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PLATFORM 34

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OF THE
Lancashire & Yorkshire
Railway Society

PLATFORM 34 is the Winter 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:

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COVER PHOTOGRAPH A few years ago the present Chairman of the LYR Society unearthed a number of photographs in the Manchester area, all taken at the same location round about 1900. They all make excellent subjects for the Front Cover of Platform so here is the first one!
The locomotive is one of the first batch of Aspinall's Highflyers, No. 1397, this view shows the position of the cylinder lubricators very well. Note that the locomotive only carries one headlamp denoting a slow train probably a running in turn. The extremely low cab side sheet displays a lack of concern for driver safety and following complaints from the footplate staff these were altered to a different pattern.
The nine coaches all bogie stock, are all of the Attock arc roof type. The first vehicle is a main line brake with large van compartment and four thirds. The varying types of lamps denote quite a large proportion of First Class accommodation, the second and third vehicles being either full First or First/lavatory type. This in itself is a little unusual and leads to the suggestion that this may be an empty stock working. The location of the photograph is unknown, but its origins in the Manchester area, together with the admittedly limited view of the surroundings, suggest somewhere on the Manchester Preston line.
If any member can identify the location please let us know, we are prepared to be proved wrong! J.B.H.
(Photo LYR Society Collection No. 1138)

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CROSS-COUNTRY BY THE LANCASHIRE & YORKSHIRE

CECIL J. ALLEN

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Few railways could have had a more difficult system to operate than the one-time Lancashire & Yorkshire. The backbone of England - the Pennine range - cut right across L. & Y. territory, and had to be penetrated by its main east-west route; moreover, the entire area served by the L. & Y. R., except the regions of West Lancashire bordering on the sea, was extremely hilly, not to say mountainous, and the network of lines comprising the system included one of the most formidable collections of gradients possessed by any single railway in Britain.

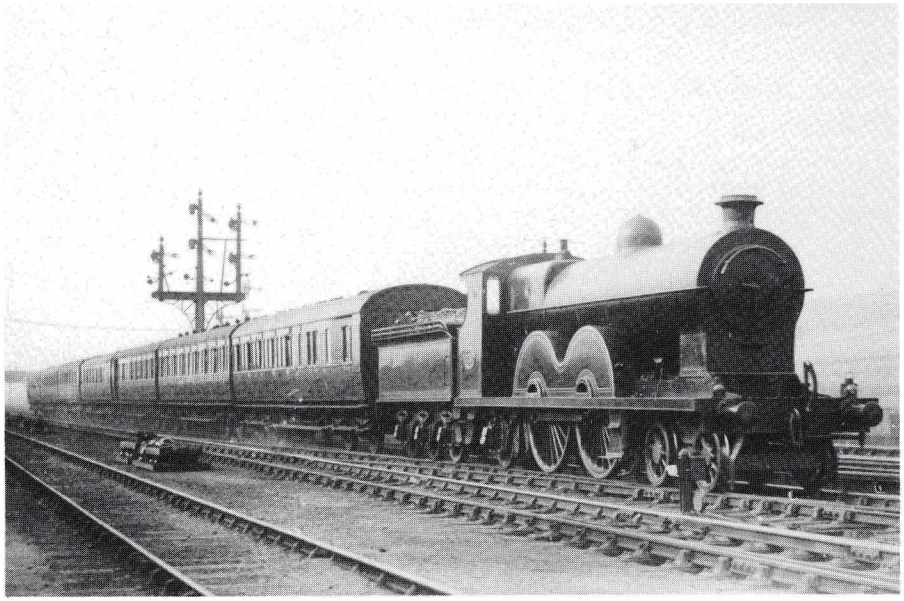
Curiously enough, the main east-west line to which I have referred was so well located up the valleys chosen by its engineer that, apart from its immediate exit from Manchester, its gradients for the most part are very moderate relatively to the *terrain* through which it passes. Westbound from Wakefield, though the gradient has not one single intermission in it for 27 miles of climbing from Horbury Junction to the east end of the Summit Tunnel, between Walsden and Littleborough, for 20 miles to Hebden Bridge it is a very gradual rise, nowhere steeper than 1 in 300; and even the final 7-mile climb to the tunnel is no worse than 1 in 182.

In the eastbound direction, however, the start out of Manchester Victoria is formidable; it begins with 1¼ miles at 1 in 59-47, continues with ¾ mile at 1 in 118-138,

Aspinall 7'3" 4-4-2 Express Engine No. 1422 leaving Manchester Victoria with the 5 p.m. train to Southport

and for the next 6 miles, to near Castleton, is mostly at about 1 in 155. It is amazing to recall that in the years before the First World War, the Lancashire & Yorkshire booked its 2.10 p.m. from Liverpool to York to run the 34.5 miles from Manchester to Brighouse, including this arduous start, in no more than 40 minutes start to stop, at 51.8 m.p.h. In the other direction there was the equally exciting 60-minute run of the 9.40 a.m. from Bradford to Manchester, allowed 14 minutes to climb the mile at 1 in 50 out of Bradford Exchange and run to Halifax, 8.1 miles away, and then 41 minutes for the 32.5 miles from Halifax to Manchester Exchange, joining the east-west main line at Sowerby Bridge. To-day the same train (with additional stops) takes 84 minutes, and the best scheduled time from Bradford to Manchester is 78 minutes. Yet another smart daily booking was over the 47.9 miles from Wakefield to Manchester, Walsden summit included, with a six-coach restaurant car train, in 58 minutes. All these were being done daily and punctually 45 years ago.

