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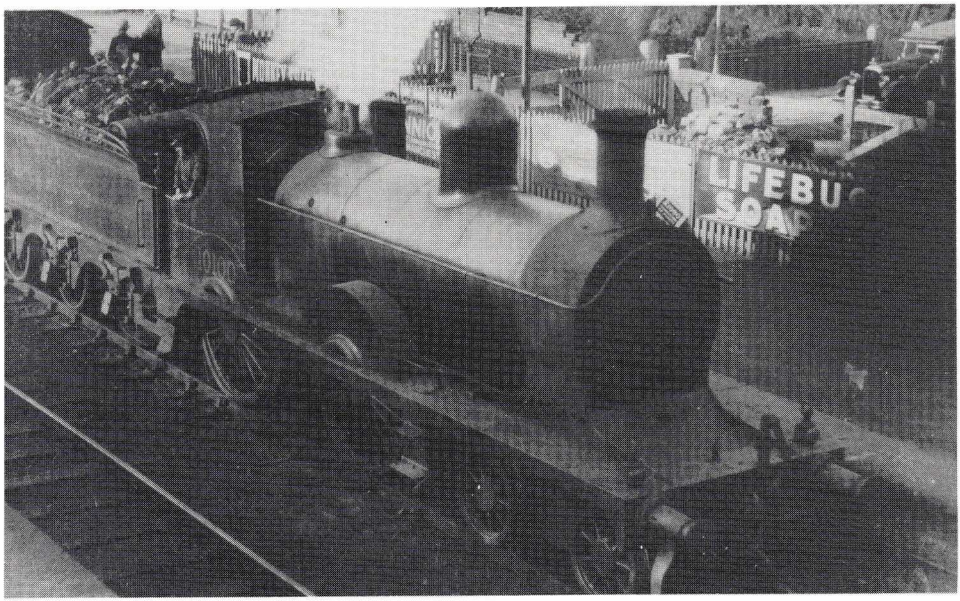
PLATFORM 32



THE JOURNAL
OF THE
Lancashire & Yorkshire
Railway Society

PLATFORM 32 is the Summer 1990 Edition of the Lancashire and Yorkshire Railway Society Journal. 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. WRAY, 17 Chale Drive, Middleton, Manchester, M24 2BZ.

CONTENTS

COVER PHOTOGRAPH . . . No.. 92 pictured here as L.M.S. No. 10100 was one of the last batch of Barton Wright 4-4-0's ordered from Vulcan Foundry by Aspinall and delivered in 1887. This final batch differed from earlier members of the class in having a slightly longer coupled wheelbase, pendulum link bogie and 3 foot bogie wheels. For some reason which remains unclear Nos. 922 and her sister 924 outlived the other members of the class (all of which had been withdrawn by July 1914) and lasted until November 1930. Both engines were shedded at Newton Heath for much of their lives

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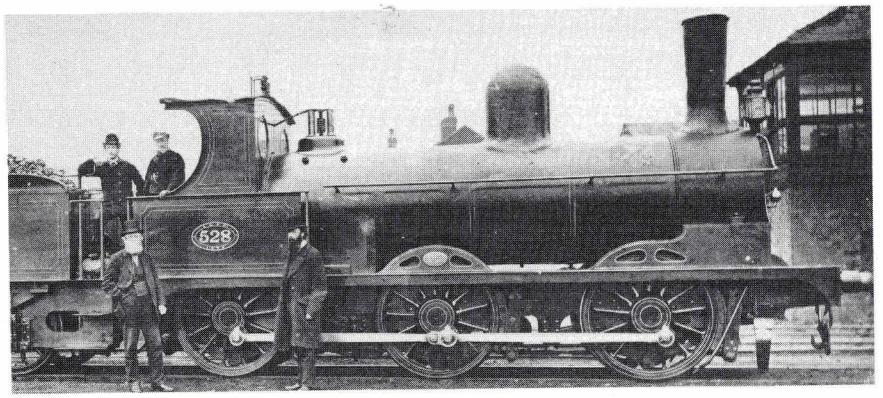
Published on behalf of the Lancashire & Yorkshire Railway Society by the Secretary Mr. T. Wray

Editor D. Richardson

WILLIAM BARTON WRIGHT

(1875-1886)

BERNARD FIELDING



No. 528 was one of a pair of these engines which were the first of this type to be delivered from Kitsons in August 1876. The stovepipe chimney was not perpetuated in later members of the class. This particular locomotive was rebuilt by Aspinall into a saddletank in August 1892. The gentleman in the overcoat stood by the locomotive is said to be Barton Wright himself

By the 1870's the locomotive position of the L.Y.R. had got into a very sorry state, due to the Company's cheesepairing policy of continuing old engines in service long after they were time expired, and due also to the inadequacy of the works at Miles Platting to cope with the volume of new building and repair work. Matters came to a head with the fire in 1873 which badly damaged the works.Thereafter it appears to have been a case of "panic stations," with the company purchasing almost any engines that were offered to them.

Engines purchased at this time included 101 built by the L.N.W.R. to the designs of John Ramsbottom (he was the chairman of the locomotive committee of the L. & Y. at this time), and six engines which the East and West Junction Railway apparently could not pay for and which were left on the maker's hands.

It was against this background that William Barton Wright was appointed in November 1875. Little is known about him personally but he joined the G.W.R. at Swindon when about 17 and stayed for some nine years, when he obtained an appointment as a locomotive superintendent in India, where he stayed about 21 years.

On appointment to the L. & Y. he visited every shed, and must have been appalled at what he saw, for he scrapped about 40% of the locomotive stock, rebuilt 40% and so found only 20% fit for further service unaltered. There was no time to spare to prepare drawings for new locomotives so Barton Wright attacked the problem in two ways; first, he continued to build the best of his predecessors designs, such as the 0-6-0ST (the Miles Platting tanks) of which he built a considerable number and which, in effect, he adopted as his standard shunting engine.

Secondly, he purchased engines of proven design "off the peg" from private locomotive builders. The first such purchase was for six G.N.R. 0-4-2 from Sharp Stewart in early 1876, later in the same year he ordered a batch of 0-6-0 goods engines from Kitsons. The latter, nicknamed "Ironclads" or "Wigan Pigs," proved so successful that further batches were ordered from other builders and some were also built at Miles Platting.The class eventually numbered 280 and over a quarter of the L .& Y. locomotive stock at this time were of this class. It would seem that Barton Wright gave Kitsons a fairly free hand as to details, as the first two, 528 and 529, arrived with stove pipe chimneys, a feature mercifully not perpetuated on later engines. I feel that it is the "Ironclads" that really made Barton Wright's reputation and it is significant that the very last L .& Y. engine in service on B.R. (LYR No. 533) was originally an "Ironclad".

Having established that Kitson's 0-6-0 was a very good power unit Barton Wright seems to have adapted the arrangement to suit whatever class of engine he needed. His next design, in 1877, was an 0-4-4 tank for passenger work. The first two (Nos. 111 and 112) had long side tanks, but were apparently too heavy for the poor track of the time and all later engines had very short side tanks. This is the only instance I know of where Barton Wright had to modify a design, but the fault lay more with poor track than with the design of the engines. Owing to the advent of Aspinall's 2-4-2T's, all the 0-4-4T's were short lived, apart from a few used for carriage heating.

His next design, a 4-4-0, came out in 1880 and again he seems to have used the same boiler design as on the 0-6-0's. Unfortunately, this class was also short-lived, mainly because it was soon overtaken by other developments, as trains became longer, faster and heavier. Barton Wright was also constrained by the small size of many turntables, which resulted in the first batch of 4-4-0's having four wheeled tenders, and many of the later engines had tender weatherboards for running in reverse when turning wasn't possible.

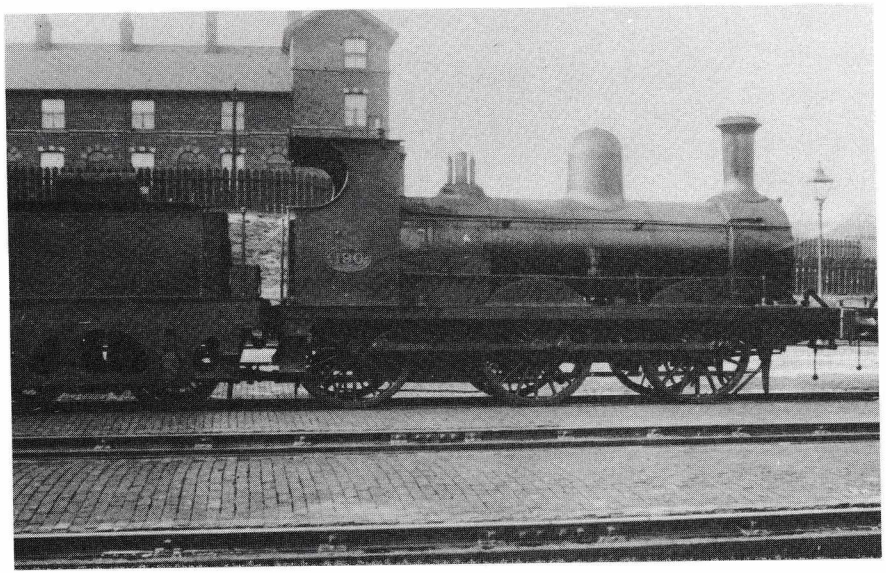
Barton Wright had experimented with fitting an old Jenkin's goods engine, No. 38, with a radial axle and so produced his, and this country's first radial 0-6-2 tank engine. His next and last new design was an 0-6-2T which appeared in 1880 with small wheels for goods work and in 1881 with larger wheels for passenger work. These latter engines have been described as the most versatile engines on the L. & Y. in their day but by L.M.S. days they had been reduced to station pilots, or such humble duties as working the Garstang and Knott End railway.

Barton Wright also rebuilt many Jenkins and Yates engines, giving them a new lease of life but he does not seem to have taken too kindly to the "stop gap engines" (L. & N.W., G.N.R. and E. & W.J.R.) none of which had long lives, apart from a few kept for not too onerous departmental duties.

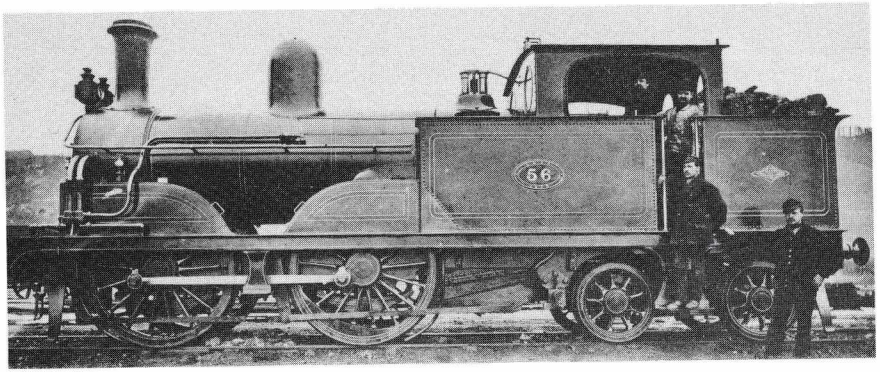
The general improvement of engine sheds was another of Barton Wright's achievements. He designed a "standard engine shed" which was later introduced all over the system as he found that many old sheds were "tumbling down" and that many engines had to be stabled out in the open.

