ISSN 0143 - 8875

PLATFORM 31

THE JOURNAL
OF THE
Lancashire & Yorkshire
Railway Society

PLATFORM 31 is the Spring magazine of the Lancashire and Yorkshire Railway Society Journal, this issue being the Spring 1990 edition. It is devoted to the dissemination of information about the Lancashire and Yorkshire Railway through its 75 years existence and the formation of a permanent record of the railway through the combined volumes of the journal.

The Society also produces a newsletter four or five times a year and a series of booklets on various branchlines of the railway, all of which are supplied to members at periodic intervals.

For further details, please contact the Secretary:

MR. T.W. WRAY, 17 Chale Drive, Middleton, Manchester, M24 2BZ

CONTENTS

COVER PHOTOGRAPH . . . Original Dreadnought 1508 leads what appears to be a Coast-to-Coast express from Hull to Liverpool Exchange. This photograph can be dated after 1910 when dining car 215 was introduced for the summer service. The first vehicle is an example of D91, followed by full third D90, then the 2nd/3rd dining car Diagram 103. The fourth vehicle is the last dining car introduced by the Lancashire and Yorkshire Railway Diagram 85, which can be identified by the slanted inset of the carriage side.

ISSN - 0143-8875

Published on behalf of the Lancashire & Yorkshire Railway Society by the Secretary Mr. T. Wray
Editor D. Richardson

SAND DRAGS

TOM WRAY

The problem of loose coupled goods trains running away, out of control, on steep gradients was one which dogged the Lancashire and Yorkshire Railway for many years. In a paper to the Institute of Mechanical Engineers given in November 1925 Aspinall states that the principle of the sand drag was invented by an Austrian engineer, Herr. C. Kopche, and first installed in this country by the London and North Western Railway on their Waterloo Dock branch which ran in a tunnel from Edge Hill, Liverpool.

The method as implemented by the L.Y.R. was quite simple, a loop about 150 yards long was inserted in the running rails something likened to interlaced track, lengths of timber were fixed on either side of each loop rail and the space filled with sand. A recalcitrant train could be diverted into the sand drag and stopped in its tracks, so to speak, or at worst, if not stopped, then at least the driver should have been able to regain control of his train.

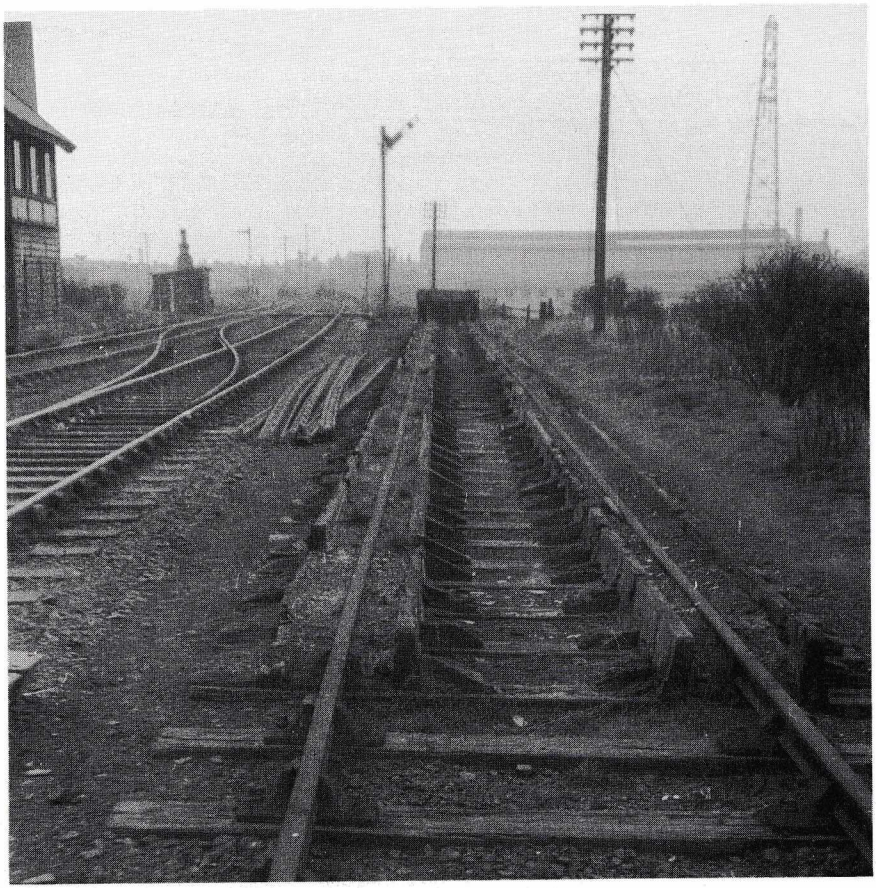
Although both Marshall and Mason state that sand drags were introduced on the L.Y.R. in March 1903 the Manchester Guardian reported on Monday, 18 December 1905 that experiments had taken place on the previous day between Cornholme and Portsmouth. Rakes of wagons, varying from ten to seventy in number, were liberated at Copy Pit and allowed to descend the incline to Cornholme

Sand Drag Interlaced Tracks, Philips Park No. 2 Signal Cabin

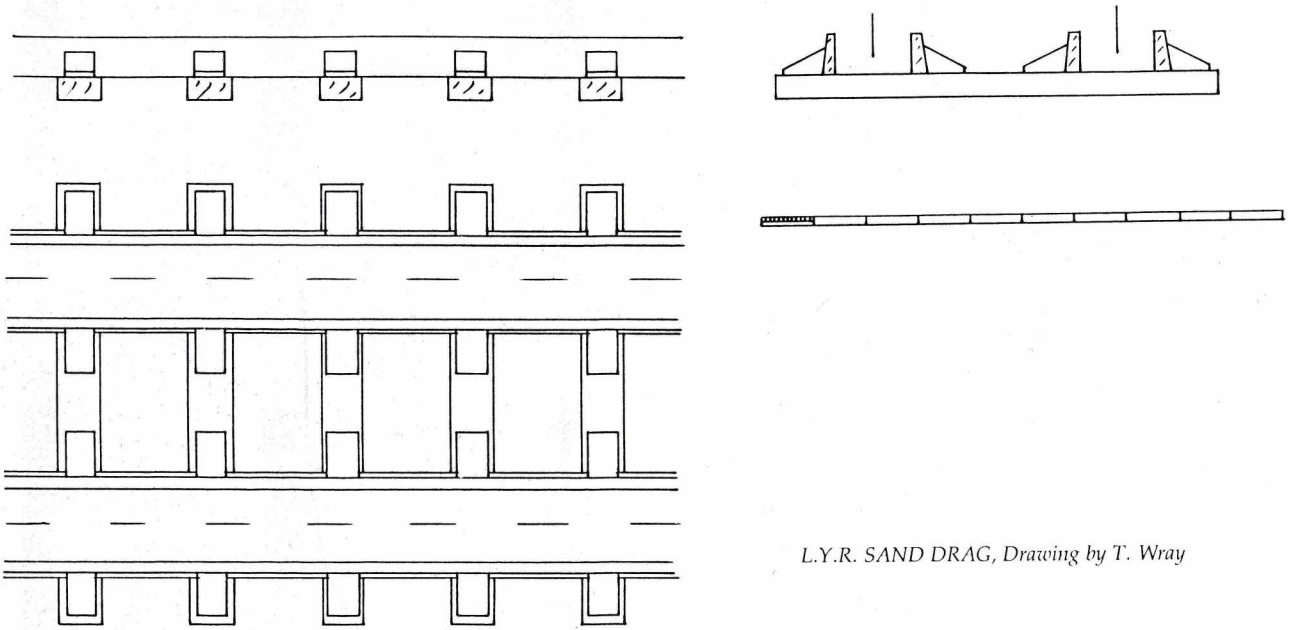
where they were diverted into the sand drag watched by officials of the company and a large crowd of curious onlookers. Most of the rakes were stopped but some continued through the sand and back on to the running line again, there was no comment as to their fate!

Probably based on this experience sand drags were laid down at several locations including Accrington, Baxenden, Crofton and Royton. That at Philips Park was unusual in that a spur from a running line was extended and interlaced with an adjacent siding and terminated within the sand drag.

The example used for this article was a spur which left the Chadderton Goods branch close to the junction with the Middleton Junction to Oldham railway. A buffer stop was situated at the end of the sand drag for additional security and a timber container was built around the rear of the buffer stop to hold a supply of sand. A photograph shows the condition of the sand drag in 1959 when it was unlikely to have any effect in the event of a run away.



Chadderton Junction Sand Drag



L.Y.R. SAND DRAG, Drawing by T. Wray

SAND DRAGS ON INCLINES.

These have been put on certain steep gradients for the purpose of arresting the progress of wagons running back, and, in some cases, of trains which may have got out of control running forward without derailment, as is the case with ordinary catch points.

Section of Line.	Between Boxes.	Situation.	Length in Yards.	Up or Down.	Ruling Gradient.	Controlled from	Remarks.
Dearne Valley Junction Branch	——	Crofton West Junction end of Gravitation Sidings	100	Siding	1 in 92	—	Provided to arrest runaway wagons on gravitation sidings, and leads to buffer stops. Not worked from Signal Box.
Clayton West to Shepley ..	Clayton West Station and Clayton West Junction	250 yards on the Shepley side of Clayton West Station Signal Box.	73	Single Line	1 in 68	Clayton West Station Signal Box	Entered by facing points on single line, and both ends worked from Signal Box.
Royton to Royton Junction..	Higginshaw Siding and Royton Station	77 yards on the Royton Junction side of Royton Signal Box	74	Down Loop	1 in 62	Royton Station Signal Box	Entered by facing points worked from Signal Box and provided with spring trailing points for exit.
Moston Sidings..	——	Newton Heath end of Gravitation Sidings	33	Siding	1 in 103	Moston Colliery Sidings Signal Box	Provided to arrest runaway wagons on gravitation sidings, and leads to buffer stops.
Middleton Junction and Chadderton Junction	——	Chadderton Junction ...	73	Siding	1 in 65	Chadderton Junction Signal Box	Do.
Ardwick (L. & N. W.) to Miles Platting	——	On Siding leading into Manchester Corporation Gas Works, Philips Park Junction	100	Siding	1 in 87	—	Not worked from Signal Box.
Colne to Clifton Junction ..	Shoe Mill and Accrington South	87 yards on the Baxenden side of Accrington South Signal Box	119	Down	1 in 40	Accrington South Box	Entered by facing points worked from Signal Box, and provided with spring trailing points for exit.
Do. do.	Do.	250 yards on the Accrington side of Shoe Mill Signal Box	275	Down	1 in 38	Shoe Mill Signal Box, Baxenden	Do.
Do. do.	Do.	1290 yards in the rear of the Up Home Signal for Shoe Mill Signal Box	188	Up	1 in 40	—	Spring catch points.
Todmorden to Rose Grove..	Cornholme Station and Kitson Wood	139 yards on the Todmorden side of Cornholme Signal Box	281	Up	1 in 65	Cornholme Station Signal Box	Entered by facing points worked from Signal Box and provided with spring trailing points for exit.

