vehicles such as horse boxes, carriage trucks etc on December 24th neither will saloons or reserved compartments be provided.

L.&N.W.Co. will not accept on December 20th, 21st, 23rd, and 24th through carriages for special parties to destinations to which the ordinary carriages are not run.

N.E.Co. will not accept for conveyance over their line (necessitating special transfer) through carriages, third class saloons, horse boxes and carriage trucks on December 24th and 26th. The restriction will also apply to through carriages with theatrical parties unless specially authorised but will not apply to hunting, show, fair and racehorse traffic.

L.B.& S.C.Co. and S.E.& C.Co. will not accept through vehicles such as saloons, carriages, horse boxes or carriage trucks either to or from their lines on December 23rd and 24th.



Photograph courtesy NRM D44

Dining Car 212

B. C. LANE

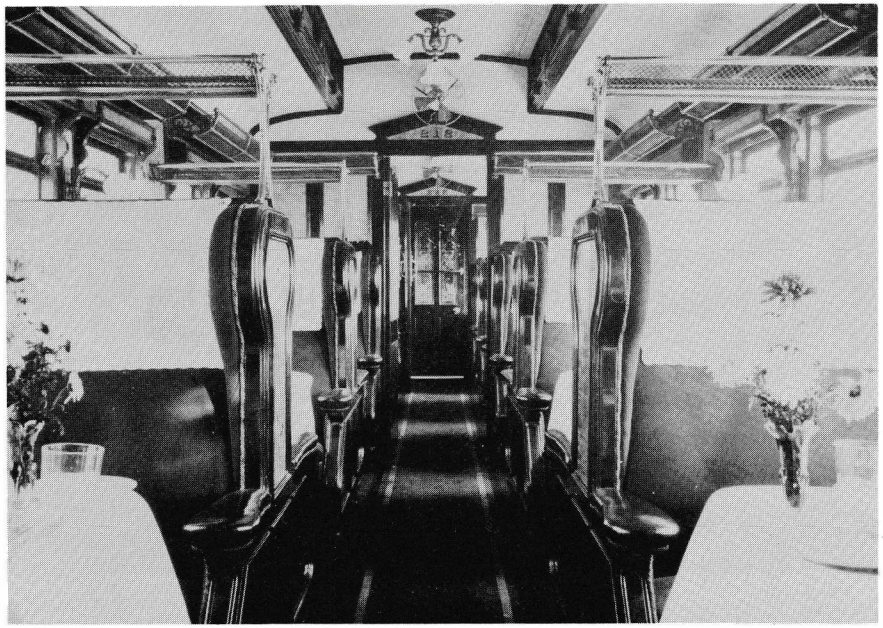
THE FLEETWOOD BOAT TRAIN connecting with steamer services to Belfast was the premier service and when the first refreshment car services were introduced with the curious ten-wheeled Kitchen/Second on 1st May 1901 plans were already turning to a complete Kitchen Diner of similar length to the fine twelve-wheelers on the LNWR main line services. To this end a skeleton frame 65'-6" long was built to drawing No.4367 (dated September 1900) and run over main lines and sidings of the LYR system to check the clearances. At the ends of the frame there were iron strips fixed to the profile of the loading-gauge and tests commenced on 25th September 1901 at Manchester Victoria and continued at Bolton and Liverpool Exchange on Sunday 27th. In most cases it was the valance of the platform canopies that caused trouble fouling the templates.

A twelve-wheeled kitchen dining first class coach was ordered on May 18th 1903 which was 65'-6" long over body and bore a very strong resemblance to the LNWR dining cars of the time. John Marshall states in volume three of his mammoth work on the LYR that George Hughes had a particular interest in American railway practice and that dining car 212 was built shortly after his appointment as CME in February 1904. Hughes certainly was influenced by developments in the USA but in this case we should look to nearer sources for the design of the railway's first twelve-wheeled dining car. Wolverton had developed a style that was admired by all and they had been building clerestory-roofed kitchen diners for some time. Their No. 200, built in 1900 for the West Coast Joint Stock and exhibited at the Paris Exhibition in that year was probably a great

influence. Comparison between vehicles of that type and the new LYR vehicle show the Newton Heath similarity was more than any coincidence. The overall layout was exactly the same and many must have thought the new LYR vehicle was a Wolverton diner in the wrong livery!

The general arrangement drawing was numbered 5083 and it has happily survived the passage of the years. The frame and bogie drawings, 5066 and 4904 respectively do not appear to have lasted. There were 37 drawings listed in the order book covering everything from the ceiling of the vestibule to the ice chest in the pantry. No.5231 shows the lighting diagram for the electric lights and although Marshall states that the lighting was gas, it was electric from the first. The official side view photograph dated 14.4.04 shows the dynamo, battery boxes and absence of gas lamps on the roof. The gas cylinders on the underframe were for the kitchen stoves.

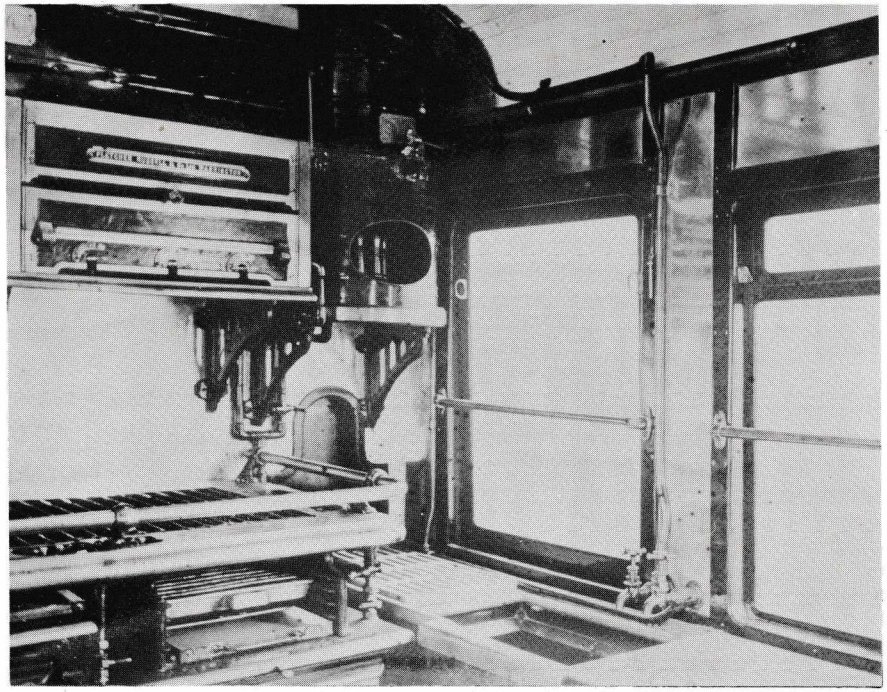
Although at first glance LYR 212 looked like a perfect copy of the LNWR type, closer examination reveals a host of Newton Heath trademarks. The windows had curved corners to top and bottom but the LNWR used square corners at the bottom. The roof profile was fuller than the LNWR almost 'arc' profile between cant rail and clerestory walls. The end vestibule was 4'-9" wide whereas the LNWR were either 4'-0" or in the case of their No.200, 6'-2". What was the china closet on the LNWR became the toilet on the LYR vehicle. The LYR version had in fact two lavatories (both on the same side) and the LNWR vehicle had separate lavatory and water closet at the vestibule end plus a gent's lavatory near the centre. There were seats for 20 first class passengers in generous-width fixed seats on either side of the centre aisle. The lavatories were fitted with 'combined lavatory & WC—15.10.12" though it is not clear what appointments preceded this alteration. The body was all-timber but the underframe was steel.



The interior of 212 as built. The electric fans were a 'modern' feature and probably very welcome since only the top section of the windows would 'fall back' open. The electric lights must have given poor illumination on the tables as they were later altered to individual lamps over each table secured to the inside of the clerestory. The vase of flowers on each table might appear to be a decorative gesture for the photographs but they can be seen on dining car tables actually in service.