Although Barton Wright resigned in 1886 before the new works at Horwich were opened he took a leading part in laying out the new works. After his resignation he seems to have once again sunk into obscurity.

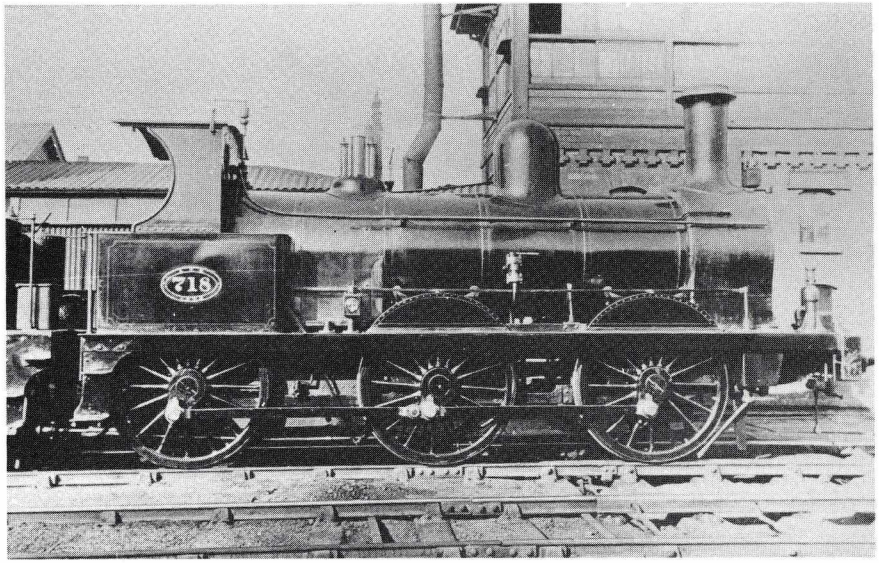
Barton Wright's engines were simple, robust and pleasing to the eye. His introduction of a high degree of standardisation greatly improved the L. & Y.R's motive power situation. He was, in my opinion, a first rate locomotive superintendent.



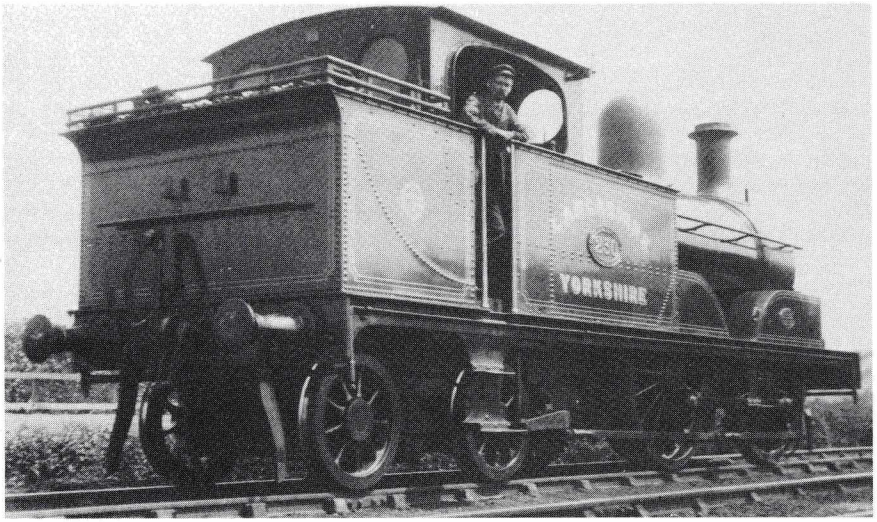
No. 190 was one of a pair which were the last 4' 10" wheeled goods engines to be constructed, being turned out in July 1870 with weatherboard, Yates domeless boiler and Naylor safety valve. The replacement date given in Marshall is December 1882 but judging by its condition here with Barton Wright boiler and vacuum brake it lasted for several years after that date



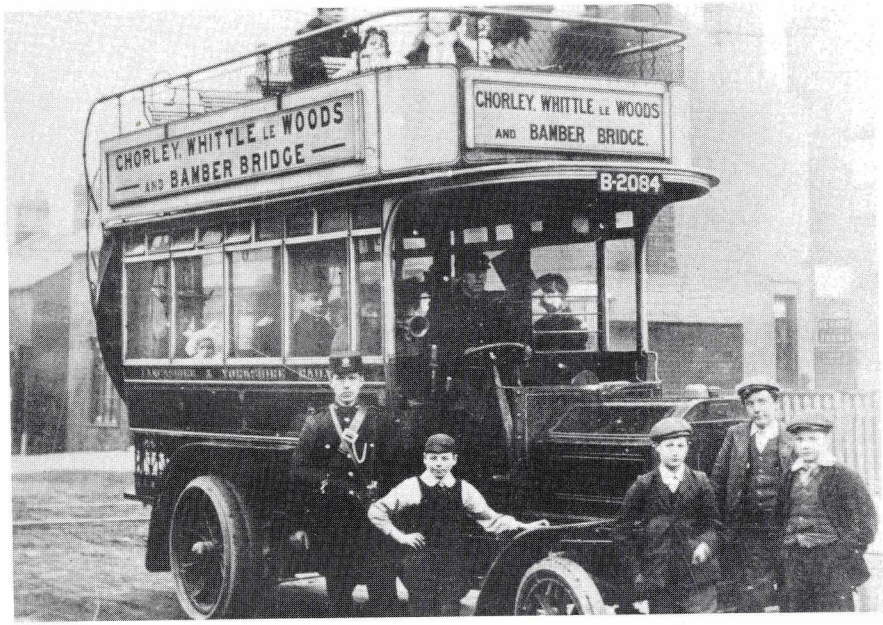
No. 56 built by Dubs in 1878 and fitted with Smith's vacuum brake. It was reboilered in November 1896 and withdrawn in February 1910



No. 718 originally named 'Dragon' is a Yates 5' 0" goods engine built in 1872. It is shown here in its sunset years shorn of its nameplate, in standard black livery with cab, Barton Wright boiler and vacuum brake. No. 718 was replaced in October 1899



This photograph of No. 230 shimmering in the sunshine is said to have been taken at Radcliffe in 1920. This is incorrect in so far as the date goes as the locomotive was withdrawn in September 1910. She was one of the final batch of this class built by Sharp Stewart during 1886, and displays the distinctive line of curved rivets on the bunker which were a feature of the members of the class built by that company



BAMBER BRIDGE

F. ELLIOTT AND D. RICHARDSON

Bamber Bridge was one of the original stations on the Blackburn and Preston railway when it was opened for passengers on 1/6/1846. The 1848 edition of the ordnance survey map shows the original station building which still exists today albeit in an altered form. It would have looked very similar to the original building at Hoghton, the next station towards Blackburn which is illustrated on page 46 of "Railways Around East Lancashire" (C.R. Wilby/Wyvern Publications).

Also shown on the ordnance survey map is the original goods warehouse which was situated close to the station building.

The station complex was situated between the main Preston-Manchester road which the line crossed on the level, and Bamber Bridge Junction where the East Lancashire railway's Preston extension (opened in 1850) joined the Blackburn to Preston line. Between the junction and the station proper the Lancaster Canal Co's Walton Summit Tramroad, opened in 1803, passed under the railway.

In 1848 the modern day township of Bamber Bridge was a scattered industrial settlement relying on cotton manufacturing for its livelihood. This was carried out at two mills in the vicinity of the railway. The general character of the area was however predominantly rural.

Despite the tremendous growth of the cotton industry in Lancashire as a whole, development in Bamber Bridge was not spectacular and the area retained its strong rural influence until well into this century. Nevertheless, industrial expan-

sion did take place and this is reflected in the fact that as early as 1857, the L. Y. R. advertised for tenders for an extension to the goods warehouse. The matter could not have been so pressing as the work does not appear to have been carried out. In all probability the L. Y. R. Board found the tenders too expensive and promptly shelved the matter.

It was not until 1865 that the railway advertised again for tenders, this time for a new goods warehouse and an extension to the station building. On this occasion the work was carried out and it was at this time that the long single storey structure was added to the original building on the down platform.

In 1867 three cottages were constructed for the Station Master and his staff. These were situated in the goods yard, almost at right angles to the station building and fronting onto the Preston - Manchester road. Prior to this date, the Station Master would have lived in the original station building which was built in the station house style.

The writers' have so far been unable to discover when the line through Bamber Bridge was fully signalled, although the earliest signal boxes on the line date from 1873. The original box at the station was situated on the western side of the level crossing on the end of the up platform. It was replaced in 1906 by the unique structure which still exists on the eastern side of the road. The original Bamber Bridge junction box at the west end of the station complex was situated on the up line. It was replaced in 1904 by a larger structure of standard L. Y. R. design having 84 levers and situated on the down side of the line.

Further improvements were carried out at the station around 1885 with the

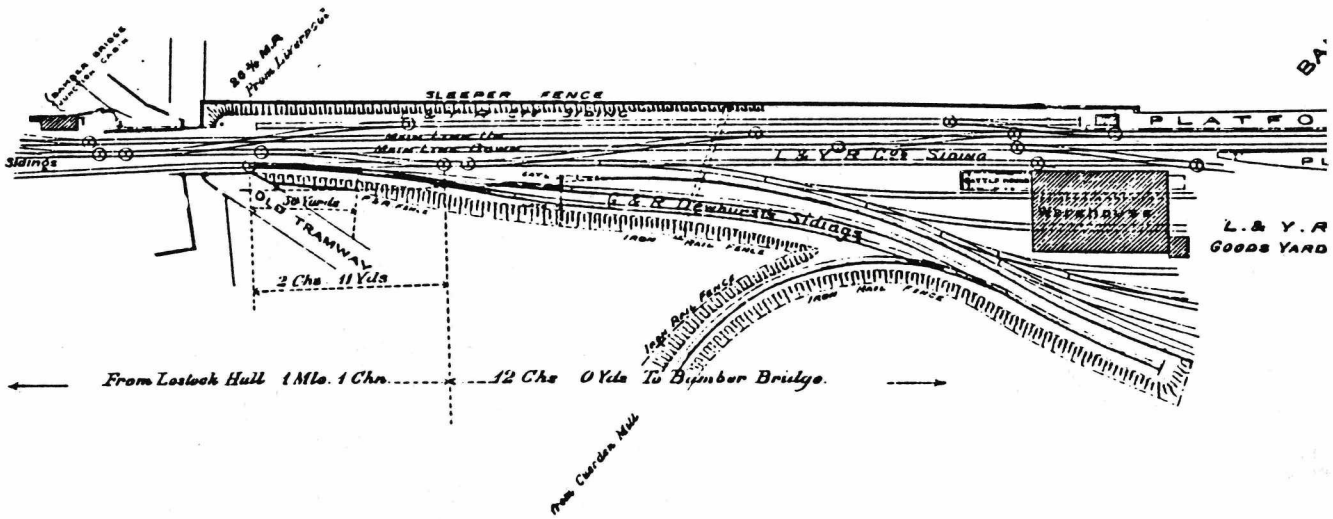
Bamber Bridge level crossing taken presumably in 1906 as it shows both the old and the new signal boxes. The former appears to be still in use judging by the figure at the open window. The two structures to the left of the crossing gates are the entrances to the subway under the line.