Even more astonishing, perhaps, in the speed realm, were the 40-minute timings of all the Lancashire & Yorkshire expresses between Liverpool and Manchester. As far back as the earliest years of the present century, the three railways connecting the two great Lancashire cities all were running 40-minute trains - the London & North Western at the even hours in each direction over its 31½ mile route, in most cases including one intermediate stop; the Cheshire Lines in 40 minutes if non-stop, or in 45 minutes if with a Warrington stop, over distances of 34 and 34½ miles respectively; and then the Lancashire & Yorkshire, also with regular 40-minute expresses. But the point about the L. & Y. was that its trains had to cover 36.4 miles in their 40 minutes, and to maintain the 54.6 m.p.h. so entailed over gradients vastly different from the fairly level courses of the other two competitors.



Aspinall Highflyer No. 711 at Horbury with a Liverpool Hull train

The summit at Upholland, on the L. & Y. route was approached by a climb of 8½ miles, finishing with 2½ miles at 1 in 118-111; from the east the ascent, though shorter, was still steeper, with 1½ miles at 1 in 92, and short strips as steep as 1 in 78, 66, and even 45. Then there was the substantial climb, westbound, soon after leaving Manchester, at 1 in 99-88-77 from Pendleton to Pendlebury, 2 miles long, and in the other direction, after the sharp drop from Upholland tunnel down to the valley just south of Wigan, the climb up past Hindley, 3 miles long and much of it at around about 1 in 100.

There was no possibility of rushing the descents to gain impetus for the ascents, for nearly all this route lies through the Lancashire coalfield, with restrictions on speed at various points because of mining subsidences. The only stretch over which substantial speed was possible was the long down-hill from Upholland towards Liverpool, on which occasionally it was possible to clock an "80". True, the L. & Y. trains for the most part were light; many of them detached their Bradford portions at Manchester Victoria, going west, or attached them going east, so that the loads between Manchester and Liverpool on some trains were not more than three bogies; on the other hand, there were workings with as many as six or seven corridor bogies. In any event, this was always a most exciting run, of which the present 47-minute schedule is a pale reflection.

In other directions there were some much heavier trains, such as the business services between Manchester and Blackpool and Manchester and Southport, composed very largely of open corridor stock, and including, in certain of the Blackpool trains, the famous saloons provided and reserved for the exclusive use of members of the Blackpool travelling "club". Over the lines radiating northwards from Manchester, especially those to Accrington and Colne, and to Blackburn and Hellifield, trains had to be worked over long and most arduous grades, in large measure by 2-4-2 tanks.

This brings me to the Lancashire & Yorkshire locomotive stock. Few surprises could have been greater than that, for working over such exceedingly steep gradients, the L. & Y.R. should have standardised driving wheels of as large diameter as 7 ft. 3 in. for express passenger service. The 4-4-0 engines so equipped were introduced by the late Sir John Aspinall in the years 1891 to 1894, to meet the high speed demands of the newly-accelerated Liverpool-Manchester service; the previous 6 ft. 4-4-0s would have been inadequate to cope with such timings, and the late E.L. Ahrons commented that the big-wheeled engines seemed to do just as well as the 6-footers on the heavy gradients east of Manchester as well. From this start, Aspinall proceeded in 1899 to build his unique 7 ft. 3 in. inside cylinder Atlantics - machines which with their high-pitched boilers, centred 8 ft. 11 in. above rail, seemed positively enormous at the time of their construction: forty of these engines were turned out between 1899 and 1902, and handled most of the important train services.