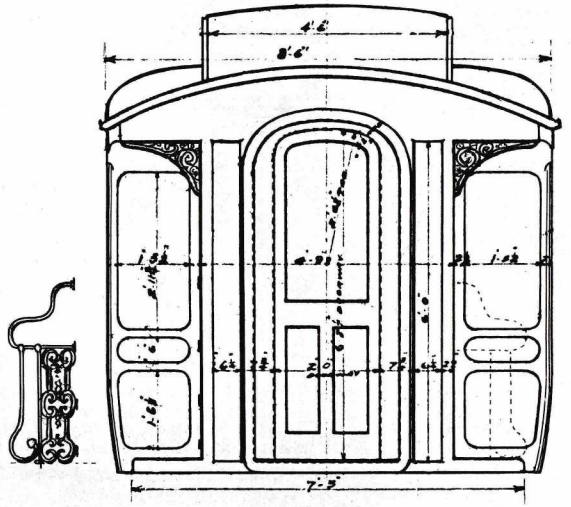
The livery was rather sumptuous with gold leaf lining on the edge of all mouldings. This was standard for vestibuled first class stock at that time but by 1907 the gold leaf had been replaced on all new stock by golden-orange lining on the face edge of mouldings. The waist panels were lettered FIRST CLASS with the number 212 in the centre of the body. While the lower sides below the window line were finished in rich carmine lake and the upper portions in deep tan colour, panelling on the upper sides was restricted to between the windows. The top area above the window line was smooth and painted in extended-face serif letters in gold leaf. They were shaded with cream and red to the left and below. The roof was white though this would last a very short time in service.

When 212 entered service on the Boat Train from Leeds to Fleetwood, the ten-wheeler became a reserve vehicle and probably saw little service until converted in July 1910 to a normal eight-wheeled brake third. The twelve-wheeler ran with arc roof 54'-0" composite saloon No.926 which provided seats for 16 second class and 16 third class diners. At the opposite end of the coach was a smoking saloon for a further 32 passengers. This vehicle became third class diner No. 3258 and continued to be paired with 212 or occasionally one of the later 12-wheelers until LMS days.

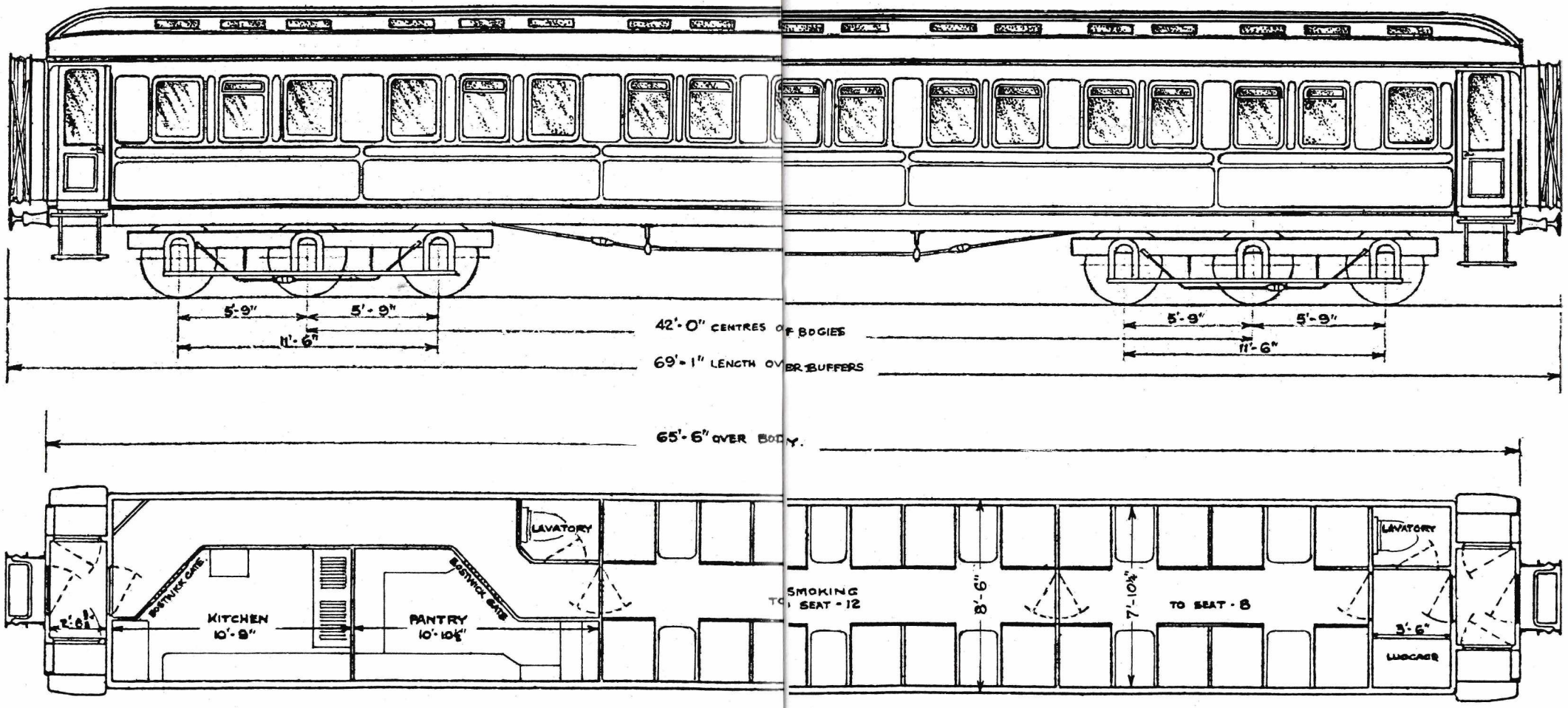


Inside the kitchen of 212. The gas cooking-range was supplied by Fletcher Russell of Warrington. The fuller arch to the roof will be noticed. The LNWR cars had a flatter arc/cove profile to the roof but the LYR used a shape rather more like the MR style. The windows of the kitchen and pantry were alternately droplight and fixed but the latter have a 'fall-back' vent in the tops.

For the benefit of modellers, the ornamental brass handrails are also shown to the side of the drawing. These were more elaborate than any other inset door LYR saloon and echo the style of the West Coast diners. The height from rail level to the top of the roof was 12'-10¾". The LYR drawing office used the term 'monitor roof' for the type of clerestory. This was an American term meaning a structure which has a raised centre part after the US ship of the civil war period 'Monitor'.



End elevation to 7mm scale from drawinag 5083.



Photographs of trains with 212 in the make-up are rare. This is very likely because the boat train ran at night to Fleetwood and returned very early in the morning to Leeds. Once the elliptical roof twelve-wheel diners were built, 212 presumably saw less use and consequently most photographs show the later diners in their make-up.

RESTAURANT CARS.

Luncheon Cars (1st, 2nd, and 3rd class) are run on the Train leaving Leeds (Central) at 1-0 p.m., Bradford at 1-10 p.m., and Halifax at 1-36 p.m. for Manchester (Victoria) and Liverpool (Exchange).

LUNCHEON, 2/6.

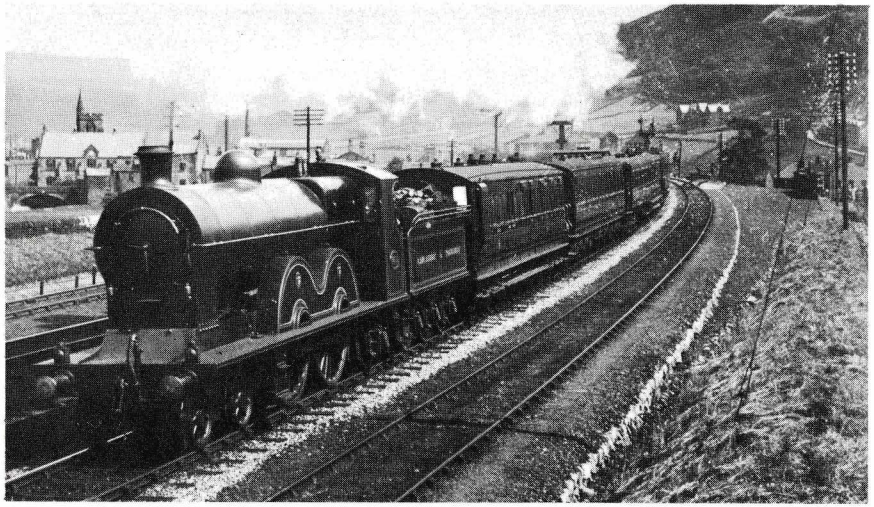
TEAS and LIGHT REFRESHMENTS served on the 4-40 p.m. Train from Liverpool to Manchester, Halifax, Bradford, and Leeds.