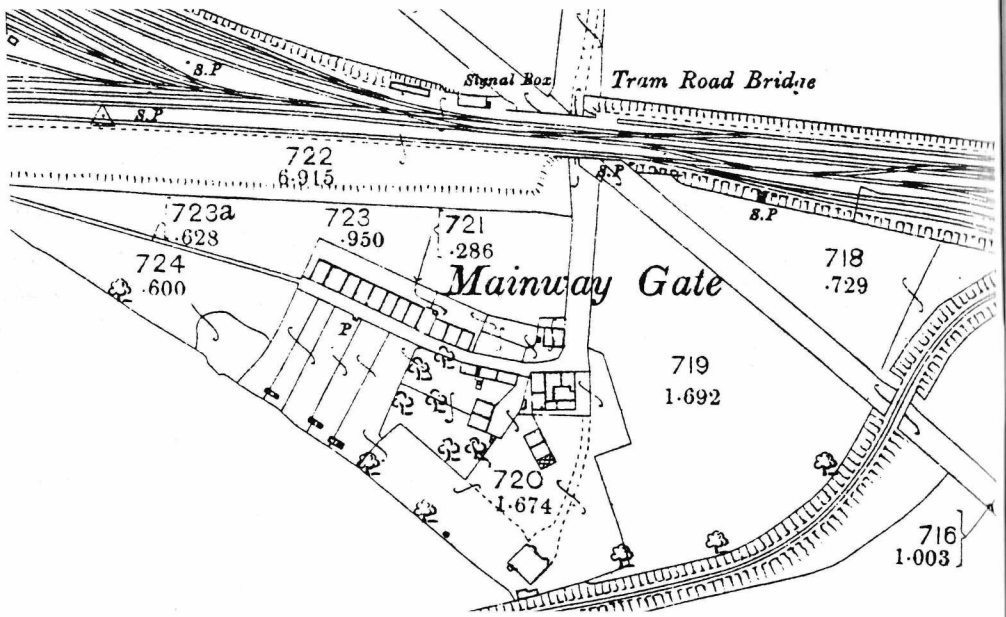
L. & Y. R.

G. & R. DEWHURST'S SIDINGS

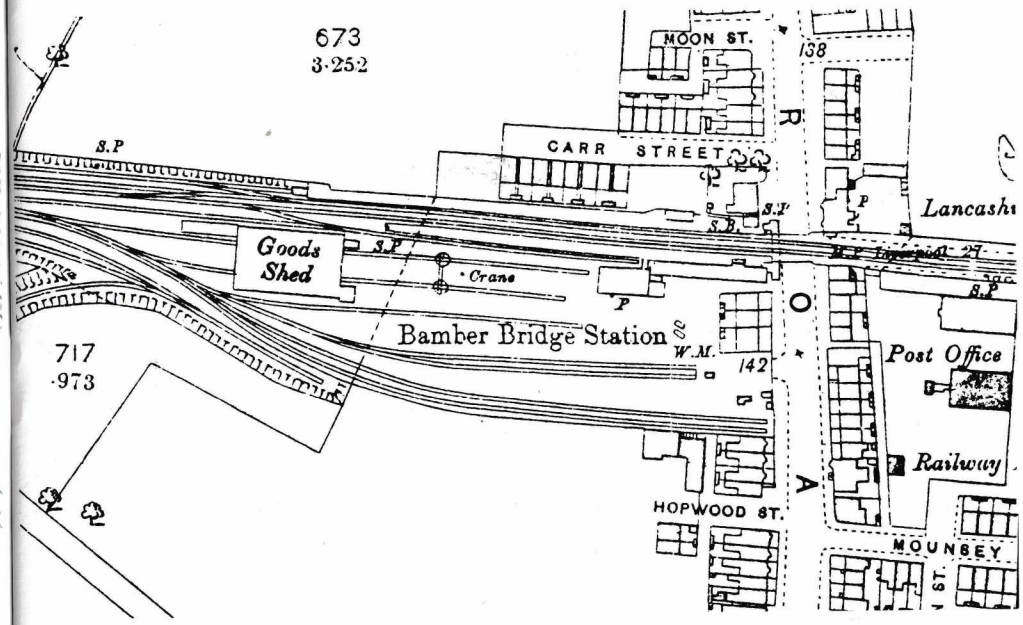
AT

BAMBER BRIDGE





Brownedge level crossing: This was situated between Bamber Bridge Junction and Preston Junction. The cabin was built in 1890 by the Railway Signalling Company and had 24 levers. The building just in frame on the right hand side of the level crossing is the Crossing Keepers House built around 1867



installation of a subway under the line between the eastern platform ends and the road. Less obvious but doubtless of equal utility was the provision of urinals on the platforms at about the same time.

Two years later in 1887 the L.Y. R. agreed to provide private siding accommodation at Bamber Bridge for Messrs. G. & R. Dewhurst, cotton manufacturers. The siding left the goods yard headshunt, running parallel with the yard for a short distance before running back, curving away from the station across the trackbed of the Walton Summit Tramway and over the fields to Dewhursts' Cuerden Mill. At its terminus the line ran down a long steet of terraced houses, known as Dewhursts' Row and built by the millowners expressly for their operatives.

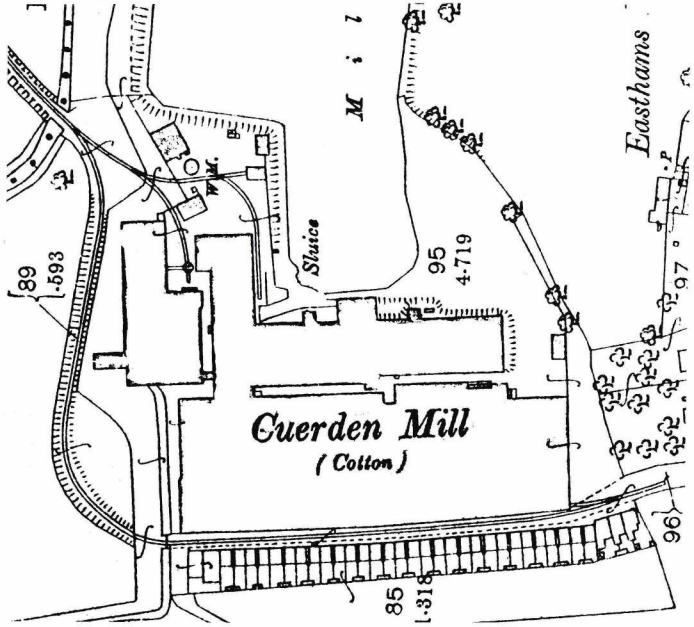
According to local knowledge, Dewhursts owned their own locomotive, an 0-4-0 saddle tank named "Monarch", which was painted green.

There is a substantial deposit of material relating to the mill in the Lancashire Records Office, and perusal of this suggests that a substantial portion of the coal used in the mill was purchased from the Wigan Coal and Iron Co.

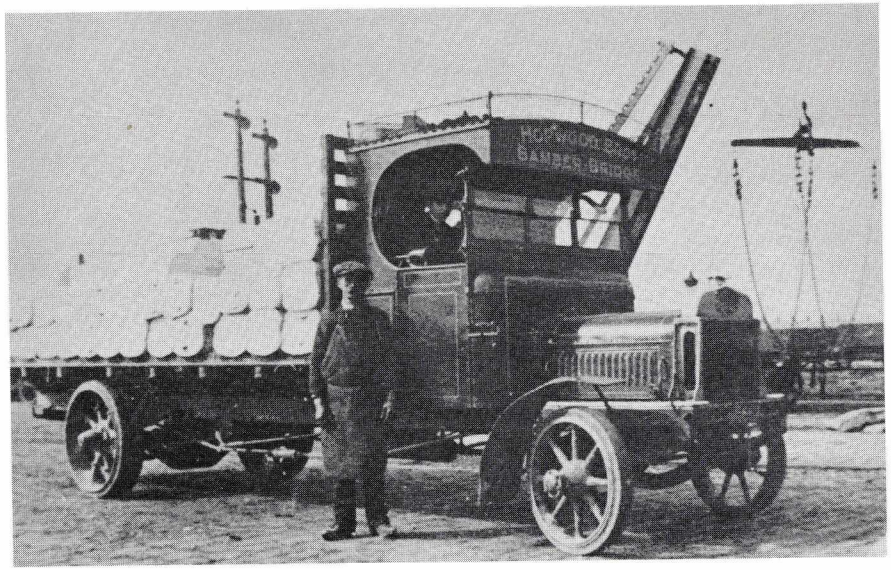
At some indeterminate date the original goods shed was converted to stables for the use of the company's delivery horses.

Purusal of the local Trade Directory for 1891 suggests that at that date, the L.Y.R. used the local haulage firm of Hopwood Bros. for road deliveries. They are described in the directory as "sole carting agents for the L.Y.R." This may have been late Victorian advertising hype although the existence of a photograph of a Hopwoods motor lorry in the goods yard just prior to the First World War lends credence to their involvement with the L.Y.R.

Hospital crossing is situated to the east of Bamber Bridge station., the signal cabin had a brick base and was built by the Railway Signalling Co. in 1883. The building on the right is the original crossing keeper's house.



Cuerden Mill was situated at the terminus of Dewhurst's private siding from the station. Dewhurst's Row can be seen running down the left hand side of the mill. It is not known when the mill was constructed although it is shown on the 1848 edition of the Ordnance Survey



Leyland motor lorry belonging to Hopwood Bros. hauliers, in Bamber Bridge goods yard. Note the lifting sling attached to the hook of the yard crane. The lorry appears to be carrying rolls of finished cotton cloth. The photograph is thought to have been taken just prior to the First World War

The directory also lists the following coal merchants with establishments in the goods yard.

THOMAS HARGREAVES, JAMES NOBLETT, THOMAS WALMSLEY, MOSES HUNT (agent for the Wigan Coal & Iron Co.)

It is not known whether any of these individuals operated their own wagons but doubtless the ubiquitous Wigan Coal & Iron Co's wagons were a common sight in the goods yard.