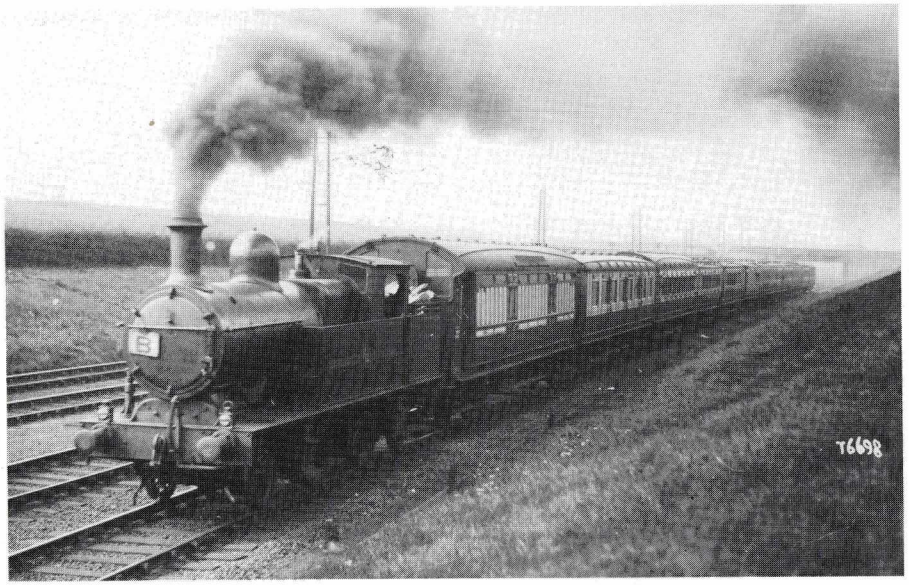
An interesting point about the Atlantics is that the 19 in. x 26 in. cylinders of the first twenty were provided with steam jackets, to prevent condensation; as to other dimensions, the 4-4-2s, non-superheated at this early period, had 2,053 sq. ft. heating surface, 26 sq. ft. grate, and 175 lb. pressure, later increased to 180 lb. Their weight in working order was 58¾ tons, with 35 tons on the coupled wheels, and they were coupled to the absurd little tenders which were standard on the L. & Y.R. in those days, and weighed no more than 30¾ tons in full running order. The point about the L. & Y.R. tender was that a water capacity of 2,300 gallons sufficed, for the railway had laid in ten sets of water-troughs at fairly closely-spaced locations on its relatively short main lines, so that frequent replenishment of tenders was possible. Consequently the combined weight of a Lancashire & Yorkshire Atlantic, massive machine though it looked, and its tender, was no more than 89½ tons. These engines were in their heyday when I began

my regular travelling in 1908, the year in which George Hughes introduced the first of his big 4-cylinder 4-6-0s.

One of the smartest runs I ever timed with an Atlantic was with the through Newcastle-Liverpool express, composed of North Eastern stock, which with its five bogies and restaurant car made a total of 200 tons - no easy task for a 58¾ ton locomotive to take over the 36.4 miles from Manchester to Liverpool in 40 minutes, but we did it. The engine was No. 1407. In the early stages, we were delayed by a bad permanent way check, and on the final 1 in 72 to Pendlebury speed fell to 37 m.p.h., so that the 5.8 miles from Manchester to the summit at Moorside took 10 min. 19 sec. Then the sparks began to fly. In the dip between Walkden and Daisy Hill we touched 72½ m.p.h., and again on the descent past Hindley, so that the 13.5 miles of sharp ups-and-downs from Moorside to Pemberton were run in 12 min. 46 sec. Going all out up the 1 in 92, the Atlantic topped it at 43 m.p.h., passing Upholland, at the west end of the summit tunnel, 22.2 miles from Manchester, in 26 min. 44 sec. From here, we simply flew; a thrilling acceleration raised the speed from the middle forties to 80½ m.p.h. in 3 miles, and we ran the 12.7 miles from Upholland to Sandhills in 10 min. 39 sec., with an average of 76.8 m.p.h. over the 7 miles from Rainford Junction to Fazakerley. So we rolled in to a dead stand at Liverpool Exchange in 39 min. 53 sec., and allowing for the initial check, our net time could have been little over 38 minutes. A few years later I almost exactly duplicated this performance, with the same engine and load; the time was 39 min. 55 sec., and the maximum speeds were 70½ m.p.h. at Atherton, 72½ at Hindley, and 82 beyond Rainford, with a minimum of 45 at Orrell tunnel.

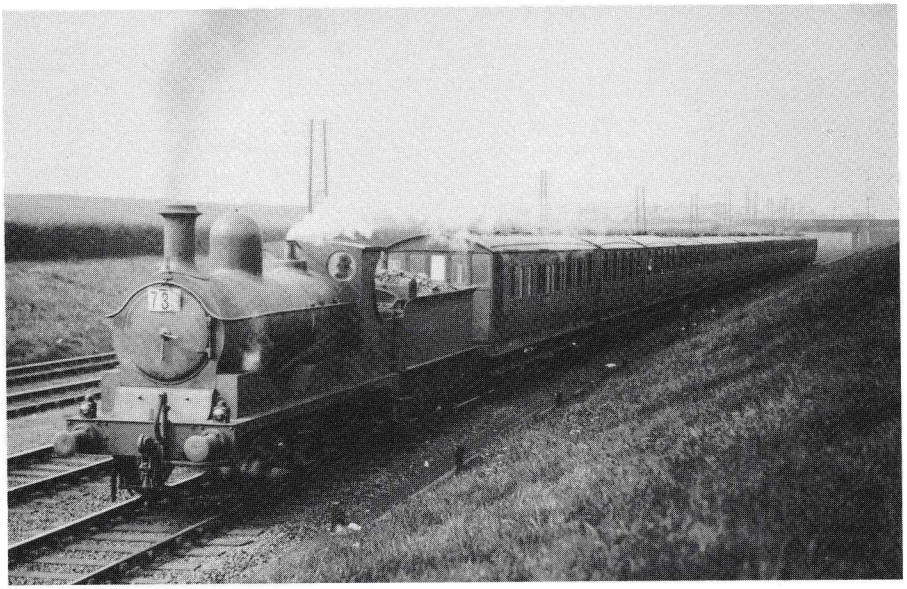
I had no runs of note over this section with one of the 7 ft. 3 in. 4-4-0s in their original form, but No. 1098, which was rebuilt by Hughes with a superheater, gave me the two most startling trips I have ever made between Manchester Victoria and Liverpool Exchange. In each direction the engine was hauling four bogies, a gross load of 120 tons westbound and of 110 tons eastbound. Out of Manchester, after a bad relaying check before Pendleton, we accelerated up 1 in 99 to 49 m.p.h., but only to be checked again for relaying near Swinton. To this point, 5.1 miles, we took 8 min. 55 sec. In the Atherton dip we reached 75 m.p.h., and covered the 10.1 miles of sharp undulations from Swinton to Hindley in 10 min. 55 sec., after which the driver showed great caution over the mining area, and slowed, most unusually, for Pemberton Junction. After entering Orrell tunnel at 49 m.p.h., we were treated to a brilliant burst of speed, with a maximum of 85 m.p.h. below Rainford, and 80 maintained for many miles; indeed, the 10.6 miles from Rainford to Sandhills were reeled off in 8 min. 10 sec., at an average of all but 78 m.p.h. So we passed Orrell, 20.9 miles, in 24 minutes exactly, and Sandhills, 34.9 miles, in 35 min. 30 sec., stopping in Liverpool in 38 min. 15 sec. This is the fastest time I ever recorded between the two cities by the L. & Y. route; and allowing for the checks, as also for the time we might have made up to Orrell tunnel without a slowing at Pemberton, the net time was probably about 35 minutes.