TAG LOCK CROSSING

F. PRINCE

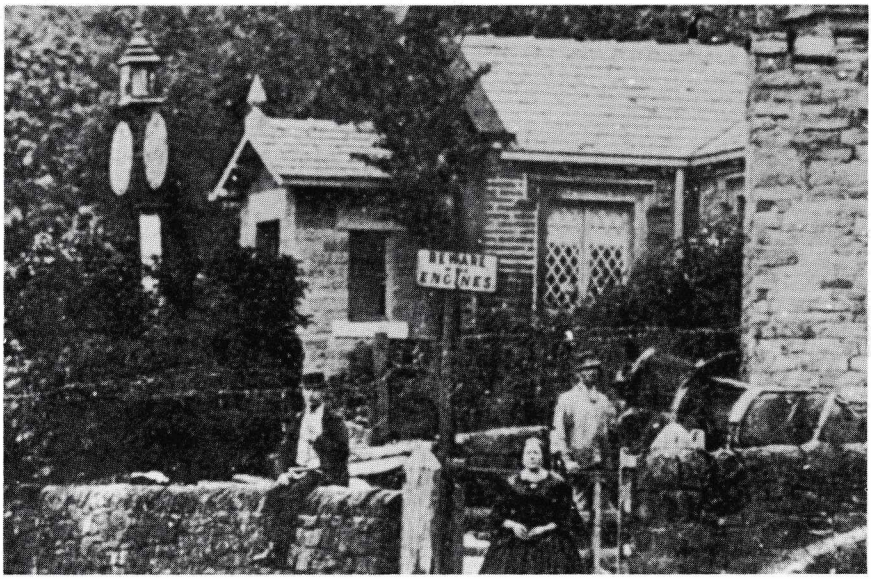
Before the introduction of signalling the L&Y was run on the time interval system, and was controlled by manually operated system of Disc and Crossbar Signalling at "Mile Cabins."

One of these was situated near where the River Calder made its closest approach to the railway and where a 'siding' from the Aire & Calder Canal was close at hand. This 'siding' was known as Tag Lock. * Roughly half way between Brighouse and Elland. Thus the crossing over the railway was similarly named, and was "womanned" by Red Ellen (or was it Helen?)

This amazon was a rather powerful woman, a character in her own right who could hold her own with the stone delvers, wagon drivers and railwaymen. She had red hair and so was known as Red Ellen.

My father used to tell me that as a young man he felt rather scared of Ellen and her broad North-country accent. (He had only come from his native Devon a few months earlier).

Frequently during each day horse-drawn wagons came down with loads of stone from the quarries of Elland Edge, Harry Castle Hill and Lillands Wood. At times there were also loads of timber as the woods were gradually denuded. During the second half of the 19th. century there was a tremendous amount of tree-felling in the areas I have mentioned. Hence the bareness around the disused quarries. Some of the very large trees were taken to local sawmills, but most of the timber was cut



Tag Lock Crossing between Elland & Brighouse circa 1855. Red Ellen and Disc & Crossbar Signal

for use as pit props and was loaded on railway wagons and conveyed direct to the collieries. Most of the stone and especially the huge blocks, was loaded into railway wagons in the siding, some however, was carried a little further to be loaded into barges at Tag Lock.

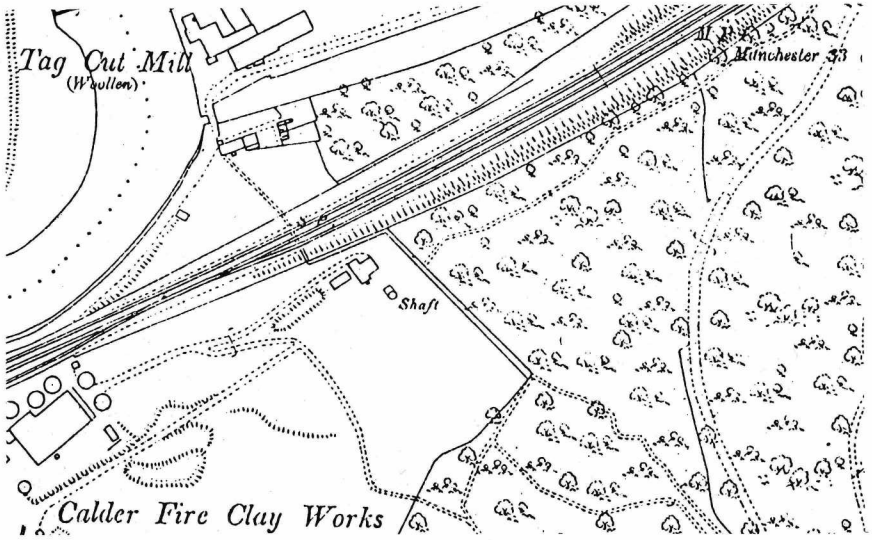
On the return journeys the teamsters would call on Red Ellen, ostensibly to give their horses a blow, though an equally important reason was to give themselves a rest and to receive a can of tea at her cottage before starting the long steep climb back up to the quarries.

Ellen's single storey cottage contained two small rooms. There was a little yard at the rear, and alongside the railway was the sty in which she kept a pig. Amenities at the cottage were, of course, simple, the oil for her lamps and for the signal cabin was brought by train from Elland together with cans containing her water supply.

There appeared to be a definite rivalry amongst Ellen's many visitors in bringing gifts, even poaching was not unknown. Rabbits and hares were caught in the woods and fish were taken from Tag Lock. Enginemen would throw nice lumps of coal as they passed, all in all it was a well arranged effort by her numerous friends.

One day Ellen let it be known that she had suffered a grevious loss in the death of her pig. A score of helpful suggestions were put forward as the day wore on and in the afternoon when a goods train stopped, the tale was retold. After a little thought the train crew persuaded Ellen to retain the carcase for a day or two. This she did and a couple of days later another train stopped, one of its wagons held a consignment of pigs. A live pig was lifted out and Ellen's dead one substituted. The train proceeded on its way leaving a much happier Ellen.

There is now little left around Waterhouse Crossing to remind the explorer of how things were in Red Ellen's day so I hope my few anecdotes have proved to be of some interest.

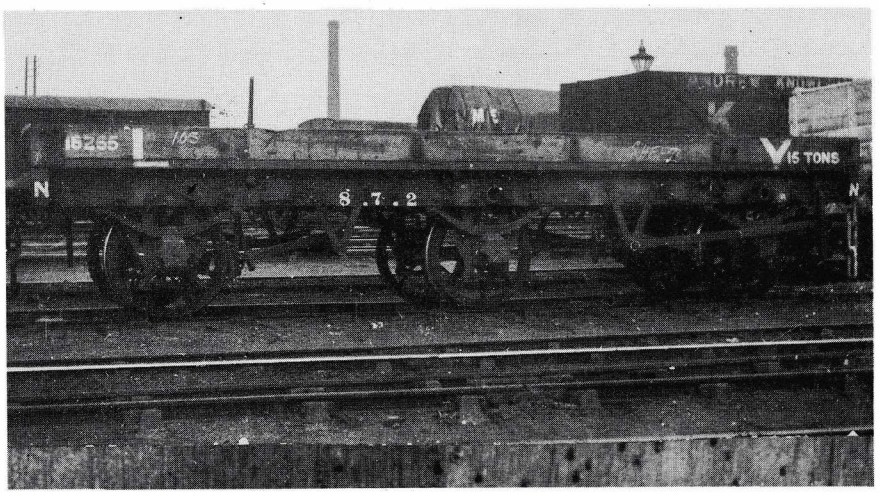


Map showing the area around Tag Lock crossing as it was at the turn of the century

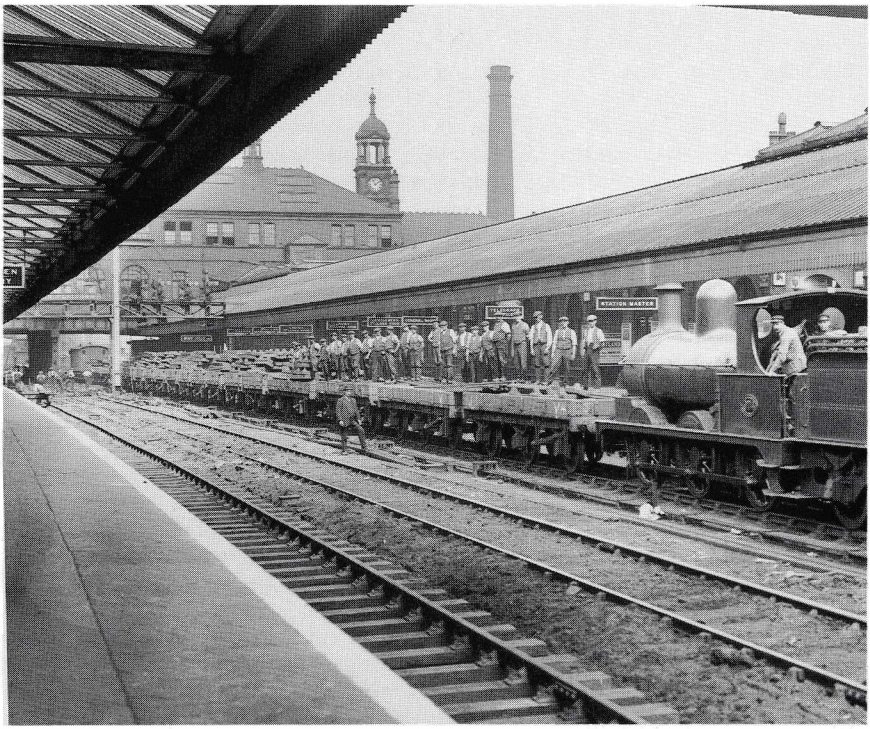
6 WHEEL WAGONS DIA. 31

NOEL COATES

The earliest extant record concerning the Dia. 31 6 wheel wagons is the order for 100 from Craven Bros. in 1875 which came about after the Miles Platting Fire (see Platform 12). About the same time Drawing 268 was signed and this shows a robust framed single plank open fitted with two sledge brakes. It seems reasonable to assume that the style was not unlike that of other single plank vehicles being built by the L&Y and the main reason for their construction was simply the necessity to move heavier loads than before. The existing materials technology meant that the problem was solved by making the vehicle longer and adding another pair of wheels to bear the additional weight. Evidence that the 6 wheel wagon might have been in use before 1875 comes from the fact that it was very quickly multiplied by the L&Y, as the Table discloses another 56 were ordered and built in 1876; thereafter there was a steady rate of ordering. A total of 649 vehicles were constructed over the 46 year period to 1921 with about 600 entering LMS service. The last 80 built were less than 30 years old at Nationalisation thus allowing this rather archaic looking vehicle several years of BR service. There was very little alteration to the design over the years of construction, the name changed more frequently depending on the particular use the wagons were destined for but the dimensions, underframe, floor and use of end knees all remained the same, creating a very solid looking wagon. Buffers, springing, axleboxes and brakes were the main changes with 2 independent sets of brake gear and IR buffer springs fitted from Order W6 until T15 and the two shoes per end wheelset and continuous drawbar and buffer spring thereafter. When new the wagons were supposed to be able to run round a curve of 200ft radius (Dia. 1 was



Six Wheel 15 Ton Rail or Sleeper Wagon, No.18265. The location is unknown but the private owener wagon in the background belongs to Andrew Knowles and Sons Ltd who owned collieries at Pendleton, Agecroft and Clifton Hall to the North West of Manchester



Track relaying at Bolton

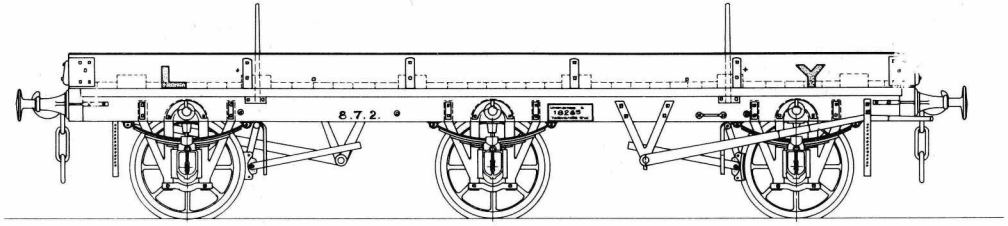
86ft). One noticeable feature was the six 10ins by 5ins timbers of the floor for carrying the load slightly raised to aid unloading.