Duxbury Bros., the Blackburn based firm of coal merchants are known to have had a depot at Bamber Bridge just prior to the First World War. One of their wagons can be seen in plate 178 of "L.Y.R. Miscellany" (N. Coates/OPC). It is not known whether wagons allocated to the Bamber Bridge depot were so lettered.

In 1907 the L.Y.R. introduced a motorbus service between Chorley and Bamber Bridge stations using two vehicles previously employed on a similar Blundellsands - Crosby service. The motorbus was meant to provide a feeder service to the two stations in question, but was more likely to be used by locals who had no intention of travelling by rail. The poor state of the road between Chorley and Bamber Bridge meant that the vehicles were frequently off the road to enable essential maintenance and repairs to be carried out. To ease this problem a third vehicle was acquired in 1909. The L.Y.R. finally decided that the motorbuses were not paying their way and withdrew the service in 1910 thus ending their venture into motorised road passenger transport.

With thanks to T. Wray and J. Robinson

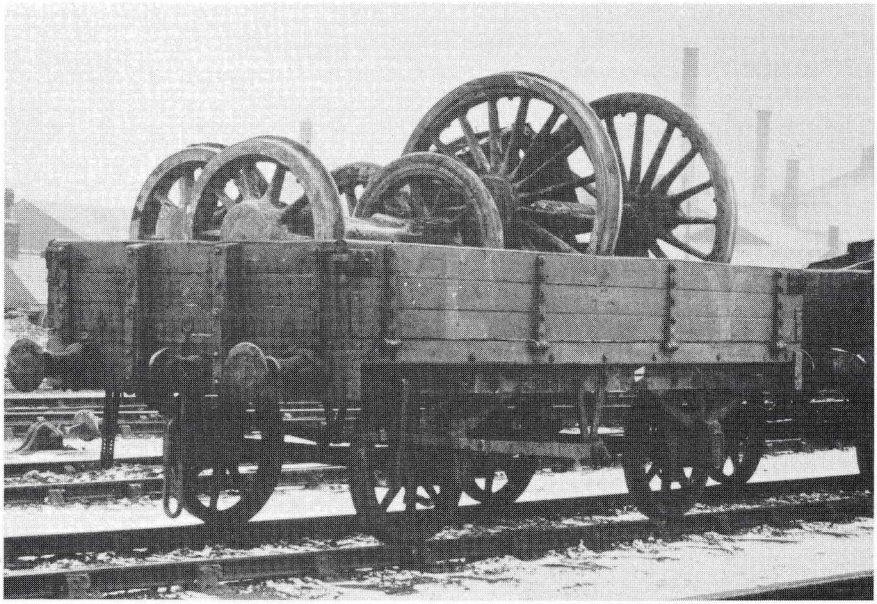
THE 3 PLANK DROPSIDE WAGONS: Dia. 15

NOEL COATES

Approximately 1700 wagons were built to Diagram 15 but they represent a strange portion of L. & Y. wagon history for they were built after a change in policy, which caused them to be ordered in parallel with Dia. 12, yet they had little influence on subsequent events or styles. The change in policy had occurred in 1891 when ordinary 'Fruit' (Open merchandise) wagon building was abandoned in favour of the 'Pitch' wagon - a similar open merchandise which featured a tip end. In 1892 the decision was taken to add a new type, the three plank dropside, to provide greater versatility and quantities of both types were ordered together.

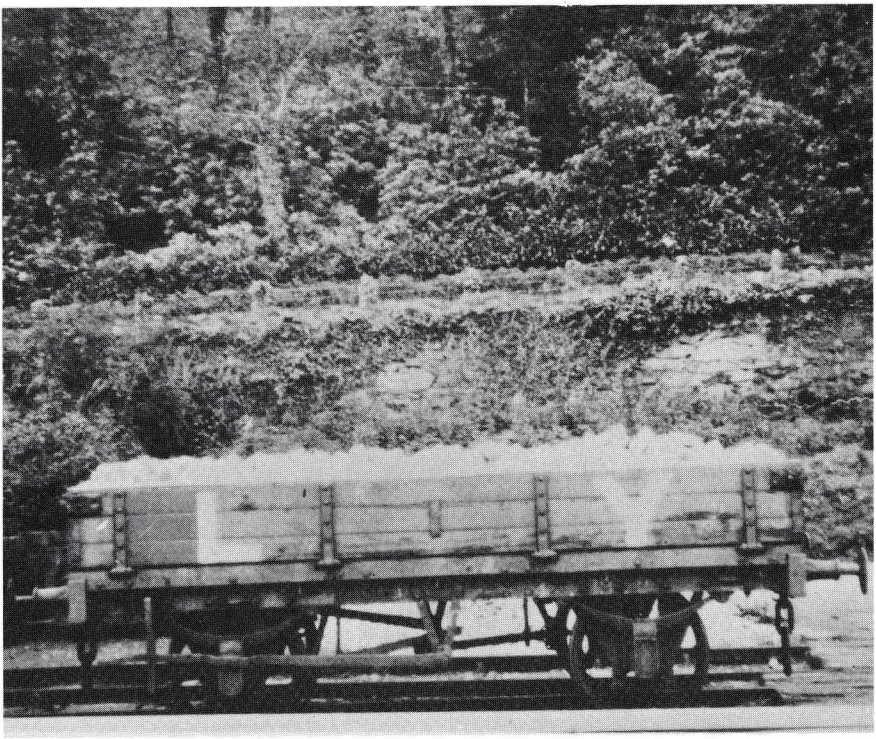
If the 3 plank dropside (or 'Fruit Wagon with Falling Sides' as the L. & Y. termed it) has any L. & Y. ancestry then this comes from the Ballast wagons (Dia. 7) which were short 2 plank affairs until almost 1900. Perhaps the L. & Y. had taken a long look at what the Midland was doing when thinking of changing its policy. There the 3 plank wagon had been in existence since the later 1850s and could be described as the mainstay vehicle after 1880, but there were no single plank opens on the Midland to influence events.

In the eight year period shown in the Table, a total of 1722 wagons were built mostly to the capital account because there were no precedents for replacement. About a third, 542, were built to the first drawing, the remainder to Drawing 3403 which had an identical body resting on a leaf spring continuous drawbar underframe



Dia. Book Page	DESCRIPTION	Date ordered	Order No.	Qty.	Drawing No.	Account charge	Cost £ s. d.	Delivery	Capacity	Tare T C Q	Notes
15	Fruit Wagon (Falling Sides)	1892	V12	100	2807	?	62 13 4	1893	10T	4 19 0	81 extant 31.12.20
,,	,,	1893	H14	75	,,		62 19 1	1894		,,	All in service ,,
,,	,,	1893/4	R14	50	,,	CAP?	64 16 7	1894			ditto
,,	,,	1894	L15	147	,,	?	64 11 1	1895			136 in service 31.12.20
,,	,,	1894	V15	20	,,	CAP?	64 13 1	1895			All ,, ,, ,,
,,	,,	1895	P16	100	,,	?	64 14 6	1896			1 Wdn. by 31.12.20
,,	,,	1895/6	Y16	50	,,	?	64 5 2	1896			All in service
,,	Fruit Wagons 16' long (Side Doors full length)	15/7/96	Y17	70	3403	CAP	57 18 6	1897			2 Wdn. by 31.12.20
,,	,,	15/7/96	D18	20	,,	REN	57 6 1	1897			All in service 31.12.20
,,	Fruit Wagons 16' long (20 ins. deep)	30/8/97	B20	75	,,	CAP	56 18 10	1898			ditto
,,	,,	30/8/97	C20	75	,,	CAP	56 15 1	1898			ditto
,,	,,	30/8/97	L20	20	,,	REN	56 16 1	1898			Built before B20 & C20
,,	Fruit Wagons 16' long (Falling Sides)	5/8/98	P22	70	,,	REN	53 19 7	1899			Costed with order T24
,,	,,	5/8/98	R22	60	,,	CAP	54 4 0	1899			
,,	,,	5/8/98	S22	60	,,	CAP	54 9 2	1899			
,,	Fruit Wagons	9/3/99	S24	100	,,	CAP	54 5 1	1899			
,,	,,	9/3/99	T24	80	,,	CAP	53 19 7	1899			Costed with order P22
,,	,,	14/7/99	Y25	60	,,	CAP	64 18 10	1900			Sequence of building these orders was O27, O29, Y25, A26 and O26
,,	,,	14/7/99	A26	60	,,	CAP	65 5 5	1900			
,,	,,	14/7/99	O26	50	,,	REN	47 2 11	1900			
,,	,,	5/12/99	O27	125	,,	CAP	64 17 9	1900			
,,	Fruit Wagons (Falling Sides)	15/8/00	O29	55	,,	CAP	64 4 10	1900			
,,	,,	15/8/00	V29	200	,,	CAP	64 2 7	1901			

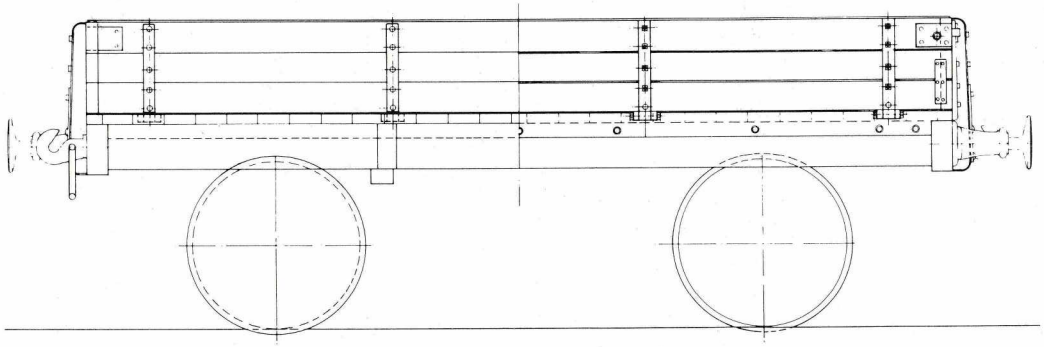
Three plank Dropside Wagons

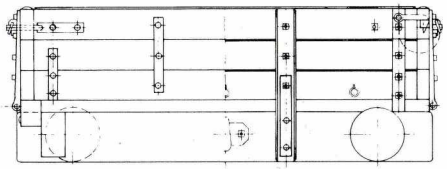


rather than the older India Rubber sprung type. The drawing shows the body and the complementing photographs confirm how much like Midland practice these wagons were. All of them were built before the L. & Y. used a cross-corner braking system or fitted oil axleboxes which makes identification by buffers, brakes and axle boxes easier. Headstocks were square ended to act as stop blocks for the falling sides and, consequently, the brake levers ended inside the headstock, contrary to normal L. & Y. practice. Drawing 2807 had a stop block on the centre line of the side and matching projecting headstocks but no photographic evidence of this has been found. The drawing (taken from No. 3403) shows the more up to date solebar ironwork with crown and wing plates. One other significant feature was the use of end knees.