In the reverse direction the same engine gave me an equally electrifying experience.. Out of Exchange we went like a shot out of a gun; at the end of 6 level miles from the start we were doing 75 m.p.h. over Kirkby troughs; up the ensuing 3½ miles, rising at 1 in 190-261-310, we kept up a steady 74; and up 2 miles at 1 in 118-111 we were still maintaining 61½ and stood a good chance of entering Orrell tunnel at the unprecedented rate of 60 m.p.h. when there came, alas, a permanent way check. We had actually passed Rainford Junction, 12.1 miles, in 12 min. 15 sec. from the start, and attained "even time" immediately before the slack. There were no further very high speeds; we breasted Hindley bank at 50½ m.p.h., touched 71½ after Atherton and 70½ after



ABOVE *2-4-2 short bunkered radial tank passes over the LNW/LY joint section of the West Coast main line south of Preston with a heavy train of LNW stock*

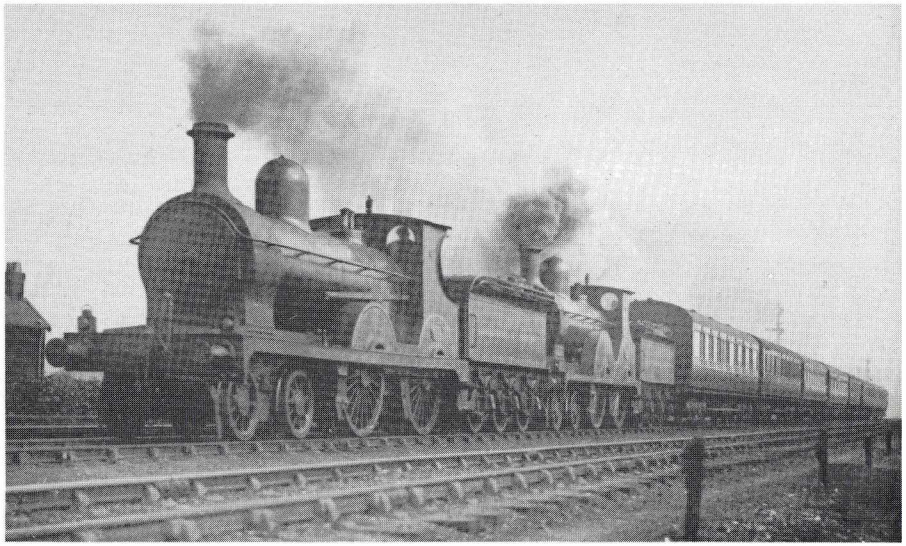
BELOW *Taken from the same spot and probably, on the same day, a rather dirty Aspinall 0-6-0 heads a Fylde coast excursion train comprised mainly of six wheel carriages*



Walkden, and despite a signal check at Pemberton, we were into Manchester Victoria in 39 min. 35 sec., or 37 minutes net.

Such feats seem almost unbelievable at the times in which we live. Actually it was my experience that the 40-minute schedules between Liverpool and Manchester by L. & Y. were not altogether practical. With the lighter three-coach and four-coach trains they could be maintained, but with the heavier loads of six or seven vehicles, and any type of engine, 4-6-0s included, there was often some slight loss of time, perhaps one or two minutes.