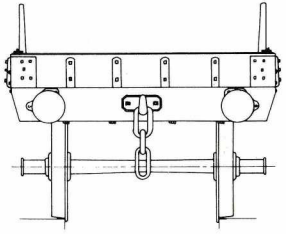
Good photographs of these vehicles are quite difficult to come by, none of them ever appeared on the official individual photographs. Yet there were enough of them and they certainly poke out of sufficient corners and edges. The well known Bolton track laying illustration has three of the type next to the engine, with both sleepers and rails as loads but none of the timber spikes are visible.

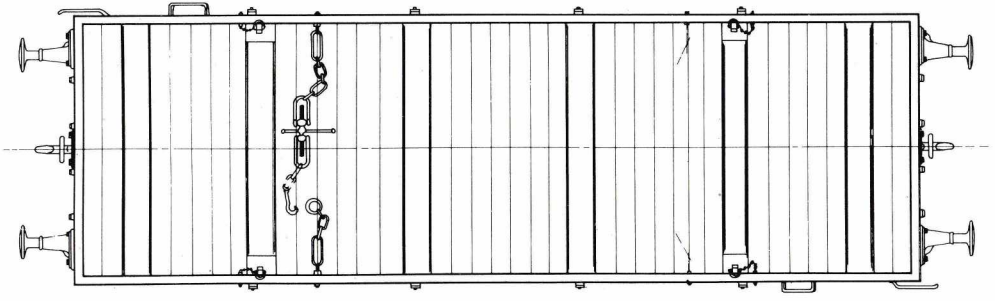
The next photograph is taken in early LMS days and shows that the wagons were not part of the common user pool ('N' being a Grouping symbol). Besides general merchandise and their ballast train duties the wagons seem to have found favour for unusual loads, especially later in their lives as a photograph taken at Kettering on 16th September, 1952 shows. The 25 foot length was of value for moving longer items such as signal posts but their days in service were numbered then. However, most of the L&Y features survived with little alteration.

Plans were made in 1910 to replace the type with a 20T 4 wheel steel underframe version (Dia. 85) but, after building 26 out of the 36 ordered, the policy reverted to the cheaper wooden 6 wheeler and allowed the type an even greater life span, of about 80 years, than would normally have been expected.

Known wagon numbers include 17708, 18265, 22053







LANCASHIRE and YORKSHIRE RAILWAY
15 Ton RAIL WAGON
DIAGRAM 31

Scale :

0 1 2 4 6 8 10 Feet

Diag. Book Page	DESCRIPTION	Date ordered	Order No.	Quantity	Drawing No.	Account charge	Cost £ s d	Delivery	Capacity	Tare	Notes
31	6 wheel Rail Wagon	1876	E1	56	268	?	130 0 0	1876	1st		23 in service 31.12.20
,,	,, ,, ,,	1880	R3	15	,,	?	127 16 6	1881	,,		8 survivors 31.12.20
,,	6 wheel Sleeper Wagon	1886	W6	30	902	?	90 3 3	1887	,,		21 ,, ,,
,,	6 wheel Rail Wagon	1892	K11	26	1934	?	97 3 10	1892	,,		All in service ,,
,,	6 wheel Timber Wagon	1893	V12	40	,,	?	97 13 1	1893	,,		,, ,, ,,
,,	,, ,, ,,	1894	E14	20	,,	?	96 18 2	1895			
,,	,, ,, ,,	1894	F14	50	,,	REN?	95 7 6	1894/5			28 built 1894, rest 1895
,,	,, ,, ,,	1895	M15	47	,,	?	95 3 11	1895			
,,	,, ,, ,,	1895	T15	10	,,	REN?	94 18 3	1895			
,,	,, ,, ,,	1896	A17	10	3161	?	89 1 11	1897			
,,	6 wheel Timber Trucks	15 July 96	K18	15	3524	REN	85 8 3	1897			
,,	6 wheeled Rail Wagons	30 Aug 97	K20	14	,,	CAP	82 17 4	1898			
,,	,, ,, ,,	,,	C21	10	,,	REN	83 9 11	1898			
,,	,, ,, ,,	16 Feb 98	O21	20	,,	CAP	84 6 0	1898			
,,	6 wheeled Wagons	5 Aug 98	O22	35	,,	CAP	83 10 11	1899			
,,	,, ,,	,,	E22	10	,,	REN	70 12 11	,,			
,,	6 wheeled Timber Wagons	14 June 99	N25	2	,,	REN	69 12 5	1900			Running Nos 6112,15331 [3]
,,	6 wheeled Wagons	14 July 99	B26	35	,,	CAP	93 12 5	1900			later classed as Rail.
,,	,, ,,	14 Aug 99	N26	10	,,	REN	69 12 9	1900			This order built before B26
,,	6 wheeled Rail Wagons	15 Aug 00	W29	40	,,	CAP	95 3 1	1901/2			18 built 1901, rest 1902
,,	,, ,,	,,	M30	10	,,	REN	82 14 1	1901			
,,	6 wheeled Wagons	18 Sep 01	v32	10	,,	REN	78 15 0	1902			
,,	6 wheeled Timber	4 Nov 03	B36	6	,,	REN	77 19 6	1904			
,,	6 wheeled Wagons 1st	19 Oct 05	O38	10	,,	REN	65 1 1	1906/7			
,,	,, ,,	27 Oct 06	O40	6	6585	REN	84 9 0	1907/8			8 built 1906, 2 in1907
,,	6 wheeled Rail Wagons	4 Nov 07	B42	6	,,	REN	76 0 5	1908			3 built each year [1]
,,	,, ,,	21 Dec 08	S43	6	,,	REN	80 12 2	1909			
,,	6 wheeled Wagons	23 Nov 09	V44	10	,,	REN	79 13 11	1911			
,,	,, ,,	14 Jan 17	E55	10	,,	REN	183 5 7	1918			
,,	Rail 6 wheels 15 Tons	1 Aug 18	J56	60	,,	REN	?	? [2]			
,,	,, ,,	7 Aug 19	G51	20	,,		?	? [2]			

NOTES: 1. *"First built with right hand brake and continuous drawgear." Order book quote*

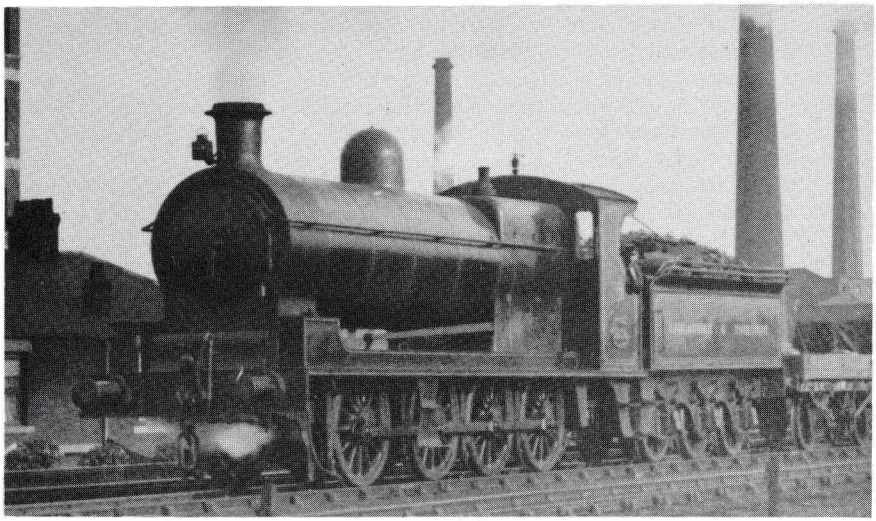
2. *Vehicles not built by 31/12/20, not known if these were ever completed, but fairly likely they were*
3. *These were formerly two Boiler Wagons from p.35 of the Diagram Book*

AUTOMATIC SIGNALLING EXPERIMENT

TOM WRAY

Along the L. & Y. main line north from Middleton Junction up and down loops extend to the site of the former Manchester and Leeds Railway station at Mills Hill. The line then reverts to double track for the long stretch through open country to Castleton interrupted only by the small block post at Hopwood at approximately the mid-way point. The following newspaper report of 3 September 1904 describes signalling experiment on this section of the railway.

"The signal is on the down main line and is normally at clear. A section of the track is insulated and isolated, the signal being at the entrance of the section. The separate rails being connected to each other by wire bands so as to secure perfect electrical connection. The two lengths of rail forming the section of track to be signalled formed, end to end, two electrical conductors. The signal which controlled the section was at the entrance to it. The further end was provided with a battery and at the signal end, a relay was connected to the rails. This arrangement provided the circuit which energised the relay so that the signal was held at the clear position. In the event of power failure the balance weight returned the signal to danger. When the first pair of wheels of a train entered the insulated section the circuit was broken, the relay de-energised and the signal returned to danger, protecting the train until it passed out of the section when the relay was energised bringing the signal again to clear."



0-8-0 No. 1456 built in 1904 by Hoy, to Aspinall's design but fitted with the former's safety valve. This engine, in common with many others of the class, was later fitted with a Hughes large boiler with superheater. It is carrying the lamp code for a Class B Express Freight Train

ACCRINGTON ENGINE SHED

This illustration, loaned by Frank Watson, shows the frontage of the later Accrington shed (No. 22) which was an eight road depot purpose built and opened in 1899 as part of an upgrading of facilities for housing locomotives in the area. The complex included the old shed, converted for carriage sidings in 1904, and some holding sidings for westbound goods trains. So much space was taken up by the complex that the engine shed was physically closer to Church and Oswaldtwistle station than it was to Accrington itself.

It was the main depot for East Lancashire and, unlike the others, was not specialised; its allocation featured local passenger, goods and shunting locomotives for the various duties as well as banking engines for the Baxenden incline. Eric Mason gives the 1908 allocation as follows:- (locomotives marked * were also allocated at Accrington in 1921)

0-6-2T (Barton Wright)
3 engines (but no details)
2-4-2T (1008 class)
39, 88, 716, 1179, 1218, 1270, 1347, 1384/6/7 all *
2-4-2T (1008 class fitted with Druitt-Halpin Thermal Storage tank)
1335, 1375.
2-6-2T
387, 454, 467 all *
(there were 8 other passenger tanks but details are now known)
0-6-OST (Miles Platting 161 Class)
64.