The wagons led unremarkable lives in traffic, being truly general merchandise, but there was very little the type could do which the single plank opens could not. The design was not perpetuated in the 20th Century nor was it extended to the longer wheelbase types. When the policy reverted to open merchandise once again, in 1899, Dia. 15 was quietly forgotten and the wagons left to serve out their useful lives. The photographs show L. & Y. lettered vehicles as LMS lettered ones are unknown, perhaps their being so much like the Midland and with new right hand brake levers and oil axleboxes this confused interested enthusiasts. A note in the Diagram Book suggests that there were survivors awaiting breaking up from 1951 but there cannot have been that many left as they would have been over 50 years old!

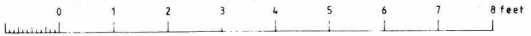
Dia. 15: 3 PLANK DROPSIDE WAGON

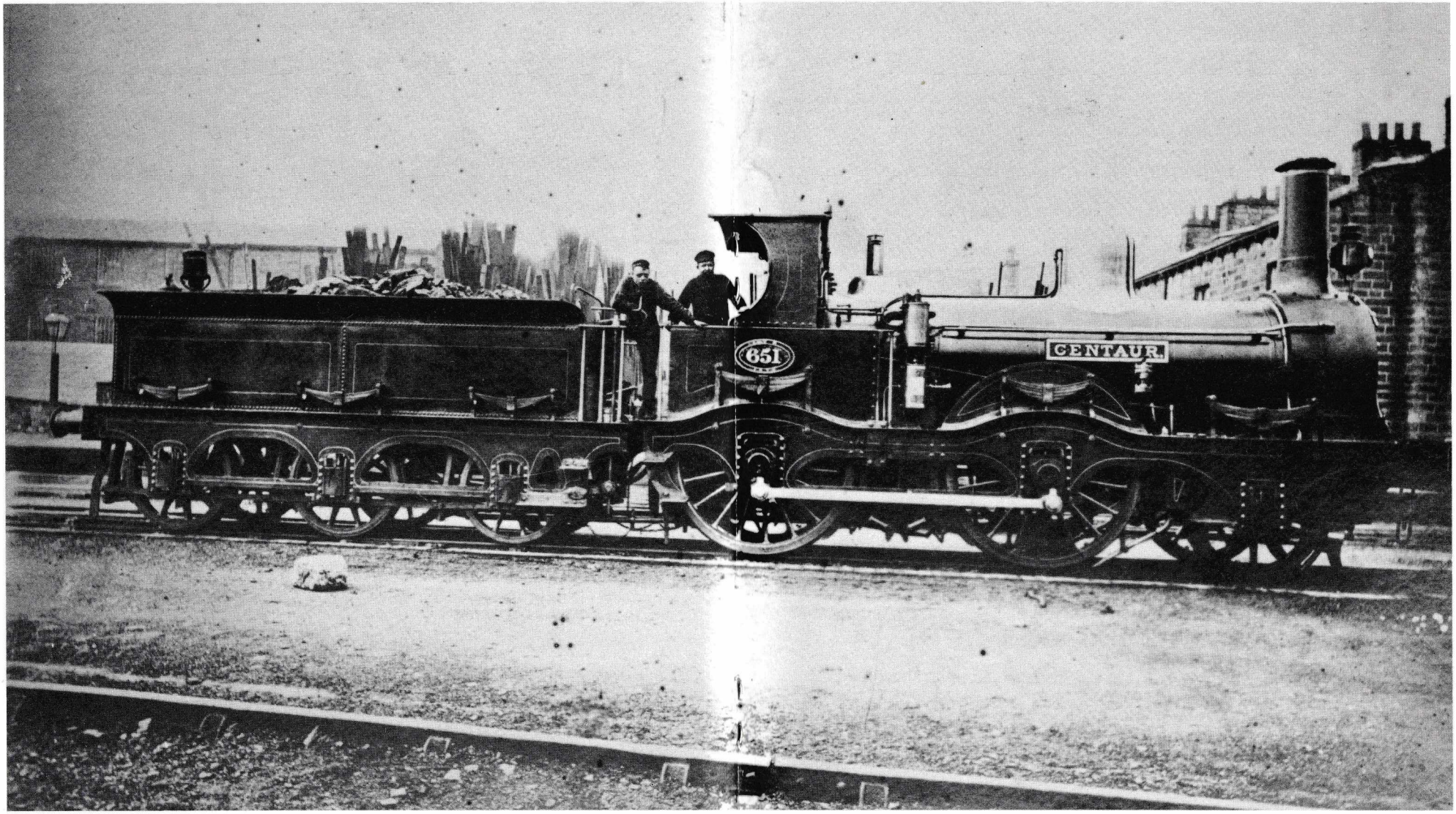




(Drawing by J. KENYON)

Drawing to the scale of
7 mm to 1 foot





"Centaur was built at the East Lancashire Railway's works at Bury emerging from there in July 1876. She seems to have been a direct replacement of an earlier locomotive of the same name and wheel arrangement which had been constructed by Sharp Brothers Manchester in 1850. In all probability the same name plates were used on both locomotives.

In 1877 the LYR began experimenting with various types of continuous brakes and in August of that year a train of four carriages and a van were fitted with the Westinghouse Brake. Two locomotives were equipped to work the train these being "Centaur" and her sister number 601 "Odin".

This was the first application of the Westinghouse Brake on the LYR and the train ran at first between Manchester and Bacup and later between Goole and Wakefield.

Despite the fact that the LYR adopted the automatic vacuum brake as standard in 1880 it seems likely that "Centaur" and "Odin" retained the Westinghouse fittings for several years, certainly well into the Eighteen Eighties.

The location of the photograph would appear to be the original station at Bacup and I would give the date

THE LANCASHIRE COTTON STRIKE 1908

J.B. HODGSON and T. WRAY

Railways were affected by the cyclical depressions in other industries and by far the most important occurred during the period of the establishment of the railway conciliation boards. A result of the depression in the cotton industry in 1908 was the announcement by the employers federation that there would be a reduction of wages by five per cent as from the first pay day in January 1909. Intervention by the Lord Mayor of Manchester was rejected by the employers who, with the support of the non-federated firms, expected that a lock out would affect more than 44,000,000 spindles. On 16 September 1908 the Manchester Guardian reported that a lock out of such magnitude would involve the weaving section of the industry within a very short time.

The lock out began at mid-day on Saturday 19 September and by 21 September about 120,000 operatives were idle.

It was reported on 25 September that railway men were concerned as to their future if the cotton dispute continued for a long period. There was a general feeling that short time working was preferable to suspension or dismissal. The L. & Y. obviously thought otherwise for by 28 September men were being dismissed daily. On the same day the withdrawal of several trains between Manchester and Middleton and Oldham was announced together with the closure of the booking offices on two platforms at Victoria station.

On 6 October more drastic action was announced which was to take effect from 12 October, on that day 90 weekday trains were withdrawn together with 30 Saturday only services and other occasional weekday trains, 44 other trains were altered in various ways. On Sundays 34 trains were withdrawn and 2 altered.

On Sunday, 18 October a meeting was held in Bury to consider an ultimatum that goods guards must accept the suspension of the guaranteed week or the dismissal of men would follow. A proposal was accepted regretting the action of the company without consulting the employees but in the circumstances they would rely on the company distributing the work as equally as possible and that the guaranteed week would be restored immediately the cotton dispute ended.

Following negotiations between the Federation of Master Cotton Spinners and the three sections of the operatives convened by the Mayor of Salford a settlement of the dispute was reached on 6 November and mills were re-opened on Monday, 9 November.

The L. & Y. were, however, reluctant to re-instate the guaranteed week and the company was accused of breaking faith with the employees and of using delaying tactics to hinder restoration of conditions of employment.

Following a meeting of the Goods Guards Committee, however, it was reported on 23 December that the dispute had been settled and the guaranteed week would be restored.

The illustration aside shows the front page of a four page handbill published by the L. & Y. listing the train withdrawals and alterations.

LANCASHIRE & YORKSHIRE RAILWAY.

WITHDRAWAL & ALTERATION OF

PASSENGER TRAINS

Commencing October 12th, 1908,

Consequent upon the COTTON STRIKE

AND DEPRESSION IN TRADE.

WEEK-DAYS.

The following Trains, which are shown in the October Time Tables, will be withdrawn :—

7 40 p.m.	MANCHESTER to YORK between MANCHESTER and SOWERBY BRIDGE.
9 55 a.m.	LEEDS to MANCHESTER will stop at LOW MOOR and run to SOWERBY BRIDGE only.
9 12 a.m.	ROCHDALE to MANCHESTER.
10 35 p.m.	MANCHESTER to BRADFORD.
1 30 p.m.	MANCHESTER to LIVERPOOL.
1 40 p.m.	LIVERPOOL to MANCHESTER.
9 20 a.m.	SOUTHPORT to MANCHESTER, Saturdays excepted.
8 50 p.m.	MANCHESTER to SOUTHPORT, Saturdays excepted.
11 5 a.m.	MANCHESTER to ATHERTON and WIGAN.
2 52 p.m.	WIGAN to ATHERTON and MANCHESTER.
12 27 p.m.	WIGAN to ATHERTON and MANCHESTER.
1 55 p.m.	MANCHESTER to ATHERTON and WIGAN.
10 15 a.m.	MANCHESTER to HORWICH.
12 27 p.m.	HORWICH to BOLTON.
7 30 p.m.	BOLTON to MANCHESTER.
11 13 a.m.	MANCHESTER to ROCHDALE.
12 15 p.m.	ROCHDALE to MANCHESTER.
5 33 a.m.	MIDDLETON JUNCTION to MIDDLETON.
5 47 a.m.	MIDDLETON to MIDDLETON JUNCTION.
7 40 a.m.	OLDHAM (Mumps) to MANCHESTER.
8 30 a.m.	MANCHESTER to MIDDLETON.
9 0 a.m.	MIDDLETON to MANCHESTER.
10 17 a.m.	MIDDLETON JUNCTION to OLDHAM and ROCHDALE.
11 15 a.m.	SHAW to MANCHESTER, Tuesdays and Fridays.
9 27 a.m.	MIDDLETON JUNCTION to OLDHAM (Mumps).
11 12 a.m.	OLDHAM (Mumps) to MIDDLETON JUNCTION.
3 27 p.m.	MANCHESTER to SHAW, on Saturdays.
4 12 p.m.	SHAW to MANCHESTER, on Saturdays.

[Continued on next page.

SPECIALS FOR THE ROYAL AGRICULTURAL SHOW

D. RICHARDSON

In 1921, the Royal Agricultural Show was held at Oldham and the L.Y.R. found itself heavily involved in handling the substantial additional traffic generated by this event.