In these earlier years, it was perhaps the Aspinall 2-4-2 tank locomotives that were responsible for some of the finest L. & Y. locomotive performance, relatively to their size. They were used over all parts of the system, sometimes on quite lengthy runs, as, for example, between Leeds and Manchester, and did work which often was indistinguishable in quality from that of the Atlantics and even of the Hughes 4-6-0s. The superheated variety, introduced by George Hughes in 1911, were probably the



This train photographed at Middleton Junction is headed by both varieties of Aspinall 4-4-0. A Beyer Peacock built 6'0" wheeled engine leads one of the Horwich built 7'3" wheeled variety

most powerful engines of this wheel arrangement ever built in Great Britain; they had 20½ by 26 in. cylinders and 5 ft. 8 in. driving wheels; boilers of admirable steaming capacity, even though with no more than 895 sq. ft. heating surface and 195 sq. ft. superheating surface; 18.8 sq. ft. firegrate area; 180 lb. working pressure; and a weight in working order of 66½ tons, 39¼ tons of which was adhesion weight. The tractive effort was thus considerably greater than that of the Atlantics, though the boiler was nothing like the same size.

In 1918 I had a run behind one of these engines from Leeds to Manchester, with some notably lively running over this very difficult course. From Holbeck, with a four-coach load of 100 tons, No. 637 was faced with the formidable climb at 1 in 50 which

extends for 1¼ miles to Armley; on this we accelerated gamely to 29 m.p.h. Up the ensuing 2 miles at 1 in 128-146 speed increased to 47 m.p.h. and was maintained at that figure unvaryingly up the further 3½ miles at 1 in 100 to Laisterdyke. This really first-class up-hill work took the train past Laisterdyke, 7.6 miles, in 11 min. 15 sec., the load having been lifted fully 360 ft in this short distance. Low Moor, 11.1 miles, was reached in 17 minutes (schedule 18 minutes) but signal checks delayed the next short run to Halifax. Here the addition of the Bradford portion brought the load of No. 637 up to 205 tons.

On the sharp descent from Halifax to Milner Royd Junction, where the Wakefield-Manchester main line is joined, the tank got up to 56½ m.p.h., and after slowing over the junction, passed Sowerby Bridge, 3.6 miles, in 5 min. 35 sec. On the long continuous rise to Todmorden - reached in 17 min. 55 sec. for the 13.2 miles, allowed 19 minutes - speed never fell below 47½ m.p.h., even up the final 1 in 182. There were delays through the Summit Tunnel (which in all my experience has seldom been free from engineering work), but the tank touched 60 m.p.h. on the 1 in 330 descent from the tunnel towards Rochdale, which was reached in 14 min. 15 sec., or 12½ minutes net, for the 8.7 miles.

My most memorable experiences with Lancashire & Yorkshire 2-4-2 tanks, however, were with the Agecroft Engines responsible for working the 4.25 p.m. express from Salford to Colne. In order to relieve congestion at Victoria Station, certain of the afternoon trains, of which this was one, began their journeys at Salford; the 4.25 was the "star turn," for it loaded nightly to ten bogies, of anything from 250 to 265 tons all told. It would be difficult to find a more fearsome task for an engine of such dimensions. A slow over Clifton Junction, 4 miles from the start, introduced a climb of 2¼ miles at 1 in 96 to Ringley Road; then, after a switchback of 4½ miles to just beyond Bury, there came 7the real tug-of-war - 2½ miles at 1 in 132, a mile at 1 in 150, and 5 miles right off at 1 in 78. The precipitous drop of 2 miles at 1 in 40 from Baxenden into Accrington forbade any compensation in the way of downhill speed, and the curve through Accrington compelled a severe speed reduction. After that, the troubles were over. Except on Tuesdays and Fridays, the 4.25 p.m., incidentally, slipped a couple of coaches at Accrington - a station so unsuited for such an operation that, owing to the driver's restricted rearward view, it was necessary to post three members of the station staff triangularly on the sharply curved platform in order to signal to the driver that he really had lost the tail of his train!

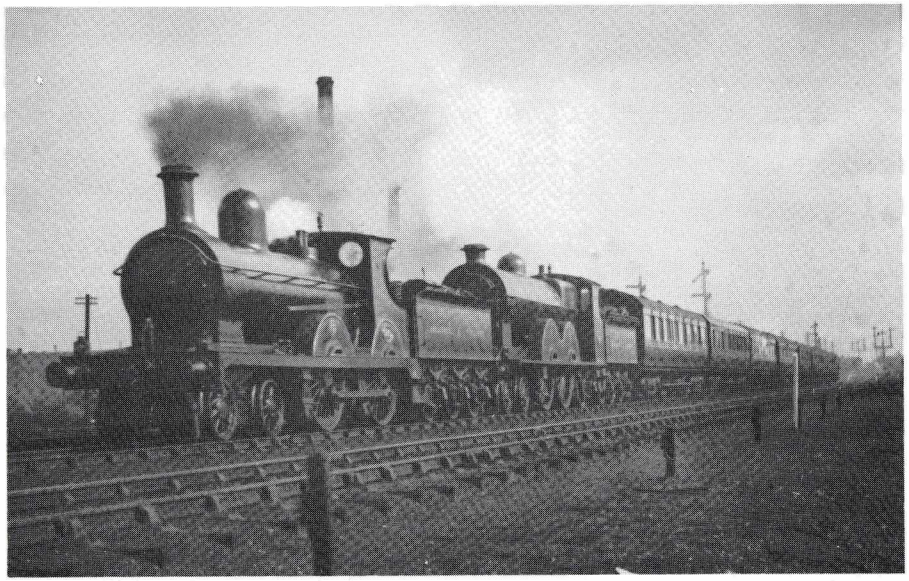
Of a series of runs that I made on this express, by far the most interesting was one on which I rode on the footplate: the engine was No. 1532 and the load 222 tons tare and 250 tons gross. The working required the maximum level of competence in driving and firing, and was confined to four Agecroft crews, of whom my companions were Driver Shorrock and Fireman Gough; also three superheated 2-4-2 tanks, including No. 1532, were kept specially tuned up for this working. This being a Tuesday, the whole load was running through to Colne without slipping at Accrington.