0-6-OST (Aspinall conv.)
128, 131, 171, 179, 180, 306, 529, 549, 550/3/5, 571, 587, 594, 767, 774, 780/6, 809, 811 all * except *549 & 550.*
0-6-0 (Barton Wright)
944, 953, 963 all *.
0-6-0 (11 or 'A' Class)
13, 40, 78, 161, 335, 426, 431, 456, 470, 620, 1021, 1031, 1088, 1090, 1118, 1150, 1237, 1243/4, 1253, 1282, 1294/6/7 all *.
(there were 12 other goods engines but details are not known)
0-8-0 (91 Class)
154, 159, 987, 1426 all *
0-8-0 (91 Class fitted with Hoy corrugated firebox)
114 * but as a Hughes boiler engine.
0-8-0 (Compound)
1473.
(there were 10 other coal engines but details are not known)
The 1921 allocation included the following numbers:-
0-6-2T
23, 203, 264 (it is likely these were the three for which there were no previous details)
2-4-2T (1008 Class)
693
2-4-2T (5 Class)
267, 627.
2-4-2T (816 Class)
868/9, 1531/6/9, 1540.
0-6-0ST
540
0-6-0 ('A" Class)
279, 604, 884/7/9, 896/7, 926, 1022, 1076.
0-6-0 (898 Class)
665, 901.
0-8-0 (1451 Class)
79, 1495, 1592.
0-8-0 (1546 Class)
141, 697, 1438, 1551/2, 1611/9, 1625/6, 1643.
0-8-2T
1501/2/3.

The two goods engines featured in the photograph are visitor No. 959 (Beyer Peacock 1887) and No. 1296 (Lot 25 of 1895), the former outliving the Aspinall by 14 years to be among the first locomotives to be withdrawn by BR. The shed yard is uncluttered; there are neat setts and paired gas lamps and water columns in typical L&Y fashion.

By 1932 the locomotive allocation included Fowler 2-6-4T and 2-6-0 mixed traffic locomotives as well as the Lanky faithful.

C.22 ACCRINGTON. 2310, 10666/77/96, 10701/22, 10800/19/38/91, 10939, 11352, 11412/67/84, 11507, 12093, 12101,12232, 12316/9/56/61, 12447/52/8/9, 12523/9/33/94,12606/11,13003/17

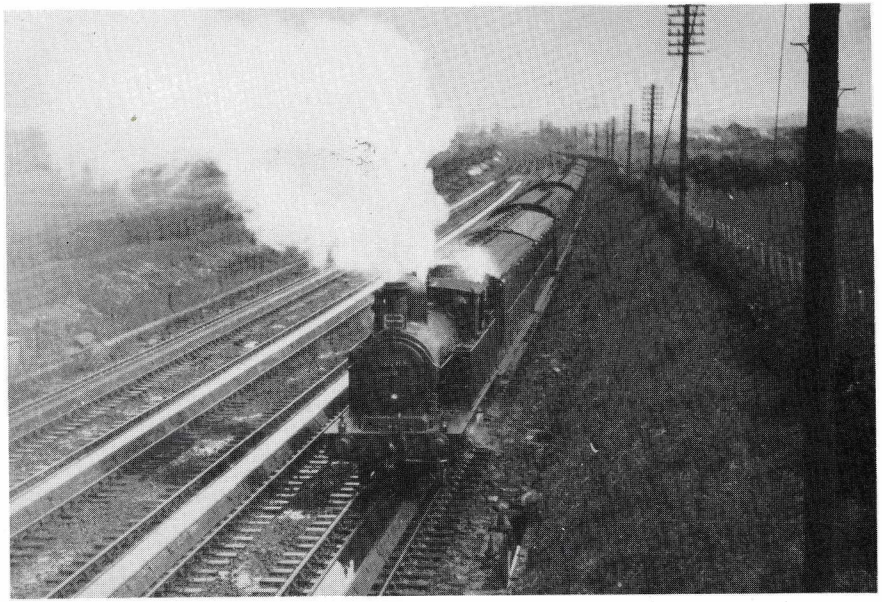
BEATING THE L.N.W.R.

G. BARNES

My father told a story many times regarding a trip on a Blackpool to Yorkshire express in 1893, with a Barton Wright 4-4-0 No. 828. It seems that this engine had a very queer characteristic, it took ages to get to about 30mph. but once on this speed, and without a control being touched, she would begin to pick up speed in a manner that bordered on the fantastic. My father was always puzzled by this but I suspect the valve gear was set too far advanced, however, she could not keep time with a stopping train and was used on all express turns.

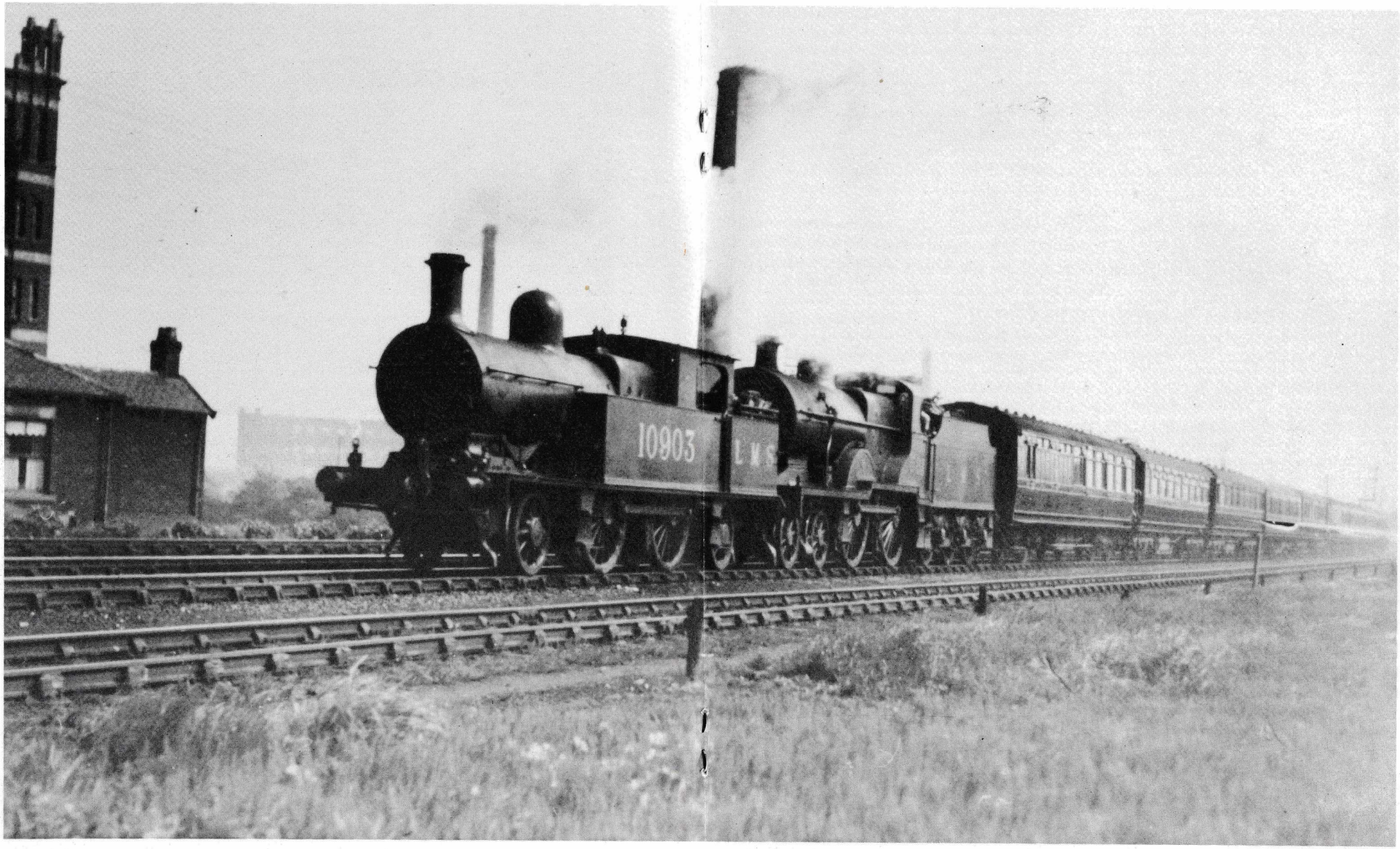
This particular day they had left Blackpool North and were between Kirkham and Salwick with eight of the old six wheeled stock, and doing a steady 40mph., when alongside came an L.N.W.R. Blackpool to Crewe express headed by a "Webb Classic". The driver of which began whistling for a race. The carriage windows on both trains shot down and the passengers began waving. At this stage the L.N.W.R. crew did not realise the trouncing they were about to receive. The L. & Y. crew jumped to their feet, the driver pushed the regulator over, whilst the fireman opened the sanders and began throwing coal on. True to form 828 leapt forward with almost unbelievable acceleration and before the sixth carriage of the Crewe train had reached 828 they were neck and neck and passing Salwick.

The signalman looked out in astonishment and rang Preston to report the incident. 828 now began to gain on the Crewe train and by the time they passed the next signal cabin were leaving it behind, but another wire was sent off to Preston.



The lower photograph *shows Engine No. 12240 (formerly LY No. 1243) taking water -on Lea Road troughs in August 1937*
The train is a Southport - Fleetwood Special, presumably run as a Summer Excursion for holiday makers. All such trains were allocated a number for ease of identification in the Supplementary Working Time Table which was issued for specific holiday periods. This number was carried on the front of the engine and on the end of the first and last carriage in the train.
The upper photograph *shows 2-4-2 Tank No. 10788 (LY No. 1371) on a Manchester Victoria - Blackpool Central train in August 1931 again at Lea Road Troughs. The headboard with the letter B denotes a train travelling to Blackpool Central via Preston.*
During August and September L.Y.R. ordinary trains passing through Preston to or from the Preston and Wyre line, Morecambe or Windermere ,were labelled with a distringuishing letter depending upon the direction in which it had to travel, viz:-
A - Up trains via Atherton or Down trains to Talbot Road or Fleetwood
B - Up trains via Bolton or Down trains to Central
C - Up trains via Farington Curve
E - Up trains via Preston East Lancs or Down trains for Lancaster and Carlisle line

As the L. & Y. train came into No. 9 platform the driver shouted to his mate "Look at this B....r standing under the signal." It was the station-master who greeted them with "What the hell do you think you're trying on." The driver replied "What's the matter, we're on time?" "ON TIME," said the station-master, "It's funny you're not here before you left Kirkham with the reports we have had." After a severe dressing down and a warning that he would watch them in future and next time he would send them "Up the road." The driver leaned out and said "We licked him hollow, he hasn't even showed up yet, we weren't having the L. & Y. shown up with them lot," whereupon the station-master again blew his top and the fireman said "Shut up man before we are both looking for a fresh job."



An intriguing photograph taken by George Smith late in his photographic career at Middleton Junction circa 1932. At first glance the train appears to be a typical LMS Central Division train from Manchester to Yorkshire, especially with four of the first five carriages being of L & Y origin. However both locomotives originate from the Midland Division at the time of the photograph. The LMS 2P 661 was shedded at M25 Sheffield from new in December 1931 until transferred to Hurlford in April 1933. The pilot locomotive although obviously an Horwich product is painted in the short lived Horwich hybrid livery applied from 1931 and was shedded at Normanton from 1928 until 1946

JAMES NEWALL'S AUTOMATIC BRAKE

TOM WRAY

A.D. 1852 . . . . . N° 939.