A Restaurant Car is run on the Belfast Boat Train Leeds to Fleetwood.

LYR advertisement 1907

212 was renumbered 10798 by the LMS and would probably assume the new identity soon after 1923 along with all other such stock that appears to have been turned out in the new crimson livery without delay. It received the number 79 in the general renumbering of 1933. Withdrawal came in October 1936, a month later than one of the more modern elliptical roof diners of 1908.

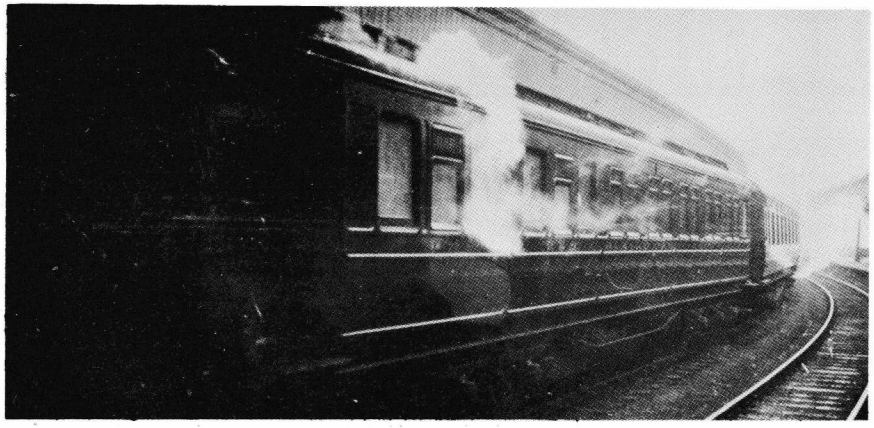
SPECIFICATIONS	
Length over body . . . . . 65'-6"	*Order number E20 (18-5-03)*
Length over buffers . . . . 69'-1"	*T C Q*
Width over body . . . . . 8'-6"	*Weight on bogie (kitchen) 19-14-2*
Width over cornices . . . 8'-10¼"	*Weight on bogie (saloon) 18- 2 -0*
Bogie centres . . . . . 42'-0"	*Total weight 37-16-2*
Bogie wheelbase . . . . . 11'-6"	*Cost to build £2,553-17s-7d*



The Boat Train set made a trip to Liverpool and back in the daytime and is here seen passing Mytholmroyd on the outward turn. The photograph is thought to date from about 1908 as the Fleetwood set was replaced by elliptical roof coaches after that date. This view shows the seldom recorded train of arc roof vehicles with the 1904 diner in the set.

The leading coach is one of four 49ft. brake thirds equipped with corridor connections and lavatory. Three of them ran in the boat train with the other one as a spare but when the ten wheel kitchen/diner was taken out of service, all four worked together in the Leeds and Bradford parts of the train until taken for conversion to ambulance train vehicles in 1914. Behind it is 212 and its companion composite diner No. 926.

Also of interest is the newly laid crushed stone ballast which was introduced about this time on the main line on both sides of the Pennines. It contrasts starkly with the traditional ***ash ballast on the slow line.***



212 in LMS livery thought to be at either Low Moor or Halifax. The steam comes from a ventilator above the kitchen. The far coach appears to be an LMS Diag. 1791 built in 1931 which helps to date this view. The diner still carries its pre-1933 number.

CROSSINGS & STILES

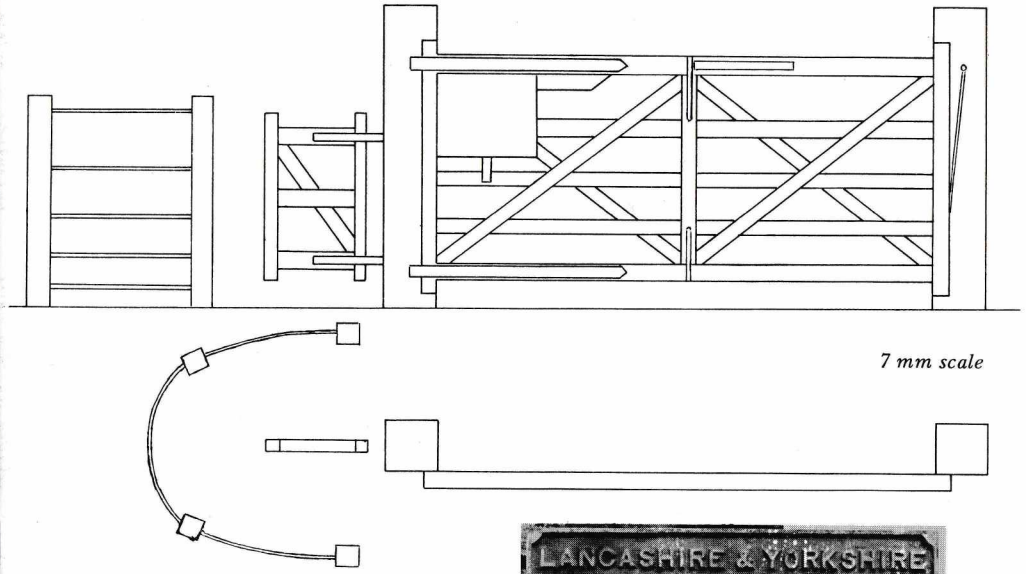
T. WRAY

OCCUPATION CROSSINGS

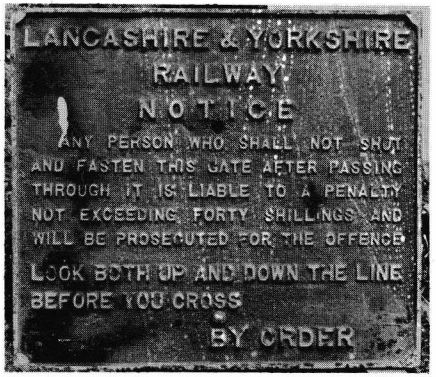
Level crossings of this kind were usually situated where a minor lane crossed the railway. These were often no more than a cinder track through the fields but a short section of paving with granite setts was usually provided on the railway property before the actual sleepers that crossed the railway.

A footpath crossing the line would only have the gate which might be of the slatted type featured in the fence drawing on page 16 of 'Platform 25' and seen in the centre page illustration.

A notice was provided to warn of the danger and penalties of crossing the line. On this example, the cast iron notice has been fastened to the gate near to the hinges where the weight will be better supported.

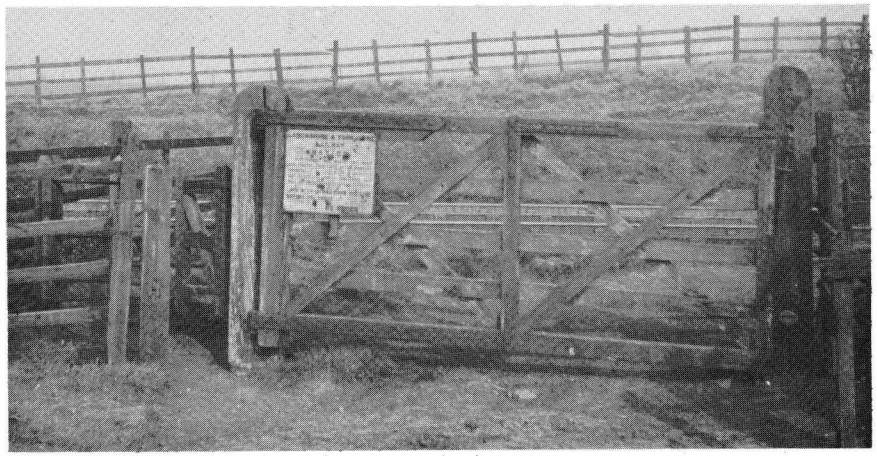


7 mm scale



Cast iron notice regarding gates on railway property. In pregrouping days, they were painted black with white letters as illustrated but the colour scheme was reversed in recent years as seen on the photograph of the gate.