In addition to catering for extra passengers the company was required to provide motive power and siding accommodation for a number of special workings originating on other companies metals, comprised of vehicles carrying exhibits, both animal and vegetable for the show. All this additional traffic was routed to Hollinwood the most convenient L.Y.R. station for the showground.

The following details of train workings are taken from an L.Y.R. pamphlet issued for the benefit of employees and giving supplementary advice of special trains carrying return traffic at the end of the show on Saturday, July 30th, 1921.

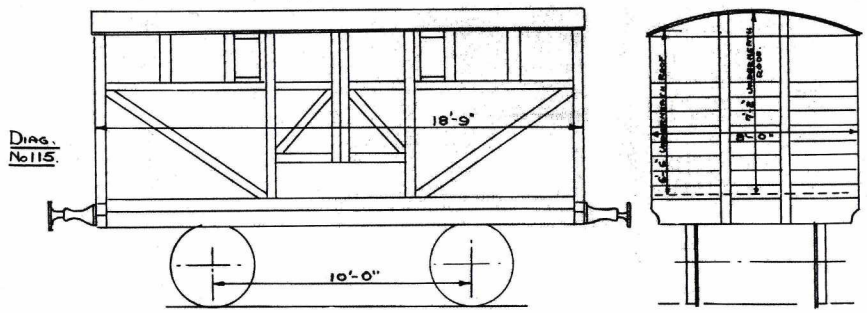
The majority of the trains detailed in the pamphlet are comprised almost entirely of vehicles belonging to other companies and these were worked by L.Y. locos to a suitable point of interchange where they were taken over by another company's locomotive. Trains were worked to Preston, Stockport and Manchester Victoria (for Manchester Exchange) to be handed over to the L.N.W. and to Normanton for interchange with the N.E.R.

Of particular interest are the details of the make-up of the individual trains even in many cases down to the running number of each vehicle. Presumably these were cases where a vehicle was supplied for the express use of one particular exhibitor for the duration of the show.

As regards the L.Y. Horsboxes included in the trains, it is possible to relate some of the running numbers to specific types of vehicle using the information provided in the article on the Diagram 108 Horseboxes which was featured in Platform 5.

The 4 vehicles numbered consecutively 27715 - 27718 in train number 19 were special cattle trucks of which only 7 were built. These were quite different in appearance from the standard L.Y.R. cattle truck being entirely enclosed, with louvres in the top quarter of the sides and ends.

SPECIAL CATTLE TRUCK.



SUNDAY, JULY 31st, 1921—continued.

No. 19. Special Train Hollinwood to Colne.

		a.m.
Hollinwood	...dep.	5 15
Miles Platting	...pass	5 24
Manchester (Victoria)	... ,,	5 30
Windsor Bridge No. 3	... ,,	5 35
Clifton Junction	... ,,	5 40
Radcliffe Bridge	...arr.	5 47
,, ,,	...dep.	6 0
Bury (Bolton Street)	...arr.	6 5
,, ,,	...dep.	6 15
Ramsbottom	...pass	6 21
Helmshore	...arr.	6 28
,,	...dep.	6 33
Accrington	...arr.	6 45
,,	...dep.	7 0
Rose Grove	...pass	7 15
Burnley (Bank Top)	...arr.	7 25
,, ,,	...dep.	7 35
Colne	...arr.	7 55

13 vehicles at Royton Junction, leaving at 2-0 a.m.

Engine to leave Newton Heath Shed at 1-30 a.m.

Bury (Knowsley Street) vehicles to be detached at Bury (Bolton Street) and worked to Bury (Knowsley Street) by Pilot. Control to arrange.

Goods Guard to be provided to work the train.

Train to be marshalled as under on leaving Hollinwood:—

Company.	Vehicle.	No.	Destination.	Traffic.	Name.
L & Y	Horse Box	48	Radcliffe Bridge	1 horse	Hardcastle
L & Y	Horse Box	49	Radcliffe Bridge	1 horse	S. L. Paper Mill
L & Y	Cattle Truck	10524	Bury K. St.	1 bull	H. & Cornall
L & Y	Cattle Truck	27717	Bury K. St.	1 cow	H. & Cornall
L & Y	Cattle Truck	27718	Helmshore	2 cattle	Porritt
L & Y	Cattle Truck	27716	Helmshore	2 cattle	Porritt
L & Y	Horse Box	166	Accrington	1 horse	Threlfall
L & Y	Cattle Truck	23360	Burnley E. L.	2 cows	Mayson
L & Y	Cattle Truck	27715	Burnley E. L.	1 cow	Eason
Mid.	Horse Box	127	Ilkley	2 sheep	Benson
Mid.	Cattle Truck	106	Ilkley	2 cows	Green
Mid.	Cattle Truck	103	Thornton in Craven	3 cows	Astley

L & Y Break Van

SUNDAY, JULY 31st, 1921—continued.

No. 20. Special Train Hollinwood to Hellifield & Southport.

		a.m.
Hollinwood	...dep.	6 15
Miles Platting	...pass	6 24
Manchester (Victoria)	... ,,	6 30
Windsor Bridge	... ,,	6 35
Clifton Junction	... ,,	6 40
Bolton	...arr.	6 55
,,	...dep.	7 5
Darwen	...arr.	7 28
,,	...dep.	7 33
Blackburn	...arr.	7 42
,,	...dep.	7 50
Wilpshire	... ,,	7 59
Chatburn	... ,,	8 30
Hellifield	...arr.	8 50

Train to be marshalled as under on leaving Hollinwood. The Southport portion to be detached at Bolton and sent forward by No. 21 Special.

Company.	Vehicle.	No.	Destination.	Traffic.	Name.
L & Y	Horse Box	45	Darwen	1 cow	Dyson
L & Y	Horse Box	115	Darwen	1 horse	Wallpaper M/fcs.
L & Y	Horse Box	37	Wilpshire	Mare and foal	Trappes—Lomax
L & Y	Horse Box	142	Wilpshire	1 horse	Trappes—Lomax
L & Y	Horse Box	—	Great Harwood	—	—
L & Y	Horse Box	125	Chatburn	2 cattle	Holgate
Midland	Horse Box	102	Caton	1 bull	Wright
		L. & Y. Break Van.			
L & Y	Horse Box	159	Liverpool	1 horse	Roberts
L & Y	Cattle Truck	6538	Parbold	2 cows	Ainscough
L & Y	Horse Box	55	Bursco' Bridge	1 horse	Ainscough
L & Y	Horse Box	137	Bursco' Bridge	1 horse	Ainscough
L & Y	Horse Box	134	Bursco' Bridge	1 horse	Ainscough
L & Y	Horse Box	46	Southport	1 horse & sulky	Handforth
L & Y	Horse Box	34	Shirdley Hill	1 horse & sulky	Oswald
L & Y	Horse Box	—	Ormskirk	2 horses	Monks & Heaton
L & Y	Horse Box	56	Ormskirk	1 horse	Draper
		L. & Y. Break Van.			

Great Harwood vehicle to be sent forward by 9-23 a.m. from Blackburn.
Liverpool vehicle to be sent forward by 9-40 a.m. ex Wigan.
Shirdley Hill vehicle to be sent forward by 1-40 p.m. ex Southport.
Ormskirk vehicle to be sent forward by 1-10 p.m. ex Southport.
Vehicles at Royton Junction leaving empty at 3-0 a.m. Engine leave Newton Heath Shed at 2-30 a.m.

No. 21. Special Train Bolton to Southport.

		a.m.
Bolton	...dep.	7 20
Lostock Junction	...pass	7 28
Crow Nest Junction	... ,,	7 34
Wigan	...arr.	7 39
,,	...dep.	7 44
Parbold	... ,,	8 0
Burscough Bridge	... ,,	8 10
Southport	...arr.	8 25

Portion of No. 20 Special.
Engine to leave Bolton Shed at 6-40 a.m.
Goods Guard to be provided to work the train.

SUNDAY, JULY 31st, 1921—continued.

No. 22. Special Train Hollinwood to Fleetwood.

		a.m.
Hollinwood	...dep.	7 30
Miles Platting	...pass	7 36
Manchester (Victoria)	...arr.	7 40
,, ,,	...dep.	7 50
Windsor Bridge No. 3	...pass	7 56
Clifton Junction	... ,,	8 0
Bolton	... ,,	8 12
Chorley	... ,,	8 30
Leyland	...dep.	8 45
Preston	...arr.	8 53
,,	...dep.	9 5
Kirkham	...arr.	9 18
,,	...dep.	9 28
Poulton	...arr.	9 40
,,	...dep.	9 52
Fleetwood	...arr.	10 5

18 vehicles at Royton Junction, leaving empty at 4-15 a.m.
Engine to leave Newton Heath Shed at 3-45 a.m.
Stalybridge vehicle to be sent forward by 9-5 a.m. ex Manchester.
Longridge vehicle to be sent forward by 10-35 a.m. ex Preston.
Longton Bridge vehicle to be sent forward by 9-28 a.m. ex Preston.
Lytham vehicles to be sent forward by 11-17 a.m. ex Kirkham.
Goods Guard to be provided to work the train.
Train to be marshalled as under on leaving Hollinwood:—

Company.	Vehicle.	No.	Destination.	Traffic.	Name.
L & Y	Horse Box	17	Stalybridge	Horse and foal	Radcliffe
L & Y	Horse Box	—	Leyland	Horse and foal	Woods
L & Y	Cattle Truck	10540	Longridge	4 cows	Walker
L & Y	Horse Box	52	Longton Bridge	1 bull	Wilkins
L & Y	Horse Box	—	Lytham	Mare and foal	Waring
L & Y	Horse Box	—	Lytham	Mare and foal	Waring
L & Y	Horse Box	—	Lytham	1 horse	Waring
L & Y	Horse Box	—	Kirkham	1 horse	Butter
L & Y	P. C. T.	—	Kirkham	—	Lawson
L & Y	Horse Box	—	Kirkham	—	Jackson
L & Y	Horse Box	—	Kirkham	—	Jackson
L & Y	Horse Box	45	Kirkham	1 cow	Almond
L & Y	Horse Box	83	Poulton	1 horse	Jackson
L & Y	Cattle Truck	22062	Poulton	3 cows	Cock
L & Y	Horse Box	—	Poulton	1 horse	Stuart
L & Y	Horse Box	—	Poulton	2 horses	Stuart
L & Y	Horse Box	93	Fleetwood	1 bull	Cock
L & Y	Cattle Truck	25934	Fleetwood	3 cows	Cock
		L & Y Break Van			

No. 23. Special Train Hollinwood to Manchester (Horticultural Section).