We got a poor start through signals being on at Windsor Bridge, but at Clifton Junction Shorrock threw his regulator wide open, and on 40 to 45 per cent. cut-off we climbed the 1 in 96 to Ringley Road at a minimum of 32½ m.p.h. pressure having dropped slightly from our initial 175 lb. to 165 lb. at the summit. The regulator was now brought well back, and with cut-off unchanged we touched 52 m.p.h. on the short ensuing descent. Matters so continued until we were well on to the 1 in 132, and speed near Sumerseat had dropped to 34 m.p.h. Again the regulator was opened wide, and cut-off was advanced to 50 per cent., so that before we had reached the end of the 1 in

132 speed had risen to 37 m.p.h. We were now well on to the 1 in 78. Speed settled down to a steady 29½ m.p.h., and though eventually cut-off went up still further to 55 per cent., still No. 1532 could "take it."

There was some momentary slipping as we rolled over the greasy level crossing at Helmshore, but it meant no more than 1 m.p.h. drop in speed. Finally we surmounted Baxenden summit at 28½ m.p.h., with pressure still at 160 lb., and from 2 to 3 inches of water showing in "the glass" - a magnificent piece of work indeed. In the 20.0 miles from Salford to this point, which we had covered in 34 min. 50 sec. (33½ minutes net), the engine had lifted this 250-ton train a total of 710 ft. Accrington, 22.2 miles, was passed in 38 min. 20 sec. (schedule 40 minutes), and despite a second signal check, as we approached Rose Grove, we were at a stand at Burnley Barracks, 27.8 miles, in 48 min. 40 sec. from Salford, just on the right side of time. Our net time had been 46½ minutes.

The best run in this series was one on which I was in the train, behind the same engine but with Turner as driver; on this trip our actual time was 45 min. 55 sec. and our net time 45½ minutes, or 3½ minutes inside schedule. Soon after the amalgamation of the Lancashire & Yorkshire and London & North Western Railways, which preceded the grouping, some L.N.W.R. "Prince of Wales" 4-6-0s were drafted to Agecroft, and tried on this train, but a run that I timed behind one of them nothing like equalled the performance of the superheated L. & Y. 2-4-2 tanks in merit.



Beyer Peacock built 6'0" 4-4-0 passenger engine No. 980 leads Highflyer No. 1422 past Middleton Junction

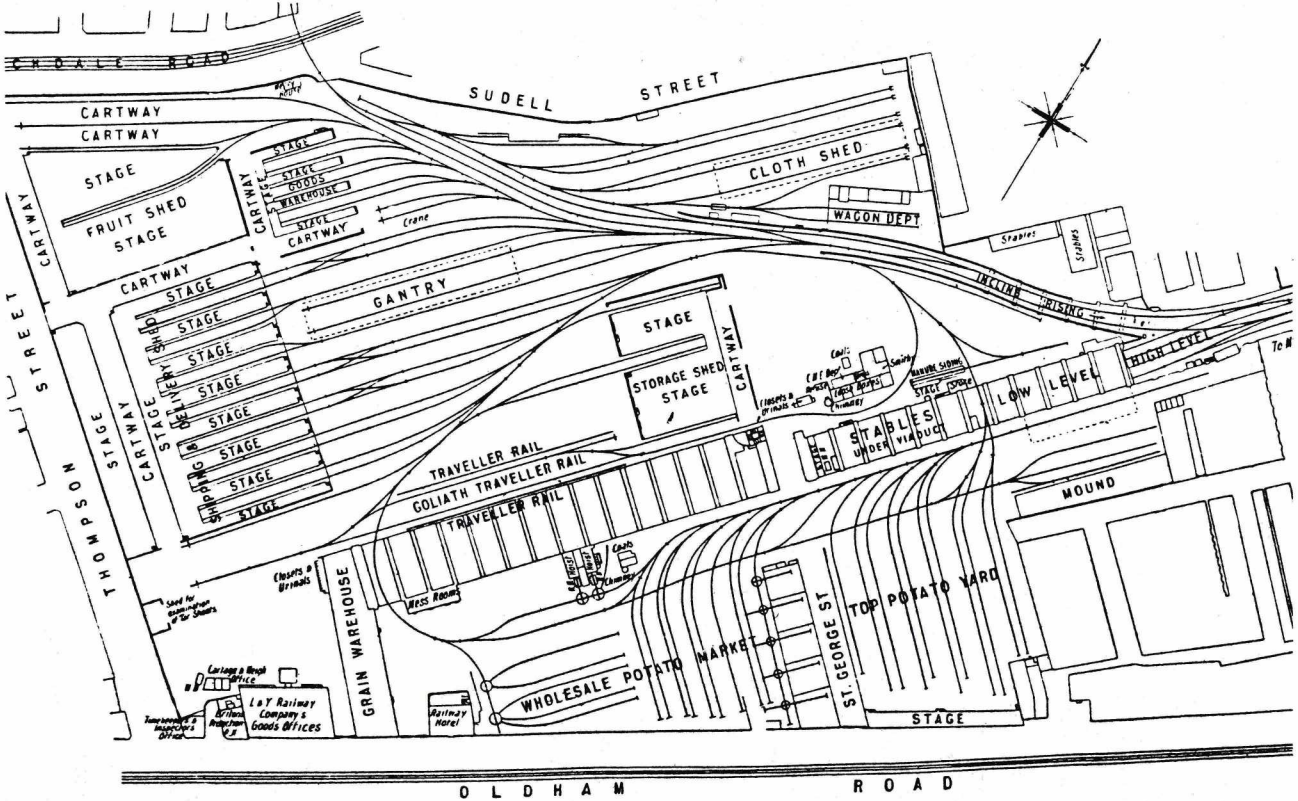
The office building on Oldham Road was built in 1914 as part of an overall improvement scheme at the goods station. It provided accommodation for the 140 or so clerical staff required to administer the site