Photo — A. Bastable

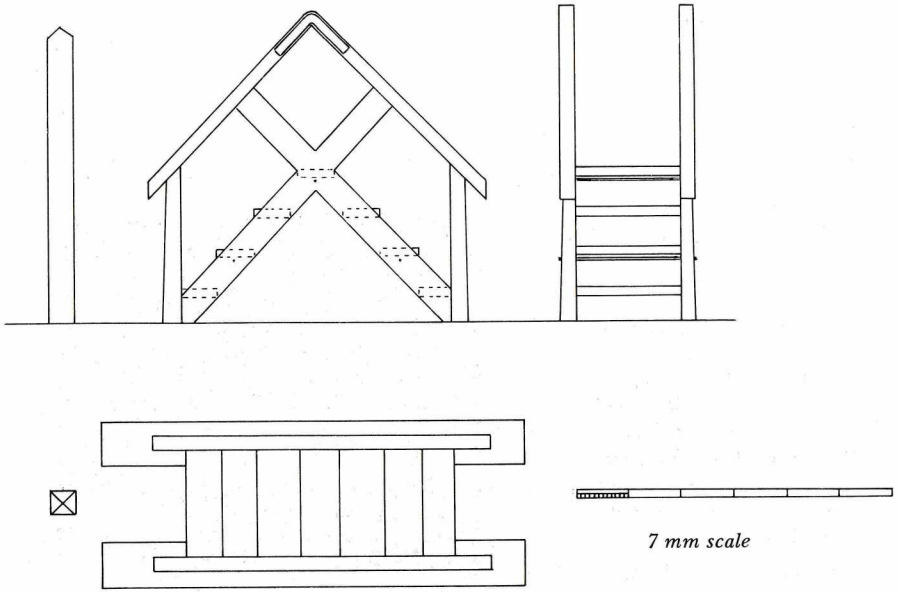


Occupation crossing gate, Chadderton 1956 *Photograph T. Wray*

STILE

These were placed just inside the boundary fence on a base of old railway sleepers. A post restricted the width of the opening to prevent animals attempting to climb the steps. A cinder path was laid to railway which was crossed by a sleeper crossing. Close to the stile a warning notice was erected on a post.

The example illustrated had been painted white which is presumed to be the colour it was painted in LYR days.



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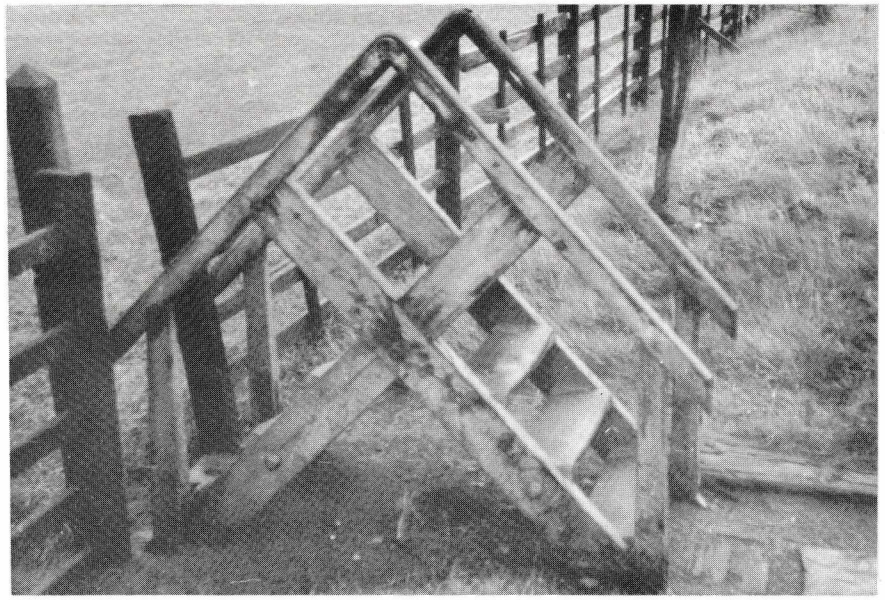
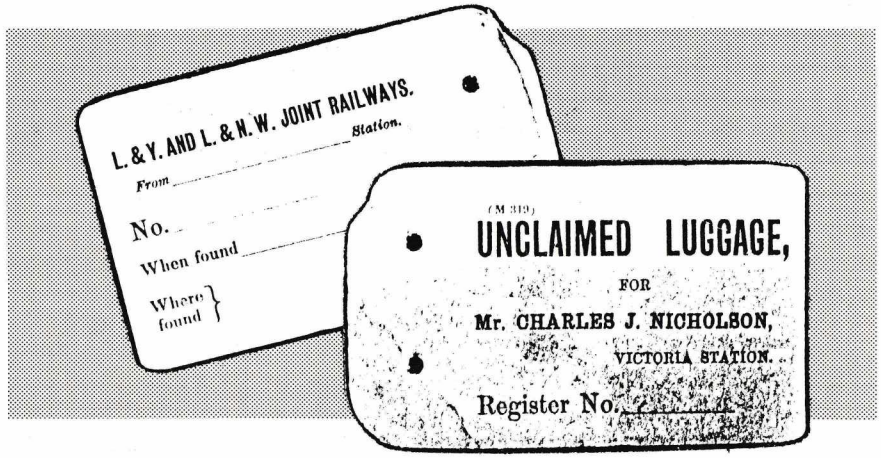


Stile near Chadderton, 1956 *Photograph — T. Wray*



At Victoria station, Manchester, half a dozen women are now being trained in the work of ticket collectors. It is impossible to say just yet how the experiment will turn out, and nothing yet has been done in the way of fixing the women's hours of work and other conditions of labour. But the L.Y.R. seem to have no doubt that the women will prove able to perform their new duties, which to an outsider appear quite light, for they have already provided them with uniforms of neat navy-blue cloth. On the collar are the words 'collector' and the letters 'L.Y.R.'.

Manchester Guardian, 9th July 1915

Aintree races generated traffic from all over the north of England and this view from the L.&Y.R. photo archive shows the stock at Aintree on Friday, 4th April 1913.

Of the variety of locomotives to be seen, all except two (LNWR 4-4-0 and 4-6-0) are LYR types. The LNWR had direct access to Aintree on such occasions but nearly all other traffic was handed over to the LYR, if it didn't already originate in the territory of that railway. Typically of our railway are the abundance of 0-6-0 'Goods' type that have handled much of the excursion traffic.

The stock itself is of primary interest in this picture. We have good examples of the most common types in the most typical arrangements.

The train to the left is headed by Aspinall 6ft 4-4-0 No.1006 from Agecroft shed. The stock of train number 9 gives us a rare sight of carriage roofs newly painted white. At either end of the train are 49ft brake thirds which must have just come out of Newton Heath paint shops. Even the footboards have a shine to them! Although the official paint specification for carriage roofs was white, it is often hard to believe that this actually was the case but here is another of the all too rare photographs showing it. The second two vehicles are 46ft lavatory composites, originally with the end compartments as second class but now demoted to third. The fourth vehicle is another 49ft carriage, an eight-compartment full third. The train could seat 44 first class and 240 third class passengers.

Behind it to the left is a collection of vehicles not at all typical and most probably put together for the excursion. The label in the van of the 54ft brake/third identifies it as train number 15. The second vehicle is another of the 46ft lavatory composites as in the other train. There are four of the type visible in this view which is unusual as there were only 30 built way back in 1891. Rarer still is the six-wheel first class picnic saloon next to it for there were only 8 of that type built between 1895 and 1899 . . . . the last year of six-wheel production.

The carriages in the centre could be LYR corridor types with elliptical roofs on which the photographer has set his tripod. The incandescent gas lamps are the later type and here the modeller gets a good close up of this rarely seen apparatus.

The clerestory-roofed carriage and assorted six-wheel and bogie stock with their unusual roof profiles are NER. Behind that is another LYR set which again encompasses some rarer types. The far brake is an old tricompo (note the high Coligny lamps) of 52ft length built in 1898. The nearer vehicles are a 49ft compo and 46ft full first. In the far distance are all sorts of foreign stock but too little is visible to make any accurate identification of it.

Photograph courtesy National Railway Museum F 1213

The Low Moor Explosion

A. J. LUDLAM OBE

I WAS WORKING at Brockholes station in the summer of 1916 as a telegraph clerk. The Great War was really beginning to be felt at home and the railways were doing their best despite a loss of many able-bodied men who had enlisted. I was 17 years old and had had three years experience of working for the Lancashire & Yorkshire Railway when the disaster happened.

The message came through for all LYR staff who had any First Aid training (St John's Ambulance Brigade) to make their way to Wyke station to assist from there. All such staff within twelve miles radius were summoned on that fateful day, the 21st of August.