LETTERS PATENT to James Newall, of Bury, in the County of Lancaster, Railway Carriage Builder, for the Invention of "IMPROVEMENTS IN BREAKS, MACHINERY, OR APPARATUS APPLIED TO RAILWAY AND OTHER CARRIAGES IN MOTION, AND IN THE MODE OR METHOD OF CONNECTING TWO OR MORE OF SUCH BREAKS TOGETHER."

Sealed the 21st January 1853, and dated the 3rd December 1852.

We know little of James Newall though his name is frequently coupled with that of his contemporary Charles Fay when the braking systems of the Lancashire and Yorkshire Railway are discussed. The "Fay and Newall" brake is a misnomer for both men devised a system of braking which, though similar in many respects, had different features in the mechanism which applied the power required to make the brake work. That of Newall was described as a continuous and self-acting slide brake and that of Fay a continuous flap brake. Though this article is mainly concerned with the Newall brake it is impossible to ignore that of Fay.

James Newall was born at Appleton, Cheshire, a few miles south of Warrington, in 1816. He was appointed carriage and wagon superintendent by the East Lancashire Railway probably in 1846, when he was thirty years old, and he held that post until his death on August 21st 1870. He appears to have been respected and liked by the workmen as was revealed when they presented him with a silver snuff box in January 1852 in appreciation of his "talent and integrity which characterised his conduct." He also appears to have been respected by contemporary engineers many of whom attended the various trials of his brake. He was also a director of the Lancashire and Yorkshire Wagon Company from its formation in September 1857, a fellow director was Sylvester Lees, the East Lancashire Railway locomotive superintendent.

Early braking systems on trains in the middle years of the nineteenth century were in the independent hands of the driver and the brakesman, this often resulted, due to the lack of unison, in the separation of the train at its weakest point when couplings broke. Runaways, which were quite frequent, often caused much damage and delays. Another problem was the skidding of the wheels when the brake handle was turned full on causing "flats" on the tyre surface which required turning off at regular intervals. The problems encountered by the East Lancashire Railway were compounded by the steep gradients on many parts of the line and it was a problem which occupied the mind of James Newall and one that he addressed with some success. Newall designed improvements to the existing slide brakes which could be

applied, automatically, by the brakesman to one or several carriages instantaneously. The manual effort of the brakesman was only required to release the brake. In the event of a train separating the brake of the runaway section was applied automatically.

His design was the application of four brake shoes, operating on slides, between the carriage wheels, activated by a cross rod from which a brake lever, fitted centrally, extended to one end of the vehicle. To the end of the carriage was fitted, vertically, a cylinder (C) four feet long and four inches in diameter inside which was a coil spring. To the lower end of the spring was fitted a cross piece (E) which was connected to two rods reaching down to the brake lever. These rods extended upwards on either side of, and above, the cylinder in the form of racks (D) about three feet long which engaged on the pinion of a wheel two feet in diameter, the outer toothed rim of which also engaged with another pinion and handle (F), operated by the brakesman, and which was held in place by a ratchet and catch. To apply the brake the operator, who sat on a seat provided on the roof, released the catch which, through the pinion and rack, released the compressed spring whose effort forced down the brake lever. To take the brakes off, the brakesman wound his hand wheel until the spring was fully compressed and was held in that position by the fall catch. Thus the effort of the brakesman was required not to apply the brake but to release it when the train was required to be restarted.

To apply the brake on several carriages, shafting was fixed to the roofs, one end acting as the axle of the rack wheel and by universal joints and reversing couplers with spring catches and safety screws to the adjacent carriage. By turning one handle the brakesman could compress the springs on several carriages and also by releasing the fall catch apply the brakes to all the carriages. A portion of the shafting was fitted with a length of square section bar, about five feet long, which slid in and out of the hollow shafting to compensate for the differences of distance between the carriages when starting and stopping. Also in the event of the carriages separating the square bar would slide out of the shafting and the spring on the errant vehicle would be released and the brake automatically applied.

By the use of an eccentric only one side of the rack above the spring was used at any one time, and was applied on the occasions when the brake carriages were offered together in opposite positions. It was then only necessary to make the pinions act on different sides of the rack and the brake would be applied in the normal way.

When the shaft was revolving on the application of the brake a bell sounded to warn the driver to apply his brake on the locomotive. The driver was also able to operate the carriage brake by the extension from the first vehicle to the front of the tender of the shafting. Although his invention was intended mainly for railway vehicles, Newall also envisaged its application to road vehicles and it is described so in the patent which he obtained on December 3rd 1852.

To test the efficiency of the brake an experimental train was fitted with it and put into normal use on the East Lancashire Railway. It was reported that between September 15th and November 7th 1853 this train had travelled a distance of 5,874 miles making approximately 2,856 stops without requiring attention.

On October 22nd 1853 a series of trials took place in the presence of about forty engineers associated with several railway companies in the region. Several test

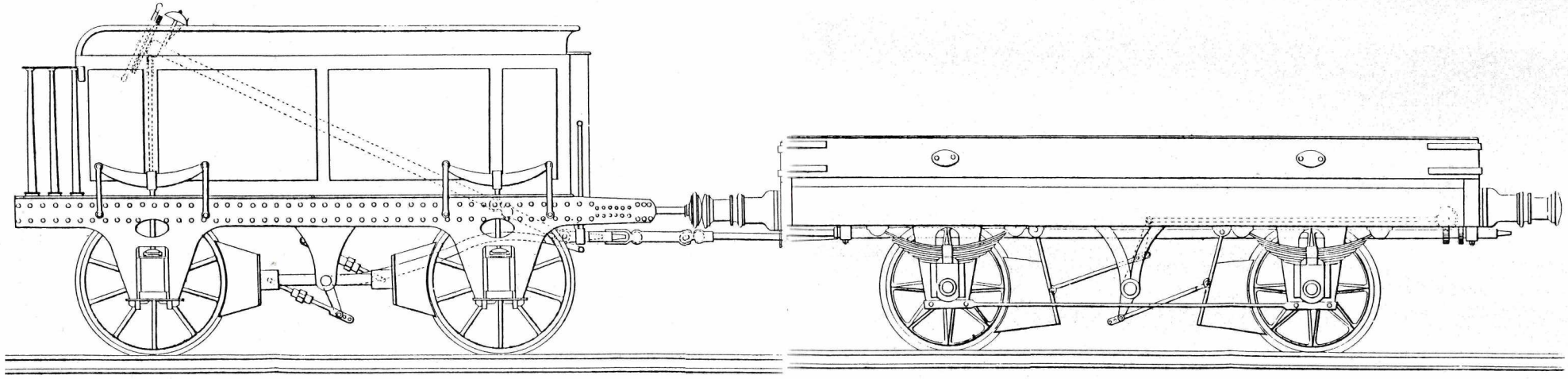
runs down the incline from Baxenden to Accrington were made using the brake of one carriage then two, three, and finally four brakes to discover the capabilities of the brake. It had been stated that the maximum speed that an ordinary train using thenormal brake could descent to Accrington with safety was between twelve and fifteen miles per hour, and that on leval track at between thirty and forty miles per hour a train would require between four and five hundred yards to come to a stand. So there was some satisfaction when the test train, travelling at about thirty five miles per hour down the incline was brought to a stand in two hundred and twenty eight yards. A final experiment was made to compare the old and the new brake when a train was made up with carriages fitted with both types. When the brake was applied to the carriages with the old brake there was not noticeable effect and it became evident that the train would run through Accrington station, however, when the new brake was applied the train came to a stop just short of the platform.

A second series of experiments took place on November 7th 1853 between Manchester and Accrington and Blackburn under the supervision of the engineer William Fairbairn who noted as extra-ordinary a test on the incline down to Accrington when the train, travelling at forty eight miles per hour, was brought to a stand in three hundred and seventy one yards.

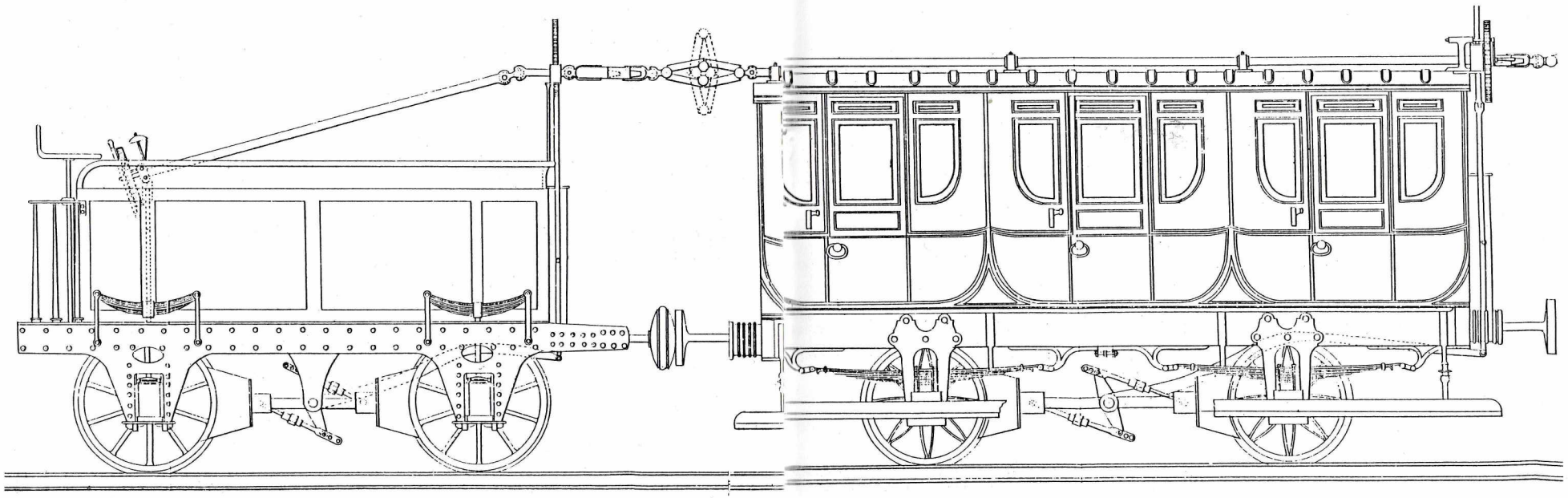
One of the disadvantages of the hand-operated brake was that guards would apply them so tightly that the wheels would skid causing "flats" to form on the tyres. After some time it became necessary to re-turn the wheels to remove these "flats." Newall was, of course, aware of this and proposed that the strength of the operating spring on his brake be controlled so that the brakes would be applied in such a manner that the wheels be allowed to continue to revolve but reduce the speed of the train and avoid skidding.

From the experience gained from the experiments and the every day usage with the prototype train Newall made several improvements for which he obtained a second patent on January 16th 1854. Firstly he re-positioned the shafting from the roof top to underneath the carriage, slightly off-centre to avoid the couplings, thoug though he thought this was not absolutely necessary. The spring cylinder was fitted, as before, vertically to the end of the carriage though slightly lower than previously, but when the brake was fitted to wagons or low sided vehicles it was fitted beneath the vehicle parallel to the buffer beam and the force transmitted to the brake lever by means of a bell crank lever. Secondly he fitted a ratchet wheel on the tender and a connecting shaft to the revolving shaft on the roof or through the tender to beneath the carriage, this enabled the driver to apply the brake and in emergencies this cut out time wasted in signalling to the guard to apply the brake. The improvement was the adoption of other methods of connecting the revolving shaft between the carriages. Finally he improved the bell communication between the driver and the guard.