OLDHAM ROAD GOODS STATION, MANCHESTER

D. RICHARDSON

The Lancashire & Yorkshire Railway's Oldham Road Goods Station, situated on the north eastern edge of the city centre was originally constructed in 1839 as the terminus of the Manchester and Leeds Railway. It lost its passenger service in 1844 with the opening of Victoria Station and was from then onwards used solely for goods traffic. The site was expanded over the years to cope with increases in traffic and the various alterations and additions are covered on pages 46 to 48 of "The Lancashire & Yorkshire Railway" volume 2 (Marshall/ David & Charles). It is proposed to describe the station and its operation as it existed just prior to the grouping.

The area of the station covered some 23 acres of which 9 acres were covered by buildings. There was a total track mileage in the goods yard including the incline at the high level line to the junction with the incline, of some 8¼ miles. The site was approached by rail down a 4 track branch line which had two connections with the main line, the first and original via a junction with the main Manchester - Leeds line, adjacent to the old locomotive works at Miles Platting and the second from Brewery sidings over the main line via a flyover and onto the Oldham Road branch at New Allen Street junction. The line ran into the yard on a viaduct some 20' above the general level of the



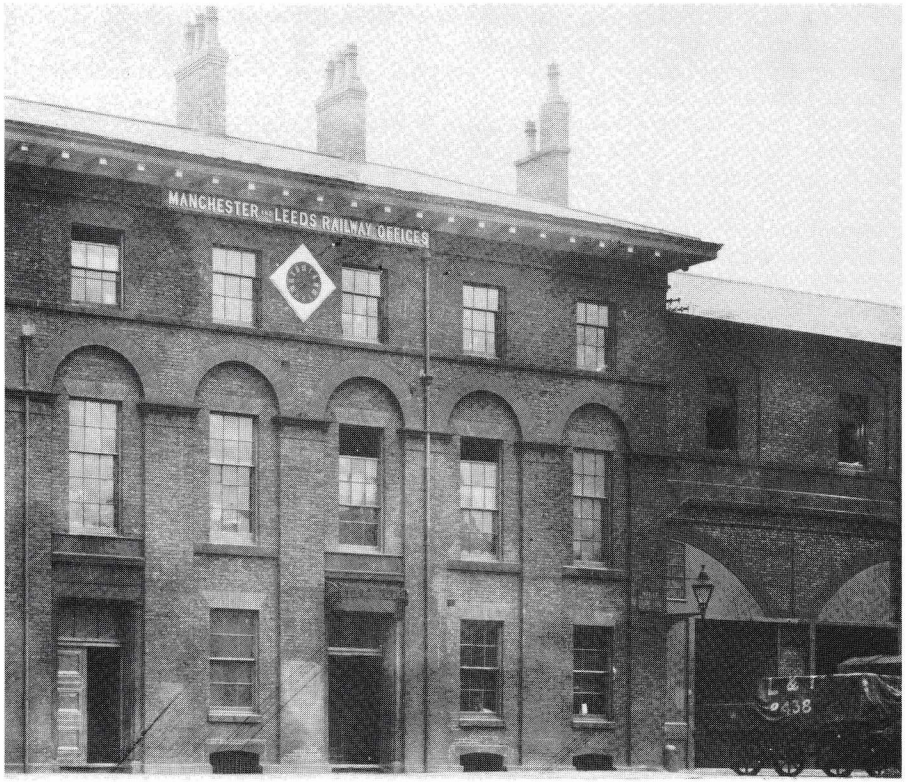
Map of the Goods Station at Oldham Road Manchester circa 1920