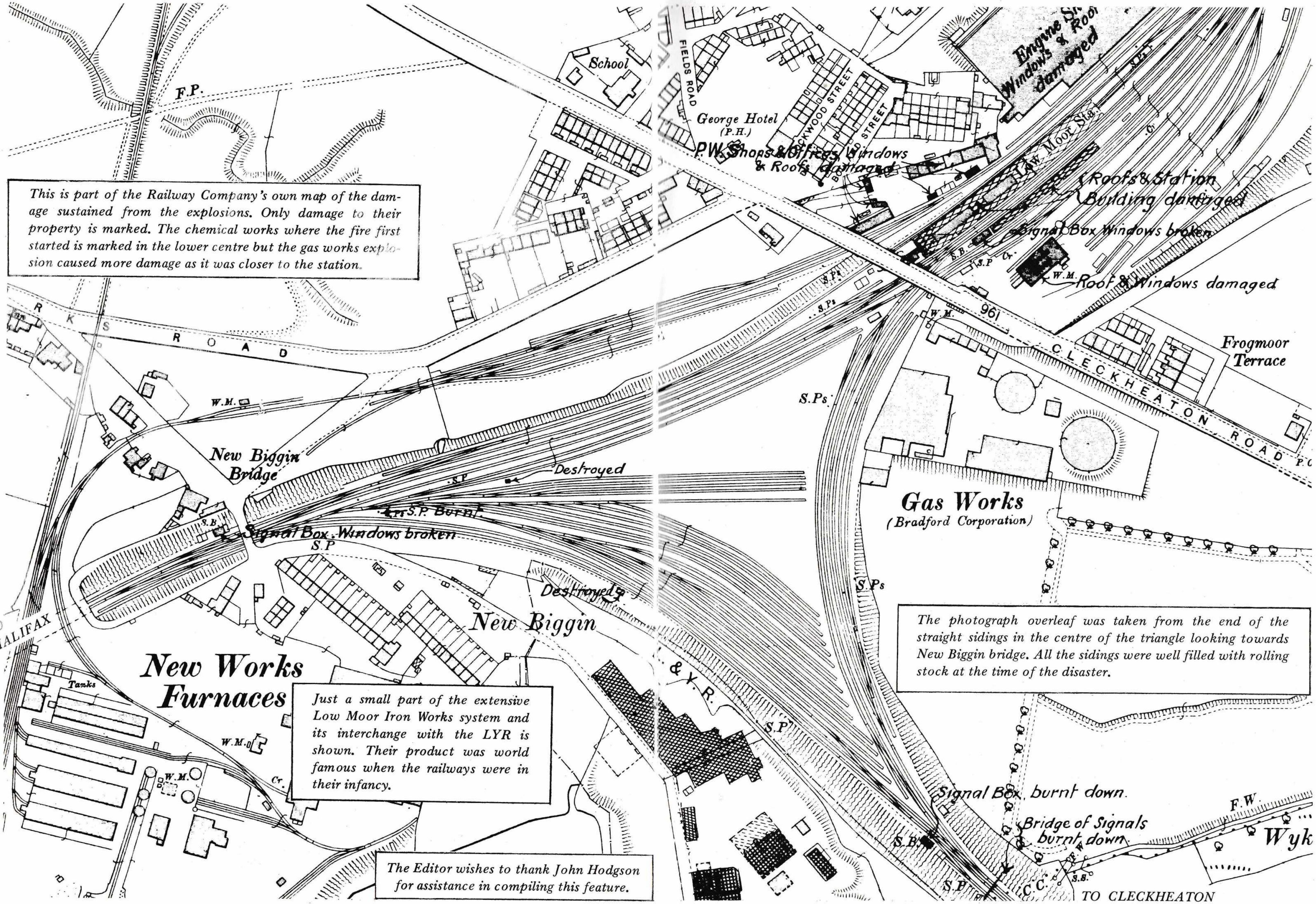
On arrival at Wyke station we were to walk through the tunnel to Low Moor where we worked a half-hour-on and half-hour-off tending the wounded and fetching out the bodies. It was a nauseating job as the bodies of both dead and many others had turned a shocking green shade tinged with yellow. Alongside the Wyke-Low Moor line on the many long sidings on the inside of the triangle stood burning sets of LYR carriage stock adding to the pall of thick smoke hanging over the area.

The cause of the explosion was a fire that had started earlier in the day at the Low Moor Chemical Company. This establishment had been developed on the south west side of the triangle, the Low Moor avoiding-line being near The Towers Dye Works of which the L.M.C. Co. was an off-shoot. The chemical company was manufacturing Picric Acid as crystals for use in 'Cordite' and similar explosives. There had been about forty people employed there in two shifts .... the majority being Belgian and Dutch refugees. The works' own fire fighters tried to control the fire but called the local fire brigade when their efforts were proving insufficient. The first to arrive came from nearby Odsal but the Bradford men followed close behind on their fire engine. As they arrived the main explosion occurred and all 18 men were soon dead or in the infirmary. Explosions continued for about four hours, casting blazing material over the whole area and when the nearby gas works had been hit the large gasometer ruptured and caught fire too. The heat could be felt almost a mile away.

In the middle of the triangle were many sidings holding rolling-stock. Thirty carriages were burnt out and a further hundred vehicles were damaged despite the efforts of staff to save them. In my first break I had a walk on the adjoining road to the railway. All the glass was out of the windows and most of the houses had severe damage to their roofs. All the occupants had gone and were in the tunnel except for one old lady who appeared in her doorway. "Why haven't you gone like the rest?" I asked. "Nay, lad, how could I?" she replied. "I'd just put half a stone of bread in the oven."

For security reasons in the war, the whole thing was kept quiet. A total of thirty-four people were killed and sixty were injured in the works or associated with the fire-fighting. Even today, details of the disaster are still little known but forty-five staff members of the LYR received awards for their efforts and gallantry that dreadful day.

Photo courtesy NRM F2182



This is part of the Railway Company's own map of the damage sustained from the explosions. Only damage to their property is marked. The chemical works where the fire first started is marked in the lower centre but the gas works explosion caused more damage as it was closer to the station.

The photograph overleaf was taken from the end of the straight sidings in the centre of the triangle looking towards New Biggin bridge. All the sidings were well filled with rolling stock at the time of the disaster.

Just a small part of the extensive Low Moor Iron Works system and its interchange with the LYR is shown. Their product was world famous when the railways were in their infancy.

The Editor wishes to thank John Hodgson for assistance in compiling this feature.

Bury Gas

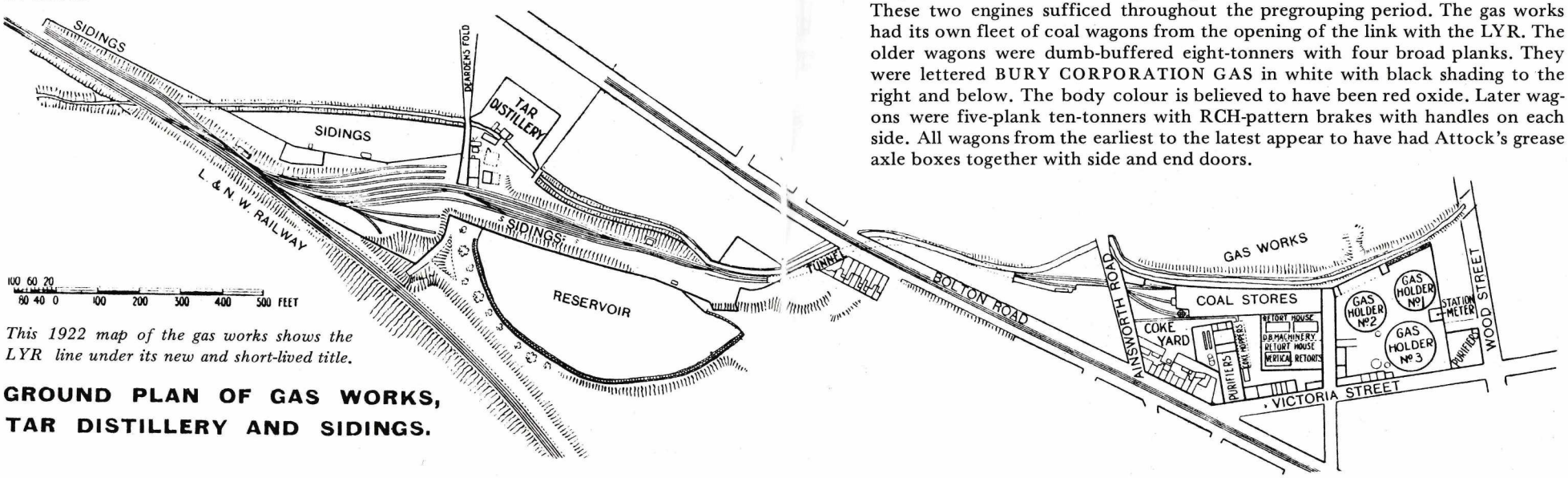
The editor wishes to acknowledge the assistance of Keith Eastwood and Alan Payne of North West Gas and to member Paul Doggett who loaned the relevant records from the Bury Corporation Gas Works allowing this survey to be compiled.