Though the patent drawing shows the brake as applied to goods vehicles it is questionable whether this was done in actual practice, suffice it to say that the problems of coupling and un-coupling in busy goods yards would have caused a few nightmares for the operating staff. To what extent the roof top shafting was actually applied is difficult to assess and with the introduction of the under frame system it must have been obvious that the two were not compatible so it is quite possible that



Surviving drawings of East Lancashire Railway wagons are extremely rare so we are pleased to include this one. James Newall planned to apply his brake to goods vehicles but because of the lack of a uniform height the rotating shaft was to be placed beneath the vehicle with the spring mechanism fitted parallel to the buffer beam. The operating wheel and shaft on the tender also had to be different by inclining downwards. Because of the practise of having separate locomotives for passenger and goods work in those days the incompatibility of the two methods was probably not so important as we may think today. However, the problems likely to be encountered in coupling and uncoupling trains of wagons in busy goods yards do not bear thinking about, though no records of the system being implemented have yet been discovered.



This drawing of an East Lancashire Railway carriage shows how James Newall improved on the method of compensating for the movement between carriages by the use of universal couplings for the roof top shafting. This drawing also shows the mechanism used on passenger engine tenders. To both the tender and carriage is shown the cylinder which housed the coil spring and from its lower end the brake lever beneath the vehicle.

The brake shoes were arranged to slide on a horizontal bar which was attached to the axle boxes. From reports which have survived it is reasonable to assume that carriages were permanently coupled in sets of three with a guard to each set, if necessary additional carriages, with or without the Newall brake could be added.

the roof top shafting was removed from the experimental carriages to conform with the newer system.

By 1857 Newall had made further improvements, one being the repositioning of the coil spring parallel to the revolving shaft and connected to the bevel pinions by means of a rack. By this patent all the operating equipment was moved to a more improved position inside the guards van. Also incorporated in the system were methods of adjustment to compensate for any irregular wear of the brake shoes. Another interesting aspect of this design was the introduction of a form of automatic train control. Newall had a wedge or ramp fitted to the sleepers between the rails which could be raised or lowered into a required position by the signal man or a platelayer. As the train passed a wheel suspended from the brakevan came into contact with the raised wedge forcing it upwards, the rod which was attached to the wheel then lifted the fall catch which held the brake off and released the brake spring and the brake was applied.

In December 1856 Charles Fay, the Lancashire and Yorkshire Railway carriage and wagon superintendent, obtained a patent for his brake. To say that Fay's brake was a copy of Newall's would probably be unreasonable, nonetheless the similarity was there. In his patent, which Fay obtained on December 18th 1856, he shows a continuous shaft carried beneath the underframe with universal joints between the vehicles and he included a sliding square rod to compensate for the

unequal distances between the carriages. A worm on the shaft engaged on a segment fixed to the transverse rocking-shaft which transmitted the force by the brake rods to the shoes which were fitted on either side of each wheel. From a pinion fitted on the revolving shaft a shaft extended up the end of the carriage to a brake wheel operated by the brakesman who sat on the roof, this was later re-positioned inside the brakevan.

It was now possible to make comparative tests and these took place on various dates in 1858 and 1859, some under the supervision of the Board of Trade and others by William Fairbairn. It has to be admitted that from the results published Fay's brake had a slight advantage over that of Newall. Table 1, shows some of the results extracted from several of the experiments which took place on the Oldham incline on February 4th 1859 in adverse weather conditions. In each case three weighted carriages were released to run down the incline over a measured distance to a fog signal detonator when the brakes were applied. The speed was calculated at feet per second and the result was the time taken for the train to come to a stand from the explosion of the detonator. Because of the weather conditions Fairbairn was not satisfied that an accurate assessment could be made so a second series of tests were arranged to take place on a level section of the line between Southport and Liverpool on February 19th. In these trials, listed in Table 2, an engine which was used to attain a required speed was detached from the carriages by a slip coupling

Table 1 Oldham Incline

Speed (Feet per second)	Newall	Fay
30	16 seconds	13
37.5	17	14
48.4	19	25

Table 2 Southport to Liverpool

Speed	Newall	Fay
41.9	221 yards	192
44	136	98
51.4	192	158
		162
54.5	293	144
		162

at the instant the brakes were applied. The results shown in the tables represent a sample from the twenty nine runs made with the two brakes at the two locations and have been used where the speeds attained were the same for both brakes.

It is difficult to assess the extent to which Newall was able to install his brake on the East Lancashire Railway but it is possible to make a rough calculation. On April 1st 1857 according to a Board Minute the East Lancashire Railway owned the following carriages; 50 first class, 20 composite, 70 second class, and 77 third class, making a total of 217 carriages. Following the serious accident at Helmshore on September 3rd 1860 the Lancashire and Yorkshire Railway chairman requested the number of brakes on the railway and Newall was able to report that on his division there were twenty seven sets and forty two individual brakes and that he required twenty four sets to attain his complement. If we assume that a set comprised of four carriages then it seems reasonable that the brake had been, and later would be, fitted to all the stock of 1857 plus further additions in the intervening years.

In the light of the success of Newall's brake it was ironic the vehicles used on the train which was involved in the Helmshore accident did not belong to the East Lancashire Railway but, because of a shortage of carriages, had been borrowed from the Lancashire and Cheshire and Birkenhead Junction Railway. Both Marshall and Rush imply that the carriages involved were East Lancashire stock.

In spite of the success of his brake James Newall was not in a position to force the extended application of the brake since the East Lancashire Railway had been amalgamated with the Lancashire and Yorkshire Railway and Charles Fay took the senior position in the carriage and wagon department. Also, because of the gradual implementation of the vacuum brake, the future of mechanical brakes was not promising and then with the death of Newall on August 21st 1870 his brake was effectively ended though the Lancashire and Yorkshire Railway Wagon Company retained the production rights.

In January 1882 company minutes record there were 1,688 carriages fitted with either Fay or Newall brakes and in January 1885 it was estimated that it would cost £64,592 to convert to automatic vacuum those vehicles not so fitted which totalled 1,928, including excursion stock. The finale for the mechanical brake was completed on May 31st 1888 when it was reported that all the company's passenger stock with the exception of a few had been fitted with the automatic vacuum brake.

CLECKHEATON INDUSTRIAL CO-OPERATIVE SOC. & THE L.&Y.R.

BRIAN BARKER

Details of goods trains in the early years are very hard to come by, they were in the main largely ignored by the enthusiasts of the day, all their attentions being focused on the more glamorous passenger trains. This article deals with the early years up to 1900 and attempts to throw some light on some of the loads which goods trains actually carried. Although it is basically about the Cleckheaton Industrial Co-operative Society whose records I have had access to, it can be taken for granted that the same types of traffic would have been generated by almost any other medium sized Co-operative Society, which existed in most towns in this period.

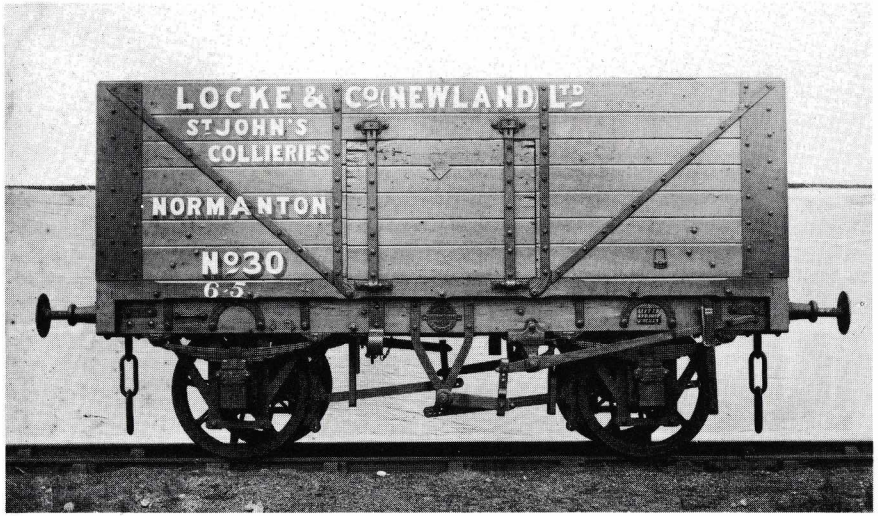
Formed in 1861 the Society gradually grew in size, opening a number of small branches in neighbouring towns such as Low Moor, Liversedge and at Cleckheaton Moorend. The main source of transport in these days was the Lancashire and Yorkshire's Low Moor to Mirfield line which had been opened a few years previously.

Whenever possible Co-operative or Self Help Societies, as they were sometimes known tended to purchase goods from each other, many of them actually owning shares in other Societies. Regarding the Cleckheaton Society no records exist to show where the Drapery Dept. purchased its items from. Although departments such as the Boot and Shoe were known to buy footwear from the Co-operative Wholesale Society based in Manchester. These items would have travelled from Manchester to Cleckheaton by L. & Y. R. van, probably in part loads ordered when various sizes and stocks were being exhausted.

The Lancashire and Yorkshire Provident Society were big suppliers of groceries. Goods such as Sugar, Malt and Currants all being supplied on a regular basis. Such an example is 10 Firkins of Mild Oak Danish Butter ordered on 20th April 1874. These items were normally packed in wooden barrels and would have travelled in sheeted wagons, although the butter would later be carried in refrigerated vans. Potatoes and green grocery arrived by trains from both Leeds and Bradford, a buyer travelling to the wholesale markets in both these towns each week. Flour was another major item which was regularly purchased, orders for a 100 packets being placed fortnightly with the Sowerby Bridge Flour Society. Smaller orders were also occasionally supplied by both the Halifax and the Hebden Bridge Flour Societies. Flour was usually bagged in 1 cwt. sacks, which would also have arrived in Cleckheaton in sheeted open wagons.

Cattle, sheep and pigs also arrived in Cleckheaton by rail, most of them by courtesy of the North Eastern Railway, the Co-op having its own slaughterhouse. In March 1889 the L. & Y.R. had to pay £20-10s. compensation to the Co-op, regarding a bullock which had been killed while being unloaded.

It was not until 1877 that the Society began to take an interest in the coal business, the Secretary paying visits to both Brighouse and Halifax Co-ops, who had already established themselves in this field. In August 1877 the Society clerk was empowered to write to a number of collieries to enquire about the price of coal. The next month it was decided to accept the offer tendered by Henry Briggs of Whitwood Colliery, Normanton for the supply of coal.



Wagon belonging to Locke and Co. Normanton. Much of the coal purchased by the Co-operative Society came from the Normanton area and the Society records contain details of transaction with this concern

An approach was now made to the L. & Y.R. who agreed to rent space in Cleckheaton goods yard at a premium of 2 guineas per year to the Co-op, in order for them to erect a coal office. One Joseph Hardwick was taken into Co-op employment at this time for a wage of £1 per week to weigh and bag the coal at the station. In December he was joined by Thomas Stabler at 22/- per week, who was employed as a Coal Leader (driver) for the delivery cart.

In November 1877 it was decided that it would be cheaper if the Society owned its own coal wagons, rather than to hire them from the collieries. Mr. Ellis and Mr. Brown being sent to examine 6 coal wagons belonging to Henry Briggs which were standing idle in Wakefield. The price of £200 for the purchase of the wagons was accepted by the Society. The trucks were to be in good working order and to be repainted by Briggs', but no details of this livery have as yet come to light. As the coal business expanded 2 new 8 ton wagons were ordered in October 1895 from Charles Roberts of Horbury, for a price of £50-10s. each. The Society rejecting tenders from Carrs of Bradford and Kenworthys of Lockwood.