Company.	Vehicle.	Number.	Destination.	Traffic.	Name.
L & N W	Carr Truck	12113	Chester, L & N W	Plants	Dixon
G W	Scorpion	493	Reading, G W	2 vans plants	Suttons
Mid	Carr Truck	296	Cheltenham, Mid	Plants	Cyphers
Mid	Carr Truck	306	Leicester, Mid	Plants	Cyphers
Mid	Carr Truck	—	Leicester, Mid	Plants	—
Mid	Carr Truck	—	Chesterfield, Mid	Plants	—

Inspector PILKINGTON to arrange for these vehicles to be Worked specially to Manchester (Victoria), by pilot engine.

Mr. PEARSON (Manchester), to make all necessary arrangements as to stock and marshalling the trains.

Control to provide Goods Guards as laid down.

Manchester, July 28th, 1921.

ASHTON DAVIES, Superintendent of the Line.

TRANSHIPS

J. B. HDOGSON

In modern parlance this word has been replaced by "Red Star Parcels" on the railways, and by "Roadline" or "T N T (To-Night & Tomorrow(?) and many more slogans on motor-lorries and vans.

But the L. & Y. is reputed to be the only pre-grouping railway offering the service (in it's own area) of "collected before 3pm. - delivered before 9am." However I must hasten to say, that although this idea is widespread from Goole to Liverpool, I have been unable to find any printed evidence of this contract.

However - to put the known facts down, I propose to deal with the subject in three section s :- Transhipss; Transhipp Vans; Transhipp Trains.

Transhipss

The L. & Y. were unique amongst British railways in applying a totally different meaning to this word.

Pre-group railways in general, meant by 'transhipp' any item of goods which would require handling from one wagon to another whilst in the railway companies possession; or would cross the border between any two (or more) companies areas. This normally delayed the 'traffic' by at least a week.

The L. & Y. however accepted 'transhipss' of restricted weight - as being Express Traffic - to be carried by them, as fast as possible, within their own area.

Special labels were used, special staff were allocated to deal with the traffic, and there was a constant flow of *instructions*. The Goods Agents had to submit reports on local traffic, and every effort was made to encourage local tradesmen to enlarge their sales.

(See article on "Goods Traffic" in Platform 21.)

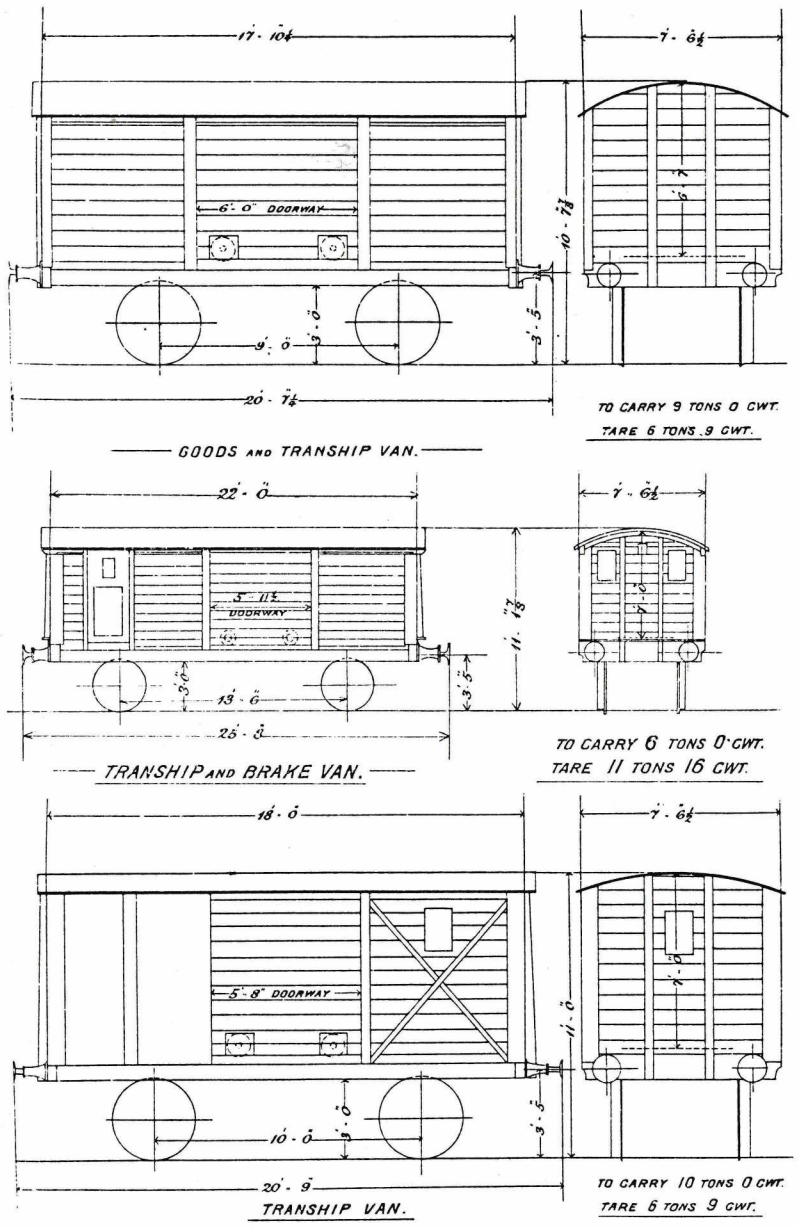
Transhipp Vans

These were 'non-standard' vans - often allocated and retained within a given area to work 'transhipss' between given points. In the Wagon Diagram Book there were three diagram numbers, but records for these are sparse, photographs have proved elusive, and all in all they are very poorly documented.

Transhipp vans were peculiar, in that they all had sliding doors - these were of very light construction, and slid (when opened) between the outer (horizontal planked) body and the inner (vertical planked) lining of the van. Around the inside of the van were bag-hooks to which sacks or mail-bags could be attached - to hold the sorted merchandise.

The roof generally carried, on each stretcher, hooks on which lamps or lanterns could be hung - or to the experienced Transhipp-porter (ordinary Goods-porter plus- worth an extra nine-pence a week - for travelling in T.V.s and sorting 'transhipss' en route!), some-where to attach a safety-rope - the other end round his waist.

Generally when a van arrived at a station, it was positioned at the transhipp stage (if one existed) or more likely at the passenger platform. Depending upon the route the van was travelling, and the amount of traffic offered, either the transhipss (if small) would be placed in the requisite bag or if too big - placed adjacent.



The Transhipp Vans were particularly camera shy and the drawing reproduced here are from the L.Y.R. goods stock Diagram Book. The Goods and Transhipp Van, Transhipp and Brake Van, and Transhipp Van are to Diagrams 24, 25 and 23 respectively

On most routes there was an "East" bag, a "West" bag, or if local conditions demanded, a bag for each destination (Bradford, Manchester etc.). Transhipps for other railways would be directed to Wakefield, Preston etc. where Goods Facilities existed.

Very little documentation as to areas covered by individual vans has survived - appended is an early (1869) list of vans - whilst later details can be extracted from the official "Classification of Goods Trains" book. Only one known copy exists - for 1894. Details given are not comprehensive, but many 'area vans' can be identified, for example,

----conveys from Heywood the Preston to Oldham transit van, - or -

-----the Penistone to Huddersfield transhipp van, and at Denby Dale ---- transfers it to the Denby Dale to Bradford Van; detatches Denby Dale to Leeds T.V. at Shepley for 7.20pm. ex Clayton West to attach.

On the other hand - *conveys traffic from Bacup to Waterfoot, Transhipp Vans and London Traffic* ---- is not very explanatory.

Besides 'local' vans, there were also long distance vans which crossed the L. & Y. area - *works Liverpool to Wakefield transhipp van from Rochdale.* This van then became part of the Transhipp Trains dealt with in the next section.

Guidance can also be found in W.T.T.s - e.g. - *Transhipp Van Preston to Leeds - this van will be worked as follows from Sowerby Bridge:- Sow.Br. to Low Moor by 8.30pm. ex Bolton to Low Moor; the transhipps for Laisterdyke & stations to Leeds - to be taken out at Low Moor platform, and those for Laisterdyke to be sent forward by the 10.10pm. ex Honley to Laist.; and those for stations between Laist. and Leeds by the 1.25am. Miles Platting to Leeds. The through transhipps for Leeds proper - must remain in the van, which must be sent forward from Low Moor to Leeds by the first available train - as an ordinary wagon.*

To date we have not found any specific details of painting, or special lettering carried by transhipp vans. Whether destinations or the from - to places were just chalked on seems highly unlikely, and at this stage we can only say that probably these vans would carry:- "For transhipp traffic only", "Holmfirth and Huddersfield" (or similar), possibly "Do NOT use for ordinary traffic". Such signs would be at 'readable' height above floor level.

Transhipp Trains

From all known sources, it has become plain that Todmorden was the centre point of the special trains formed from the 'long distance' vans. Transfer of vans from one train to another, and collection of additional vans were concentrated here. The trains were re-marshalled and sent forward from here - although the 'yard' was really only FOUR sidings or loops alongside the main-line, at the base of the E.L. Triangle to/from Copy Pit & Rose Grove.

It is probable that most of the vans in these trains would be of 'standard' goods stock, probably those available at the point of origin, although certainly there may have been transhipp vans also.

In 1894 the trains running were as follows:-
3.40pm.. Bolton to Wakefield. Conveys Transhipp vans.

Will work goods from stations West of Todmorden for places East there-of; will pick-up at all stations on the road - Transhipps for the North Eastern, Midland and Great Northern

TABLE SHEWING THE

WORKING OF BRANCH AND OTHER TRANSHIP VANS

NOT WORKED BY THE SPECIAL TRANSHIP TRAINS.

Stations between which each Van is appointed to run.	Trains to which the Vans will be attached.	Departure.	Arrival.
Liverpool & Wakefield	Liverpool to Rochdale	1 45 a.m.	4 50 a.m.
	Rochdale to Wakefield	10 10 a.m.	1 45 a.m.
Fleetwood and York	Fleetwood to Preston	3 40 p.m.	4 55 p.m.
	Preston, E. L. to Normanton	6 0 ,,	11 5 ,,
	Normanton to Wakefield	6 30 a.m.	6 40 ,,
	Todmorden to Preston	2 30 p.m.	5 45 p.m.
	Takes Transhipps for Stations beyond Todmorden only.		
Blackburn & Bolton	Blackburn to Bolton	11 0 a.m.	1 40 p.m.
	Bolton to Blackburn	4 0 p.m.	5 30 ,,
Bolton & Fleetwood	Bolton to Fleetwood	7 25 a.m.	8 45 a.m.
	Preston to Fleetwood	1 0 p.m.	2 0 p.m.
	Fleetwood to Preston	10 30 a.m.	11 30 a.m.
	Preston to Bolton	12 30 noon	2 30 p.m.
Liverpool and Southport	Liverpool to Southport	9 45 a.m.	12 20 p.m.
	Southport to Ormskirk	1 5 p.m.	3 0 ,,
	Ormskirk to Liverpool	6 30 ,,	7 10 ,,
Blue Pits and Southport	Bolton to Southport	7 30 a.m.	10 30 a.m.
	Southport to Blue Pits	1 0 p.m.	4 30 p.m.
	Blue Pits to Bolton	5 10 ,,	6 0 ,,
Salford & Blackburn	Salford to Bolton	6 0 a.m.	6 40 a.m.
	Bolton to Blackburn	8 45 ,,	10 25 ,,
Salford & Preston	Salford to Bolton	6 0 a.m.	6 40 a.m.
	Bolton to Preston	8 50 ,,	10 35 ,,

Two Vans will run from Wakefield to Preston, one for Goods for Preston and beyond, and the other for Local Transhipps. Care must be taken to place the Transhipps in the proper Vans, at the Road Stations.