BURY WAS A THRIVING COTTON TOWN ten miles north west of Manchester. Once it had been important as a centre for woollen manufacture but by the time the railways were established, cotton spinning and weaving, calico printing, bleaching and dyeing works, foundries and engineering had developed in Bury. The fly shuttle was invented there by John Kay. Coal mines and stone quarries were numerous in the neighbourhood and so it follows that Bury had all the advantages required to become a major industrial centre.

The first company to manufacture gas in Bury was established in 1828. This became the property of the ratepayers on January 1st 1858 when there were 2,733 gas consumers and 498 public lamps. Fifty years later, the business, like Bury, had expanded fourfold and more, so the Corporation negotiated for a railway connection to the Lancashire & Yorkshire Rly. Company. No doubt the local supply of coal was not enough to satisfy the growth of business but supplies were readily available from the many mines located to the north and west. Sidings were commenced in August 1891 and completed in November 1893 though coal had commenced delivery onto the unfinished system at the beginning of February of that year. The cost of the sidings was £39,594 but considerable extensions were added and by 1922 there was one and a half miles of trackwork.

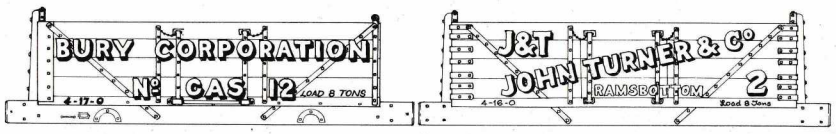
'Elton' is seen here in 1895 with two of the original wagons, Nos 12 and 8. The location is the 'tunnel' under Bolton Road.

Nasmyth, Wilson & Co. of Patricroft built two of their standard four-wheel coupled saddletanks for transporting the coal from the sidings to the works. These two engines sufficed throughout the pregrouping period. The gas works had its own fleet of coal wagons from the opening of the link with the LYR. The older wagons were dumb-buffered eight-tonners with four broad planks. They were lettered BURY CORPORATION GAS in white with black shading to the right and below. The body colour is believed to have been red oxide. Later wagons were five-plank ten-tonners with RCH-pattern brakes with handles on each side. All wagons from the earliest to the latest appear to have had Attock's grease axle boxes together with side and end doors.



This 1922 map of the gas works shows the LYR line under its new and short-lived title.

GROUND PLAN OF GAS WORKS, TAR DISTILLERY AND SIDINGS.

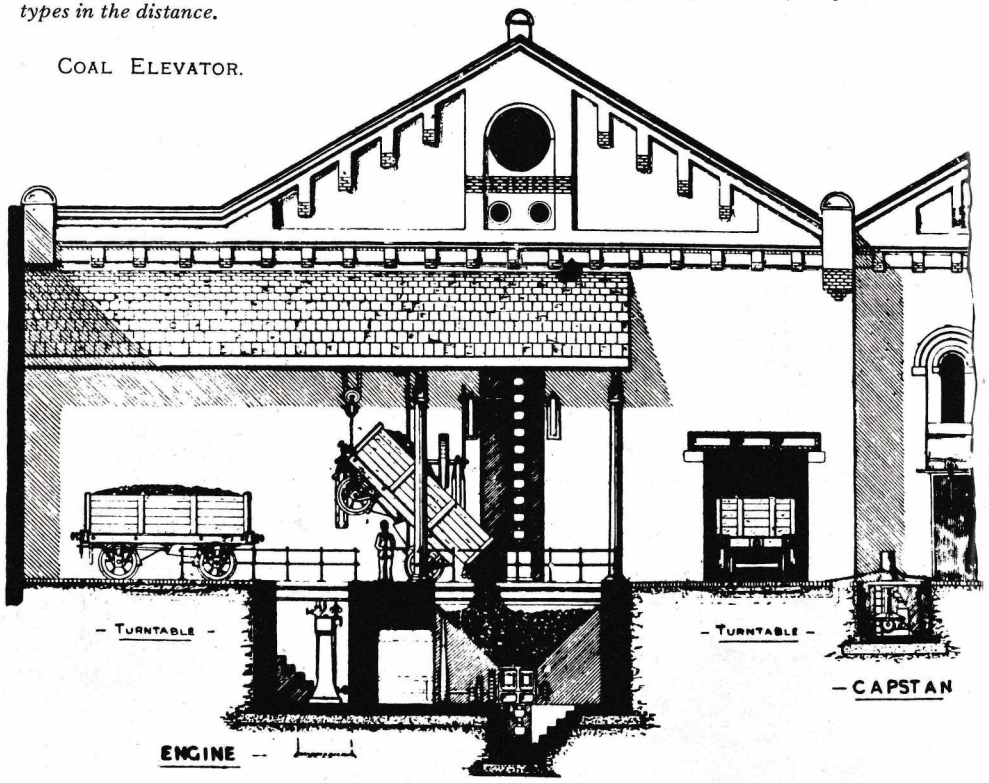


The drawings above show wagons that appeared in the 1895 record of Bury Gas Works. They are reproduced to 3mm scale. The left-hand wagon has side and end-doors and is illustrated on page 21. The right-hand wagon is a private-owner wagon that appears to be loaded with coke and only shows in the background of the photograph (not reproduced). Its livery appears to be white letters on a red or grey body but this is only conjecture. It is a good example of the early type of wagons with corner-strapping rather than corner plates. Investigation of the trade directory at the turn of the century shows a John Turner but the name was quite common and at least two other J. Turner's are known of in Lancashire with their own wagons.

Below is an illustration out of the 1895 record which shows the method of unloading coal from the end-door wagons. With the aid of wagon turntables and capstans, wagons were dealt with in very cramped areas but this was very common in those days.

LYR wagons are known to have visited the gas works and particularly the Tar Distillery. Another 1895 illustration has a pitch wagon and two open wagons of two-and-four-plank types in the distance.

COAL ELEVATOR.



It is not usually realised that gas works produce other products beside town gas. Coke is the first by-product realized in the gas-making process and the greater part of it was sold within the Borough and delivered by the department's own transport. In the late Victorian period, horses and carts were the only method of movement but by 1922 the gas department had two 'Vulcan' 30-cwt motor wagons and a small 'Ford' lurry; in winter other vehicles had to be hired. All coke not required locally was loaded into railway wagons for delivery.

Another by-product was Sulphate of Ammonia, about 400 tons being made at the end of the LYR period. It was mainly shipped abroad as an artificial manure but the British farmer was tending to use more of it as time went by.

Large quantities of tar were also produced from which were extracted various distillates. The first was crude naphtha from which the benzols and burning-naphthas were extracted. The second distillate was a light oil from which came carbolic acid for disinfectants etc. The third distillate was creosote oil and naphthalene. The former was pumped off the naphthalene and used as a timber preservative while the latter was used for making firelighters and artificial indigo dye. The residue left in the still was pitch which was used for street paving and for the manufacture of a patent fuel. The still at the works was capable of dealing with 2,000 tons of tar per annum so the by-product business was most profitable.

The gas works stocked about 6,000 tons which was equal to just one month's consumption in the middle of winter. There were three gas holders with a combined capacity of over two million cubic feet, equal to just one day's supply in the depth of winter. The gas works was in full production seven days a week through the colder months.

'Elton' in later years with four of the 10-ton wagons.