December 1879 saw an early attempt at pressure selling. The Society having ordered 2 wagon loads of coal from Woolley Coal Co. near Wakefield, which was to be supplied in colliery wagons. However 5 wagon loads arrived in Cleckheaton, the Colliery no doubt hoping that the Co-op would accept the extra wagons seeing as how they had already arrived. The Co-op though, not to be outdone informed the colliery that unless they were prepared to forego their wagon hire charges, they could shortly expect the extra 3 wagons of coal to arrive back at the colliery. The coal business expanded further until by 1887 complaints began to be received by the Co-op from the L. & Y.R. regarding coal wagons which were regularly clogging up the sidings at Cleckheaton goods yard, the Coal yard at Cleckheaton not being built until 1907.

With the opening of the L. & NWR's New Leeds Line in the Spen Valley the L. & Y.R.'s monopoly on traffic was to some extent broken. In September 1892 after receiving a deputation from the L & NWR, it was resolved that the Society would allow them ¼ share of their traffic.

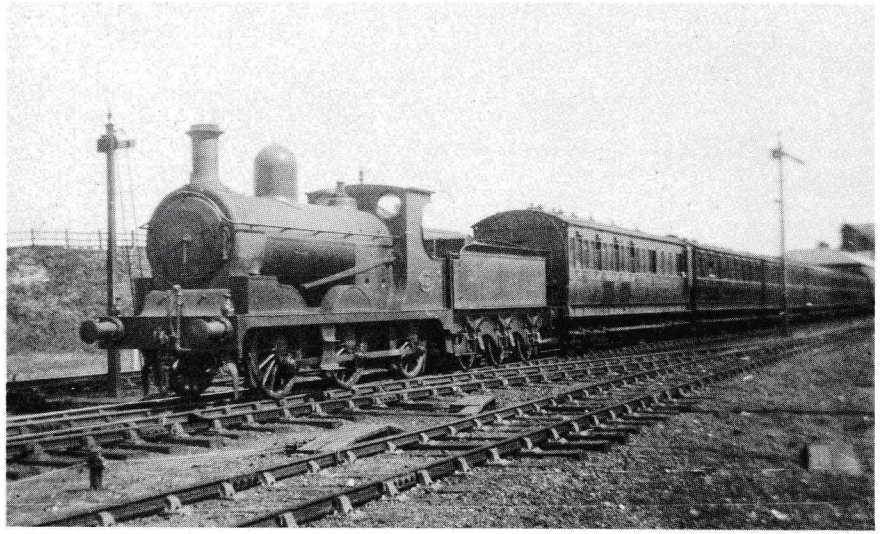
Co-op employees and friends also benefitted. The Society organising annual excursions which were to be operated by the L. & Y.R. to such destinations as Manchester (1887) and Bangor (1893). L. & Y.R. shunters and clerks employed at Cleckheaton and Low Moor stations also had occasion to be grateful to the Society, the Co-op regularly presenting them with 2/6d each Christmas box.

The list below gives details of some of the orders for coal placed by the Society during the period 1877-1895.

Smaller orders for cheaper qualities of coal were often placed with some of the small local Colliery Companies such as Holt Thomas and Healeys and the Liversedge Coal Co. The large orders from Briggs and others were often to be delivered over a 5 or 6 month period, resulting in the arrival at Cleckheaton of around 10-15 wagons per week.

Amount in Tons	*Type of coal*	*Price per Ton*	*Source*
100	*St. Johns*	- - -	*Lockes? Normanton 1877*
40	- - - -	- - -	*Wooley Coal Co. 1879*
1000	*Thirds and Nuts*	*9/6d.*	*Henry Briggs Normanton 1886*
2000	*Haigh Moor Seconds and*	*9/2d.*	*Henry Briggs Normanton 1887*
	Rough Nuts	*9/2d.*	
2500	*Haigh Moor Best*	*10/9d.*	*Henry Briggs Normanton 1888*
	Haigh Moor Seconds	*9/4d.*	
	Haigh Moor Rough Nuts	*8/8d.*	
	Haigh Moor Small Nuts	*7/5d.*	
- - -	*Haigh Moor Seconds*	*9/10d.*	*Henry Briggs Normanton 1889*
	Haigh Moor Rough Nuts	*9/2d.*	
100	*Haigh Moor Cobbles*	*11/11d.*	*Henry Briggs Normanton 1892*
500	*Haigi Moor Seconds*	*11/3d.*	*Henry Briggs Normanton 1895*
	Whitwood Rough Nuts	*10/9d.*	
1000	*Hartleys*	*8/9d.*	*Featherstone Main 1895*

THE SPOKEN WORD
"1208"



Aspinall 0-6-0 No. 359 leaving Ansdell on an Oldham - Blackpool Central train in July 1926

Following an appeal in the local evening paper - for reminiscences from former railwaymen, I received an invitation to visit an 'old gentleman', and was intrigued by the address - Railway Terrace!

The period was circa 1954, and I was hoping to find some one with 'pre-grouping' connections. Little did I realise what was to develop!

Making my way, on the appointed evening to Railway Terrace, I was welcomed by a lady of mature status - who - standing in the kitchen, told me her father was in the front room.

Leading me in, my attention was immediately drawn to a large painting of a Jenkins 2-4-0, in green livery (Success indeed!). She then introduced me to her father - a small and obviously fragile man with sharp eyes and a pleasant smile.

He explained to me that he was a "third generation driver" - both his father and grand-father having been footplatemen too. Pointing to the painting he explained that 'Grand-dad' had been sketched and painted on 'his injin' by one of G'dads sisters!

As we chatted, I found that my friend was very clear in his recollections of the railway life - and over the next few months (!) was able to pay frequent visits to Fred - to probe and prompt his memory with regular gifts of 'twist' (it made me cough too!).

After an evening 'down the track', I would dash home and upset my wife by writing additional notes to those taken in the front room at 'Shed row' - before my memory faded!

This of course was before tape-recorders were common, and often Fred would listen as I 'read-back' - and would 'correct' or 'embellish' what was written down.

I hope the following 'recollection' will entertain you and perhaps recall 'Lanky' days we never knew. *J.B.H.*

Leaving home at a quarter past nine, I made my way through the fog down the hill to the shed. Entering the 'snug' where the crews kept their belongings - the atmosphere inside was almost as thick as that outside. The usual badinage flew - with talk of pigeons, football and all the other sports. Jack Fuller was there and soon he and I left to read up the notices and go and have a look at our engine.

"Let's hope its not thick all the way" Jack remarked "or else you'll have a busier time than usual"!

The notice board promised all sorts of problems with a 'slack' just after Todmorden - spoiling our run at Summit, and another through Bury Station. Whilst Jack was looking through the Special Notices, I went over and drew my stores, leaving my 'check' as security. With both hands full I crossed to the working board and looked for 'my' engine. We were 4A link and there on No. 6 road was 1029 - an 0-6-0, and as I knew, Tommy Sharp's Special Engine - he was one of our best fitters - so we'd be alright.

Going round to No. 6, I climbed aboard, put my gear in the tender box and opened the fire-hole. "Shoo's Aa'right" said a voice and Harry the shed fireman peered up at me - I've cleaned her reight oot - tha'll need sum watter thoo!" I went back with the oil bottle and filled it up - Jack was always very liberal with his oiling. The footplate was to my satisfaction and so I eased 1029 out of the shed and up to the water column, climbing onto the tender, the bag was put in and then down I'd to go to turn the water on - no column valves at Low Moor. Jack came up and we filled the tender, he went and oiled round whilst I checked all the lamps.

It was now well after eleven and we moved 1029 over onto the turntable and prepared to leave the shed.

Crossing to the box, I advised them of our readiness and soon we were feeling our way down through Bowling Tunnel and down the main to Coal Shoots Box where we came to a halt. If anything - the fog was thicker and as I crossed to the box I found two 'foggers' in there as well.

A short phone call to Bridge Street elicited that our train was not ready, but our guard, Jonas Longbottom, was pushing them along! Back to the engine for a 'brew' and then one of the shunters came and called us down. Two 'crows' and we heard the box window open and a voice came through the fog "Tha's in number 2 - tak' it steady!", and so we felt our way down into No. 2 where Jonas climbed onto the steps and said "There's nobbut 21 tonight". Gently we buffered up and I went down between the coupled through. A quick check elicited that the first two vans were fitted - but as they were only for Sowerby Bridge - Jack decided we wouldn't bother with extra braking.

We were due away at 1.15 a.m., so Jack had a final oil round, Jonas dropped off and said "Tha'll hev ter listen fer-t-wissle, and vanished in the fog.

A final check on the lamps and as Jack checked his watch, we heard the whistle and with a quick 'Pop' in reply - we were off.

Slowly we crossed onto the 'up' with the crack of detonators telling us that our path was clear. Up past Coal Shoots Box and a chance to clean the fire a little, Bowling Junction and then into the Tunnel and passing Low Moor, speed was picking up and we swept into the New Works Tunnel and then Wyke, across Lightcliffe Viaduct and the fog seemed to be thinning, but as we pushed down into Beacon Hill Tunnel it was as bad as ever. Slowly we felt our way through Halifax, and came to Milner Royd Junction where the detonators once more called us on.

Through the station at Sowerby Bridge and we came to a halt at the home

where the fogger told us "Thee hez fower in't yard" so down I went - uncoupled, and slowly we felt our way forward to the Box, then back to our 'fower' - all vans. Soon we were coupled up now Jonas had 23 and his van. The Greasers (C & W Men) were working their way down the train and it appeared that all was well. I went up into the box where I found out that there was no fog at Tod - cheers! We'd still five minutes to go to time - 2.35, but Control wouldn't let us go - so we'd just to sit it out. With the right-away, Jack opened up 1029 and we pounded into the tunnel. "Try for watter", he shouted to me - 1029 gathered speed and as we left the tunnel Jack was out looking for the troughs "Now" and seconds later "up" and we'd got a few gallons.

Then a whistle to Jonas and brakes for Luddendenfoot. Leaving the train in the dark and deserted station we quickly drew another three vans from the siding on the 'up' side - chickens by the sound of things - and within a minute or so we were away again - Next stop Smithy Bridge.

Don't forget t'slack!" I reminded Jack as we passed the lighted box at Hall Royd Junction and then Todmorden Station with the early shift man just lighting up the station - five past four! Speed dropped as the '10' sign appeared followed by the three white lights denoting 'clear'. As Jack opened up I started to fill her up prior to going into Summit - we wanted a clean fire, the atmosphere in the tunnel was foul enough and we'd to think of Jonas at the back - he'd probably be 'ragging' the front door of the van - most guards also lay down with a wet rag over their mouths to try to stop the fumes being too bad. In we plunged and slowly Jack increased the cut off to keep up our speed - then as we passed the hump, it was decreased again.

A 'scream' to tell Jonas he could 'come-out' and we coasted down through Littleboro to Smithy Bridge, where we got a waving green light - nothing for us, so open-up and away again - now we'd be ahead of time.

Quickly Rochdale came up and still we got the road, Castleton East & North Junction Boxes gave us clear and we plodded on - Bury came and went, as did Bolton, Bullfield - This was too good to be true, we were 30 minutes ahead of time but then at Hindley we got a 'caution' but the arm dropped as we came up to it.