Transhipp Goods arriving or to be forwarded by Transhipp Vans in the night when the ordinary staff is not on duty, must be left in chargee of th Watchmen or Night Inspectors, who will give a receipt to the Guard for each package received, and enter on the Transhipp Way Bill the particulars of goods forwarded.

lines; and for stations beyond Wakefield. Conveys L.N.W. South traffic from Luddendenfoot to Brighouse when required, also London traffic from Horbury. Works empty Horse Boxes, Carriage Trucks, Damaged Stock, or perishable goods if required.

10.20am.. Preston to Todmorden. Conveys Transhipvans and transhipsto and from stations timed. Also conveys empty Horse-Boxes, Carriage Trucks, Damaged Stock, or perishable goods if required.

3.00pm. Todmorden to Lostock Hall. Conveys Transhipvans and transhipsto and from stations timed. Also empty Horse-Boxes, Carriage Trucks, Damaged Stock or perishable goods if required. Works Scotch traffic from Hoghton to Lostock Hall.

4.05pm. Todmorden to Wakefield. Conveys Transhipvans, also empty Horse-Boxes, Carriage Trucks, Damaged Stock or perishable goods if required. Attaches transhiptraffic at Thornhill (Colliery sdg.) when required.

9.40am. Wakefield to Bolton. Conveys Transhipvans, and picks-up on the road transhipgoods for all stations West of Todmorden; also works empty Horse-Boxes, Carriage Trucks, Damaged Stock or perishable goods if required. Works Scotch traffic from Littleborough to Rochdale.

10.30am. Wakefield to Low Moor. Conveys traffic, Transhipvans, and transhipsfor stations booked.

10.55am. Wakefield to Todmorden. Conveys Transhipvans; also works empty Horse-Boxes, Carriage Trucks, Damaged Stock or perishable goods if required.

There is additional information in one W.T.T. about the working of the Wakefield - Todmorden above, which gives an insight into what such train did whilst 'on the road'.

"Works traffic from Mirfield to Brighouse. Will have right of road to Thornhill. When Eastwood have very heavy transhipsfor this train, they will telephone to Hebden Bridge, and the train must stop to attach them. Transhipsfor Todmorden proper only must be placed in the office van at Wakefield instead of the brake van, and must be dealt with by the men in charge of the train. Tranships from Tod. & E.L. Transhipsbrought to Todmorden by the 10.25am. Oldham Road to Normanton, will be loaded into Todmorden to Bacup & Tod. to Preston Vans and be transferred on the journey to the proper vans. Hebden Br. will telephone Tod. Stn. the departure time of the 9.20am. ex-Wfld. train, and the number of wagons (including brake-vans) it has on for Preston - so that the pilot may be ready to bank the train from Tod. and so that the Wfld. train (when required) may be sent into Tod. Stn. to pick up transhipswhich cannot be got into the Tod.-Bacup or ---- Tod.-Preston vans. Detaches its brake-van at Todmorden along with the transhipvans."

The transhiptrains continued to run until 1916, when under the government controls, they were classed as 'un-necessary'. They were never reinstated and after the 'Grouping', the L.M. & S.R. were loth to replace anything that was 'Lanky'.

This shot of the goods yard at Littleborough taken circa 1910 includes the only known view of a Tranship Van. It is positioned just below the right hand most "outward" wagon. The van appears to be to Diagram 23 and is a Tranship and Brake Van, the door to the guards compartment being largely obscured by the telegraph pole. The vehicle is fitted with two lamps, probably oil, one for the guard and the other for the goods compartment. Although difficult to discern from the photograph, the van seems to be fitted with continuous footboards in common with LYR 20 ton brake vans. The positioning of the letters "LY" can be discerned on either side of the sliding door. There appears to be some additional lettering above the 'Y' which may give details of the route over which the van is to work

WATERHOUSE SIDING

TOM WRAY

Waterhouse Siding signal cabin was erected in 1875 by the Manchester firm of Smith and Yardley who were contracted to build the signalling installations between 1874 and 1878 along the Calder Valley line of the Lancashire and Yorkshire Railway to the east of Sowerby Bridge tunnel and including Copley station and the Stainland branch railway, as far as Brighouse.

The signal cabin at Waterhouse siding stood on the down side a few feet east of the 32¾ mile post, it had a frame of eighteen levers and was open from 6.00 a.m. Mondays until midnight on Saturdays, this was indicated by a black disc with a white diagonal stripe attached to the front of the building beneath the name board. That the telegraph instruments were in working order was shown by a white disc fixed to the corner post of the cabin. The main function of the signal cabin was to control traffic to the siding serving E.J. Waterhouse and Sons, manufacturers of firebricks and tiles. The agreement between Waterhouse and the L.Y.R. dates from 27 April 1864, though it is quite possible that a siding existed before that date.

Waterhouse was succeeded by the Elland Firebrick Company whose agreement with the L.Y.R. was dated 1 November 1912.

As the diagram shows the siding consisted merely of a loop on the up side of the line serving a loading mound and protected by trap points at either end. Further east was an up refuge siding, unusual for the L.Y.R. who preferred goods loops, though it may have been used to store vehicles for Waterhouse siding.

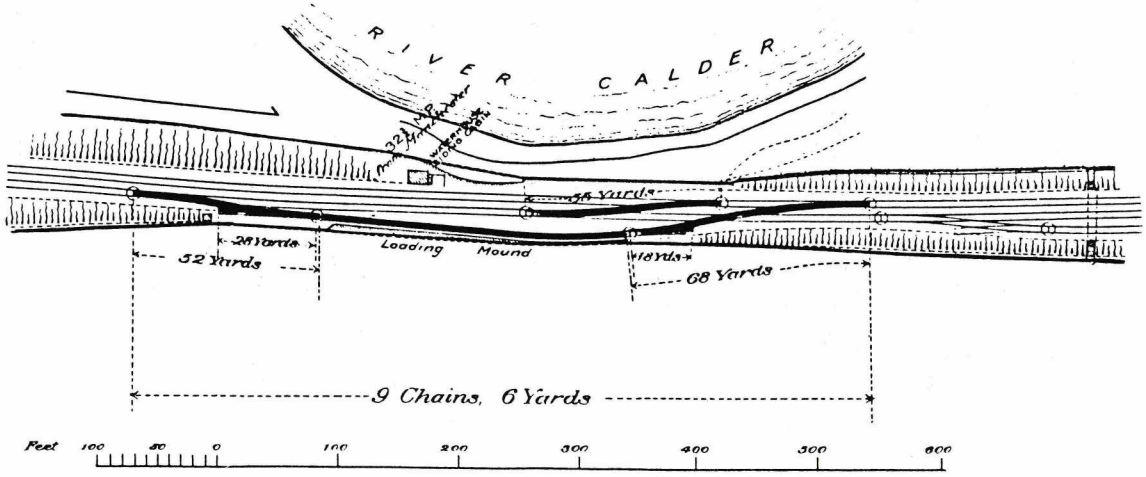
A date for the closure of the siding has not yet been discovered but the signal cabin was closed on 17 May 1958.

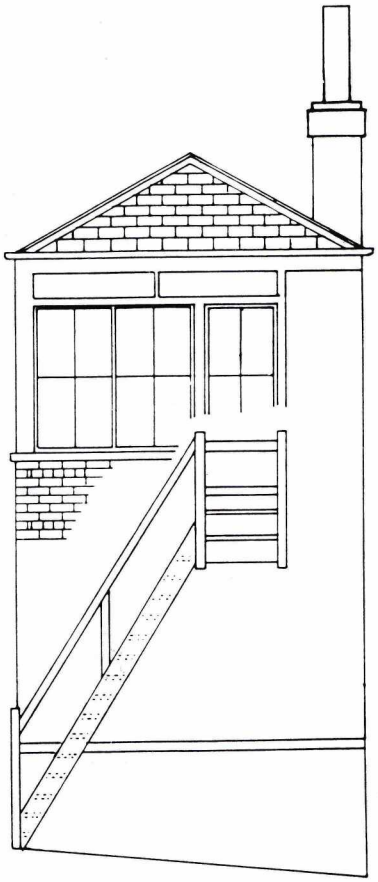
L. & Y. R.

E. J. W. WATERHOUSE & SON'S SIDING

BETWEEN

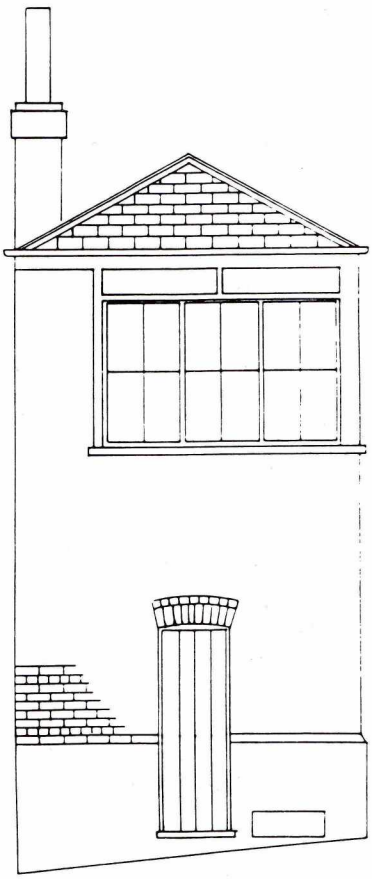
ELLAND AND BRIGHOUSE





Drawing to 4 mm to 1 foot

This drawing has been based principally on the photograph of Waterhouse Siding signal cabin included with this article and with further information gained from other photographs of Smith and Yardley signal cabins. Because the cabin was built on a steep embankment the rear wall would have been unusually deep. The guttering appears to have been of timber though some other cabins have the usual cast iron, it is believed that the only down spout was fixed to the rear wall about three feet from one end. The opening for the point rodding at the front would almost certainly be longer on other cabins and there would be a timber "bridge" to walk on and avoid damage to the equipment. It is difficult to ascertain the position of the rail level but it appears to be on a line with the bottom of the front point rodding opening. For sake of clarity the lower panels of the door have been omitted, it should be noted that there was a step up to the floor level from the platform of the staircase this can be seen where the cill projects from the side of the building



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Manchester, March, 1898.

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