SIGNALLING PECULIARITIES

LANCASHIRE & YORKSHIRE RAILWAY SIGNALLING
PART 5

T. T. Sutcliffe & F. Collinge

The first four articles in this series have dealt with the signalling arrangements at specific locations on the L.&Y., but no mention has yet been made of the theoretical aspects of layout numbering which followed various styles at different periods of the company's history. Some mention will also be made of the unusual economy measures resorted to when track layouts were enlarged beyond the capacities of existing frames.

LAYOUT NUMBERING

When the levers working points and signals were brought together and concentrated into a lever frame in the very early days of signalling, it was found it was most convenient to put all the point levers in the middle of the frame so the heavy cranks and rodding could be arranged on one solid central lead-off timber. The signals originally consisted of homes and distants only, and, so that the wires working them would not be foul of the point rods and cranks, they were naturally placed at the ends of the frame nearest to the signals they worked. This resulted in the style of numbering shown in figure 1. Incidentally, the symbol used for the signalbox shows a line for the frame and a dot for the signalman. If drawn with the dot nearest the running-line, it would signify that the frame was in the back of the box.

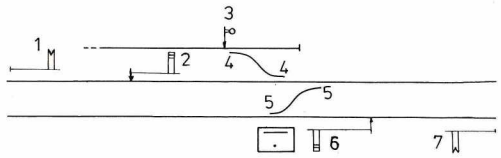


Figure 1.

When starting-signals became more commonplace, and siding connections became more numerous, there were at least two possible arrangements of levers to be followed. The Gloucester Wagon Company's frames, bought by the L.&Y. in the years up to about 1881 usually had all the up-signals (both running and siding) at one end, and all the down direction signals at the other with the point levers in the middle. See figure 2.

This method still had the advantage of the cranks and rodding being concentrated in the centre, but the pulling was awkward for shunting-moves as none of the siding signals were next to their related points levers. The signalman thus had a lot of walking about to do: 6 needed 13, 16 needed 10, 5 needed 12, and 17 needed 11. The interlocking mechanism also needed longer bridle irons to connect the widely spaced locks. This inconvenience appears to have led to the next style of numbering, in which the signal levers were at the extreme ends of the

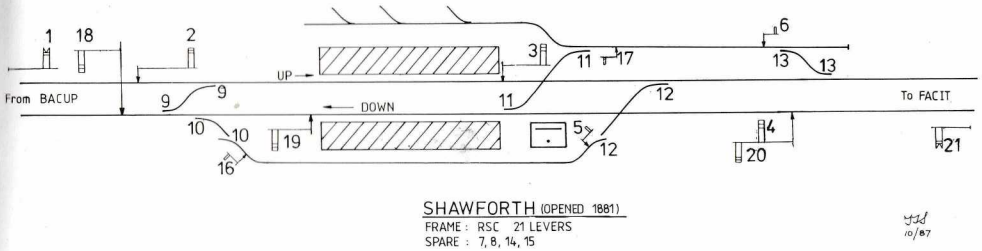


Figure 2. Shawforth (Opened 1881)

frame as per historical convention, but the siding signal levers were positioned much more conveniently adjacent to the related point levers. This resulted in classic layouts like that in figure 3. Junctions also followed a similar layout with the main line signal levers being at the extreme ends, and the branch line signal levers just inside them, but with the numbering arranged in such a way that the starting signal for the converging direction (16) was the innermost lever of its group so that the levers could be pulled in the correct sequential order. See figure 4.

L.&Y. frames were generally assembled from component parts for 4 levers each, with the result that multiples of 4 are by far the most common totals of levers in L.&Y. boxes. The old boxes almost always had the frame in the front of the box, and this convention was followed when new boxes were built. When an old frame had to be replaced, the new one was often installed in the front of the box in its place. On occasions, the new frame went in the back of the box (especially in later years). This was done in order to make the installation more convenient as the new frame could be assembled in advance, and the changeover accomplished, no doubt, on a Sunday of frenzied activity, after which the old frame would be demolished at leisure. This type of renewal has taken place at boxes such as Crumpsall, Thorpes Bridge Jn, and Heckmondwike Junction.

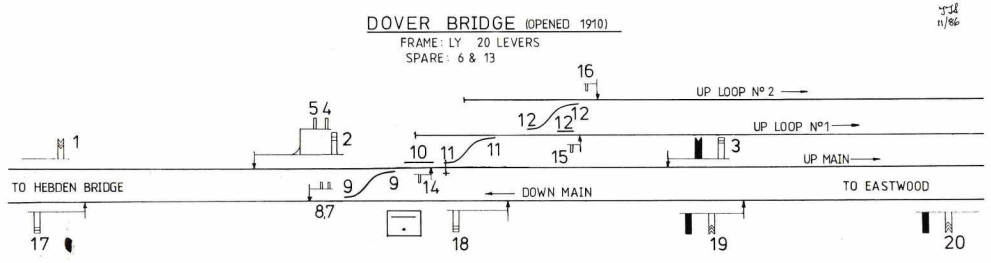


Figure 3. Dover Bridge (Opened 1910)

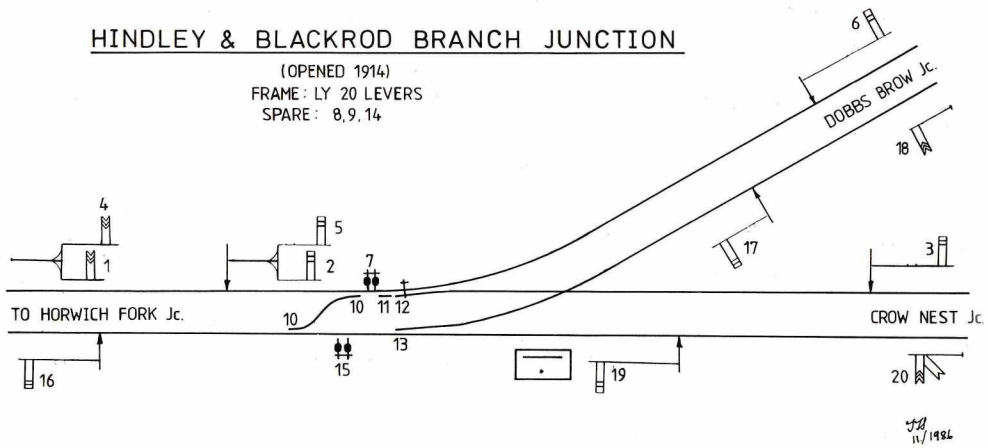


Figure 4. Hindley & Blackrod Branch Jn (Opened 1914)

This style of numbering lasted until the final years of the L.&Y.'s independent existence. A new fashion then emerged, with the running signal levers grouped in the centre of the frame, and the point and shunting signal levers at the ends. This seemingly odd arrangement had the advantage of a lot less walking to and fro for the signalman, because the most frequently used levers were together in the middle, hopefully near the block instruments. Also, when working siding connections, he was nearer to the end of the cabin and had a better view of the points and sidings outside. An example of this type of box is given in figure 5. This is Summerseat, and although opened after the merger with the L.N.W.R., it was very much an L.&Y. creation. This style of centre-numbering continued to be used spasmodically when boxes were renewed or re-framed during the L.M.S. era, and even into B.R. days.

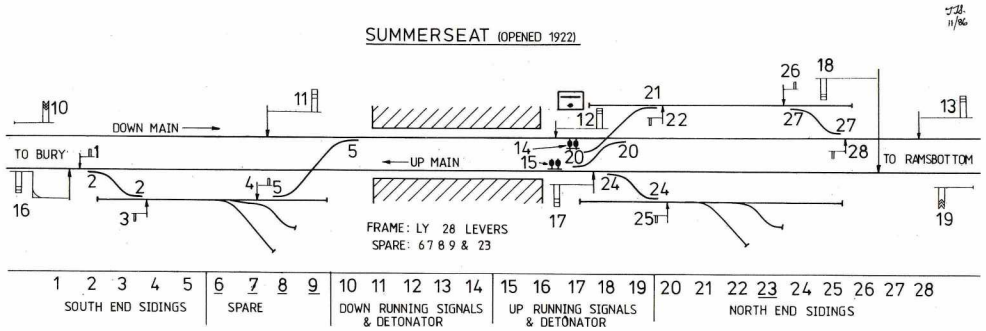
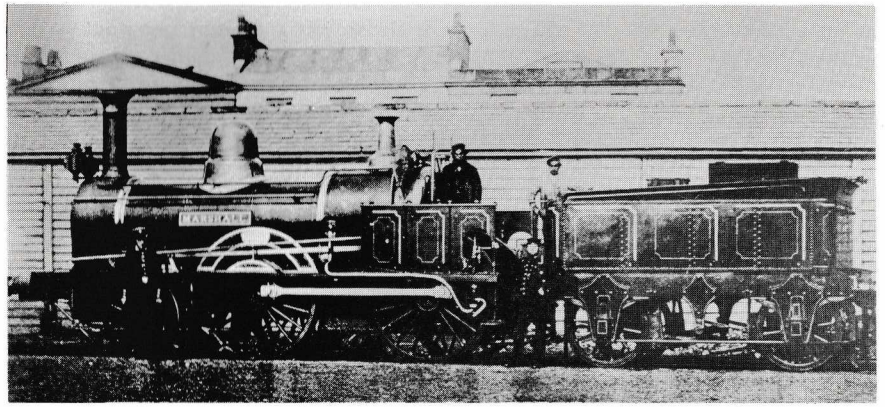


Figure 5. Summerseat (Opened 1922)



'HARE' or 'HOLME'

B. FIELDING, LL.B.

I was interested in the article in Platform 26 as I wrote an article about these fascinating little engines that appeared in Platform 16 some four years ago.