We were due to 'work out' at Hindley Junction - and we came to a stop at the box there. Jonas came forward, we split off the first six vans, then back to take out eleven to be left at Hindley.

That left us only fifteen on - We'd really be able to roll! Soon we were ready, Jonas went up to try to persuade Control to let us out. Jack and I settled down to brew up and finish our snap.

At about 7.15 Jonas returned and over his char said we were to leave - on time. So as 7.30 approached, we were ready and when we got the board we wheeled 1029 out onto the fast lines and soon Pemberton came up, then Rainford Junction and Fazackerley Junction. We were almost there.

A caution slowed our gallop and two minutes early we were in the reception roads at Aintree. The 'Yardies' came straight up and drew our train away, Jonas left to book off whilst we drew 1029 across to Aintree shed, chatted a moment to the foreman, booked off and crossed to the "Barracks" for our rest till four o'clock that evening.

At 4 o'clock sharp the hammering on the door of my cubicle told me it was time to be on my feet. Soon I was down in the canteen where Jack and I had a good meal. At 5.30 we made our way out of the barracks and across to the shed. Another quick glance at the notice board to ensure that nothing spectacular had happened

during the day and then across to the "ready board" to find where they'd put 1029. We were booked to work the 7.25 p.m. Aintree to Goole Class 'A' as far as Wakefield, so it was a little disturbing not to find 'our' engine up. Jack went to find the foreman whilst I retrieved my irons, bucket and other things from Stores. Jack came to find me rather red in the face - "They've pinched her for Wigan Coals - due back at 7". "Tha'd better get thi' oil and we'll mack our way over to't reception, and we'll tak her over as soon as we can!"

It was quite a walk over to the other side of the iron *(the local name for the siding complex - "The Aintree Iron")* and so we managed a lift on one of the 'yardies' with all my fire irons etc., - I don't think I would have made it on foot. Jack had not cooled down and spent most of the time peering anxiously to the north. Finally at about ten past seven, 1029 appeared with a long tail of wagons in tow. Quickly we uncoupled her, I loaded all my stuff on board and Jack was away - we'd to turn our engine round and get over to the other side of the yard where we hoped Jonas would be dealing with the preparation of our train.

Of course, Jack found every check and every movement which did not involve us, infuriating but eventually we were across the yard but still facing in the wrong direction, and when we got to the turntable there was an 0-8-0 sitting on it! Finally however we trundled down to the 'Departure Fan' where Jonas was waiting "'Dahn to number 9 ivverything is ready - tha's six-o-cattle for Bursco', then 16 for Blackburn; I've rung Control - and we're reight away when tha's ready!"

Jack hurried us down into the siding and gently buffered up to the first cattle wagon. Whatever else, he was "allus kind to't beasts - they don't understand whats happenin!"

As I coupled on Jonas passed on his way to the van whilst Jack had a last oil round. It was just 7.43 when we finally whistled for the road and straight away the board dropped and we were off for home!

The fire was not in bad shape and soon I was able to hang over the side and have a blow!

Everything was still clear for us and we made a fairly swift trip to Ormskirk, and Jack started to become his old self as we rolled off the miles. As Burscough Junction came near Jack whistled for the stop; and soon we were into Reception Loop.

Jonas came up and we cut out the six cattle wagons and deposited them in the yard under the eagle eye of the yard foreman.

Jonas came out of the office and invited Jack to take 14 vans forward to Blackburn and after the foreman became involved, the shunter was dispatched to 'knock em together' whilst we drew the sixteen cattle vans off the front of the our 'roll' to allow the vans to be put in.

All this took time and Jack was beginning to look at his watch again. But shortly after 8.10 we were ready for the road, and after giving two 'crows' for the Blackburn line the board was soon pulled off and once more we were on our way. Moss Lane Junction came and we crossed the "Wessy" main line at Farington and passed through Lostock Hall. The shed was busy but we were not due to call at the yard, so we battled on - 1029 was in good fettle and the night was not bad.

The collar was now on and we felt the pull of those 14 extra vans as we climbed up Hoghton Bank. Jack was still intent on getting back to time but also was aware of the cattle - we'd one noisy old cow who insisted on keeping us aware of her presence!

Another few minutes and we were passing through Cherry Tree Junction. The smile returned to Jack's face as I cleaned up the fire and filled the box and the boiler, by which time we were rolling into Blackburn.

As I hung out, looking for our stoplight things seemed strangely quiet in the yard. One of the shunters came up as we stopped and informed us that the 'yardy' had gone off the road on the 'down' reception so we would have to do our own shunt. Jack's temper started to fray again, so I got down with my lamp and walked to the back of the sixteen cattle trucks, waved for a 'back-up' and went 'in-a-tween' as Jonas would say. After my lamp signal, Jack drew them off and left me there, whilst one of the shunters uncoupled them in the dock sidings.

As Jack returned 1029 to the reception road the sparks were made to fly and I wondered what fire I would have left if he continued to spread it around Lancashire. The fourteen vans were then slipped into the next road to ours, where we were joined by the shunter, who directed us to various places in the yard, where we slowly built up a tail of wagons and vans - all for Wakefield. Jack's watch began to appear more and more frequently as our departure time of eight minutes past nine came and went, and still we were trundling up and down the yard. The last move was made and with twenty two on we backed down to the rest of our train - where Jonas came in for Jack's wrath when he cheerfully announced "three overt' limit".

"Get dahn into'v thi van and gi' us a tight train - were going ovver t'top wi'out onny help". Two long crows wakened up the signalman and at 9.42 we got the road. 1029 responded to Jack's full regulator by slipping madly - my fire went up the chimney and I'd to hang on as we leapt out onto the main. Jonas's lamp waved madly at the back - I bet he swore at Jack.

We were allowed three minutes to Great Harwood and much to Jack's annoyance it took us all of that!

I was busy thickening up the fire and filling up the boiler - shunting is thirsty work - but 1029 kept plodding along and Jack seemed to be cooling down.

As we went over the top at Rishton, Jack whistled for the brakes, but kept the regulator open and quickly we gathered speed down to Church and then up the other side to Accrington. The interpretation of the 10 mph slack was rather liberal as we squealed through the station and headed for Rose Grove.

The gradients were for us on this stretch and we managed to pull back a minute or so. We rolled through Rose Grove and whistled for Todmorden and just as we were about to stop, got the 'board', and Jack opened 1029 up ready for the climb to Copy Pit. The short bank to Burnley Manchester Road Station gave me chance to check my fire and put the injector on before the serious climb began.

Through Townely Station and now the fight was on - 1 in 69 for three quarters of a mile followed by a mile at 1 in 193 then two and a half miles of 1 in 68. Jack had the regulator wide open and used the cut-off to control our speed. I was far too busy watching the fire - thick at the back-for the pull of the chimney was moving it forward. A quick look back to see that Jonas was still with us - yes there were the lamps. A quick 'scream' to tell him we were entering Holme Tunnel, then through the station and on up the hill.

The lights of Copy Pit Box appeared and now we were only 16 mins down. As we crept over the top, Jack wound back the cut-off, and we gathered speed, down through Portsmouth and Cornholme - Jonas would be having a rough ride at the back as we tried to gain another minute or two. As we approached Stansfield Hall the red lights ahead warned us of the Junction. One long and two shorts, but they

stayed red and Jack started to swear again! We ground to a stop at Hall Royd Junction, and I went down and across to the Box. The 10.30 pm ex Todmorden (Manchester - Leeds/Bradford) train had got the road, with stops at Hebden Bridge and Sowerby - so if they were smart and we didn't hurry we should be able to keep rolling - but any hope of a smart run before Milner Royd was out. I sat around and chatted until the passenger had gone - it was a 2-4-2 tank with 7 on, three for Bradford and 4 for Leeds, then went back to Jack with the news. As we got the road and clattered out onto the main, Jack seemed reasonably happy and so I filled the boiler, and cleaned up the footplate as we drifted down - Eastwood, Hebden Bridge, Mytholmroyd, Ludd-Foot - too slow for water, and then into Sowerby Tunnel. As we emerged the boards were on, and we could see the passenger was still in the station!

As we stopped the wagon inspectors appeared and Jack leaned over to inform them that if they did do our train, he was off as soon as he got the board - whether they had finished or not! We sat there under the red signal and I watched as the lamps bobbed from wagon to wagon - it was amazing how quickly they felt the boxes and before we were cleared Jonas was giving us the all right from the van. Jack 'whistled for the road' but it was still a minute or so before the passenger was safely up the Bank at Milner Royd. Off we set and Jack was now intent on having a run to Wakefield. 1029 responded and soon we were really bowling along, Elland and Brighouse then the Huddersfield Junctions - Bradley Wood and Heaton Lodge and still we were able to see two 'boards' clear! At Mirfield we were given the fast road and swept through Thornhill in famous style. As we had nothing for Horbury Junction, Jack gave the requisite 'three crows' and soon we had drawn into Wakefield Hoist Yard where I uncoupled and we drew across into the 'ready road' until we could get down to the shed to turn. It was now nearly 1 a.m. and the night was quite still, so we enjoyed a quiet few minutes, Jack was quite relaxed now and as Jonas joined us the talk turned to many things. We were recalled to reality when the window of the signal box opened and a voice enquired "Art bahn dahn to't shed, then?" Jonas dropped off, and we crept down and into the shed, a turn round, fill up the tender with water, a debate and decision - not to take coal - our 'shed' would only grumble at all the paper work involved! A visit to the 'Bothy' and a yarn with the other crews there - mostly waiting to work coals to Goole.

About a quarter past two Jack got out his watch and we returned to 1029, a quick check round, a 'pop' to ask for the road and we returned to the Hoistyard. Jonas was bustling about and as we pulled into the ready road, he came across - "Thurs thirtyone for Bridge Street can 't manage?". Jack never refused a challenge - "tha con hev another fower an aa'll mek it". Once more Control were sticky and we had to wait for 'time'. We drew up to the board with our string and once more Jack's watch was in and out of his pocket! At nine minutes past three, Jack whistled for the road and sharp on time we were off - we all were on home ground, and it was just routine stuff. Down past Horbury Junction then open up - past Dewsbury Junction and at Thornhill a whistle for the Branch and regulator wide open as we swept round, through Heckmondwike and Cleckheaton - whistle for Low Moor - still greens ahead - round the curve at Low Moor - Bowling Tunnel - stop and out I went to pin down the first eight - Jonas did more at the back. Then slowly down and stop just before Bridge Street. Quickly we dropped off the front, crossed over, picked up Jonas and in ten minutes or so, were back at the shed and booking off. A walk home and so to bed until it was time to do it all again!

No. 1444

Lancashire & Yorkshire Railway.

PROGRAMME OF WINTER EXCURSIONS

FROM

Britannia, Shawforth, and Facit Branch

TO

BLACKPOOL,

LYTHAM, ST. ANNES, FLEETWOOD,

Southport, Liverpool,

NEW BRIGHTON,

AND

MANCHESTER.

From November 2nd, 1896, until further notice.

For Week-end Tickets, Short-date and Long-date, issued on Fridays and Saturdays, available by any Ordinary Train, also on Sundays by Specified Trains, see separate Programme.

Typeset and Printed by MELLOR PRINT
1a Hollins Lane, Marple, Stockport, SK6 6AW
Telephone: 061-449 8154