I don't think that it is quite as simple as saying that 'Hare' was just a misprint for 'Holme'.

Nine engines were built in 1861 which had just a spectacle plate as illustrated by 'Marshall' (illustrated above) which was the first of the class. These nine were given the names of directors and we know the names were carried from the earliest years as both *Anderton* and *Wickham* were recorded as double-heading the Royal Train at Halifax in August 1863. The livery of the engines at that period was green with yellow panels highlighted with white lines to the top and right.

A further nine engines were built in 1864/5 and these engines were provided with a full weatherboard which curved over at the top. The first two of these were also given names and it is the fact that there were eleven names in total that is sometimes suggested that the names were introduced only after the second batch were in service, but we have good evidence that the names were in use on the earlier nine well before the second nine were built.

The photograph of *Holme* shows it to have this later pattern of weatherboard and the later livery style which omitted the white highlighting of the yellow panelling. It would appear clear that *Holme* is one of the second batch built and so it could not be *Hare* which was one of the first lot.

Others have suggested that *Holme* might have been No. 335 which was the next vacant number after the eleven named engines but there is not any evidence to substantiate this. It might just have been any of the second lot built in 1864/5.

If there were only eleven directors and we have twelve names presumably *Holme* was a replacement of one of the others on the board. On the other hand, could it be that there were only nine directors in 1861? It seems odd to name nine engines after board members and ignore two others.

Finally, it might be of interest to point out that 302 *Hare* was special in another way. It was one of just two to have enlarged cylinders of 17" x 24", making it more powerful than the rest of the class. It was also the last to be withdrawn with *Stuart* (the other 17" engine) in March 1901.

BLACK FRIDAY
JANUARY 13th, 1888

J. MAGILL

THERE IS AN OLD SAYING that "misfortunes never come singly". Indeed if some sources are to be believed, misfortunes always come in doses of three, which seems to have held true for the Lancashire and Yorkshire Railway Company exactly one hundred years ago. To make matters worse, the events about to be related occurred on or around that dreaded date, Friday 13th, in the month of January in the year 1888.

For much of that week prevailing weather conditions had been such that a dense blanket of fog had enveloped most of the British Isles, causing massive disruption to shipping and public transport. Vessels found it impossible to make or leave port, railway services throughout the land were severely curtailed or cancelled, but "The Lanky" seems to have struggled through quite commendably—until, that is, the close of the week, when things went badly wrong.

It began innocently enough with an engine being backed onto the turntable at Colne in the early evening of Thursday, January 12th. In the darkness and dense fog the crew somehow missed lining-up the rails correctly, resulting in the engine smashing into the turntable and narrowly avoiding falling on its side. The breakdown train was probably on its way to the incident when a second, more dreadful, event took place.

Back along the line, in Hapton Station, a simple misunderstanding between two employees of the company was about to culminate in a collision on the main line between a goods train and a passenger train, and the death of a goods train guard.

The following lines of quotation are taken from the Friday 13th January edition of "The Manchester Evening News", under a heading "Serious Railway Accident at Burnley".

"During last night's fog which was of extraordinary denseness in the Burnley District, an express train ran into a goods train at Hapton Station, killing one of the guards and injuring half-a-dozen passengers. The goods train appears to have been standing on the line close to Hapton Station, with the engine towards Burnley, when the 6.32 express from Accrington to Todmorden came up. The engine crashed into the guard's van, shattering it to fragments and instantly killing the occupant, whose body was dreadfully mangled. Several of the waggons were telescoped and thrown over on to the adjacent line. The passenger train kept to the metals, but four or five passengers were injured, though not seriously, and the driver and stoker received a severe shock. The main line was completely blocked with the wrecked train and it was not expected to be cleared till towards midnight. The guard's name is Thomas Hill, a married man, who lived at Miles Platting, Manchester. The passenger train was not running at express speed."

"The railway collision at Hapton, last night, made sad havoc of the rolling-stock and permanent way, and although a large number of men have been employed during the night removing the debris the traffic can only be worked on a single line. The fog which prevailed last night rendered the work of the men extremely difficult. The traffic had to be worked round by Padiham and Blackburn. Passengers were put to great inconvenience".

Looking closely at the report it would appear to be two stories in one. The collision obviously took place much too late to make the Thursday edition of the paper. By the time Friday's edition took to the streets some enterprising newsman had added the extra, if somewhat superfluous, detail:

"An inquest into the death of Thomas Hill was held the following Monday, when it was revealed that he came, not from Miles Platting, but from Middleton Junction near Oldham. The evidence showed that the accident arose from a mistake in a signal given between the porter and the pointsman, the porter declaring that he rang the bell twice while the pointsman understood it to have been rung three times as an indication of 'Line Clear'. A verdict of accidental death was returned."

And so to Friday .... Friday, 13th, the day on which "The Lanky's" cup of woe would finally run over. Early in the morning, "owing to a luggage engine and some coal waggons having gone off the line and blocked the road at Lostock Junction", all services between Manchester Victoria and Blackpool, Preston and Liverpool were disrupted, in some cases quite severely. Single line working was eventually instituted, but it was some time before traffic was back to normal. Meanwhile at Headquarters anxious souls were no doubt carefully scrutinising the calendar, the more superstitious among them bewailing the fact that in 1888 there were a further three Friday the 13th dates still to come!

OBSTRUCTION ON THE LINE

WHENEVER THERE IS AN OBSTRUCTION OF ANY PORTION OF THE LINE, EITHER BY SNOWSTORM OR OTHER CAUSE WHICH IS LIKELY TO CAUSE DELAY TO THE PASSENGER TRAIN SERVICE, INTENDING PASSENGERS BEFORE BEING BOOKED MUST BE INFORMED OF THE FACT AND TOLD THAT IF THEY GO FORWARD THEY DO SO AT THEIR OWN RISK.

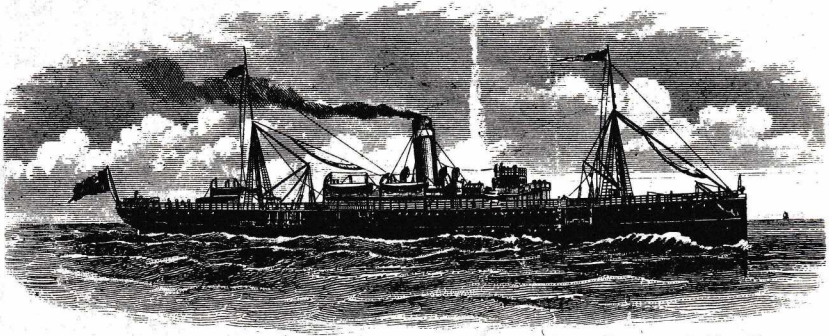
L.& Y.R. Special Train Notice (7545) 22/1/1887

A telephone installation is to be introduced by the L.Y.R. and L.N.W.R. on the Fleetwood to Belfast steamers. A room close to the saloon in each steamer is to be set apart as a telephone room and when the steamers are alongside the quay at Belfast telephonic communication will be established with the National Telephone Company's system.

Manchester Guardian, 20th April 1907

ENGLAND AND IRELAND

Via FLEETWOOD and BELFAST and LONDONDERRY.



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