station and access to the lower level was via an incline having a gradient of 1 in 27 with a total length of approximately 180 yards. The working of the incline was governed by strict rules. Engines were not allowed to work downhill with more than 14 wagons of coal in wet weather and 18 in dry weather. Merchandise and empty wagons were apparently unaffected by wet slippery rails as 25 and 30 respectively of these types could be worked downhill at any time. All wagon brakes were to be pinned down and the front wagon was to be spragged (i.e. have its wheels locked by a piece of timber passed through the wheel spokes) and as many more spragged as was deemed to be necessary. No more than 30 wagons were to be drawn up the incline without a brake van and where wagons were dealt with in this fashion they had to be accompanied up the incline by a number of men provided with sprags for use in the event of any breakage of couplings. It was possible for a long train to partially ascend the incline only to be brought to a standstill by adverse signals. In such a case the prevention of the train running backwards and its eventual restarting would depend upon the skill of and co-operation between the driver and the guard and the shunter accompanying the train up the incline. Once at the bottom of the incline trains were broken up and distributed by shunting engines to the various sheds and sidings. Oldham Road was one of the haunts of the class 21 "Pug" engines and they were supplied with coal from a wagon brought down the branch from Newton Heath shed and placed in a convenient siding. These little engines were expressly forbidden to assist trains in the rear on the incline, presumably on account of their light weight and low breaking power.

The high level lines had the effect of dividing the station into two sections and prior to the provision of the circular layout which was installed in 1913-14 access to the potato yard and wholesale potato market was via a wagon hoist which dated back to circa 1840. This took 3½ minutes to transfer two wagons between the high level and the yard, one wagon being raised and the other lowered. The new layout also dispensed with a large number of wagon turntables. These were 9ft 6 ins diameter which must have caused problems with more modern freight stock much of which had wheelbase lengths in excess of this dimension. The few turntables which remained after the alterations were replaced by ones of increased diameter.

The large shipping and delivery shed was constructed circa 1914 and was capable of accommodating up to 120 wagons at any one time. Electric overhead cranes were arranged so that the two roads of each bay and half of the stage on either side were served by an individual crane. Much of the movement of goods within the shed was carried out by electric platform trucks used in conjunction with flat trailers. The shed handled on average approximately 3000 tons of inward traffic per week and 3500 outward. Work was arranged so that inward wagons were shunted into position in time for the first shift of porters who commenced work at 4 a.m. These workers transferred goods from wagon to delivery dray. The work was generally completed by 1 p.m. at which time the second shift commenced. These men were responsible for transferring outward goods into railway vehicles utilising the wagons which had been emptied by the earlier shift.

Adjacent to the shipping and delivery shed was the fruit and provisions shed. This dealt with the large volume of eggs, bacon and butter imported from Denmark and Holland through the east coast ports together with other foodstuffs. The working time table mentions ex Normanton, Special Butter trains detaching wagons at Collyhurst sidings for forwarding to Oldham Road by one of the Miles Platting pilot engines. As in the shipping and delivery shed the movement of goods was facilitated by the use of



The original offices of the Manchester and Leeds Railway were situated inside the station complex up against the viaduct carrying the high level lines into the yard. The disparity in height between the yard (at street level) and the high level lines can be gauged from this photograph

electric platform trucks. The fruit and provisions shed was equipped with a 2 ton overhead electric crane serving the track in the centre of the stage.

In addition to the aforementioned sheds there were substantial storage warehouses, a grain warehouse, a cloth shed and a substantial area both open and covered given over to potato traffic. Oldham Road was the principal depot in the North West for the distribution of this commodity and a portion of the yard was in fact a public wholesale potato market, the LYR having entered into an agreement with Manchester Corporation for the exercise of market privileges. Just before the grouping the potato traffic passing through the station amounted to some 50,000 tons per annum.

The station was equipped with four overhead travelling cranes of 5 or 10 ton capacity. These were used for lifting ironwork girders, heavy cases, pieces of machinery and timber. They were however most frequently used for lifting full loads of cotton cloth on what were known as flats or trays.* These were of similar construction to the platform of a horse drawn dray and were used like a modern day pallet. The load of

*Further information concerning these "flats" or "flatbottoms" is contained in the article "Collection and Delivery" by T.V. Livesey in Platform 19.

cloth was built up on the flat at the mill then taken by rail to its destination where the flat was delivered by road to the merchant. In this way the goods loaded at the mill were delivered to the merchant without intermediate handling. It should be mentioned that much of the "grey" cloth (i.e. cloth straight from the loom) produced by the Lancashire cotton industry was sent to Manchester to be sold prior to being despatched to be 'finished' (i.e. bleached, printed etc.). The finishing processes constituted a separate branch of the industry and were carried on by specialist firms at sites often remote from the areas where cloth manufacture was carried out.

As far as general goods traffic was concerned the LYR divided its operations in the Manchester area between Oldham Road and the New Bailey goods yard in Salford. The latter handled traffic to and from Liverpool, Fleetwood, Preston and the western portion of the LYR's territory. Oldham Road served East and North East Lancashire, the whole of Yorkshire and the districts served by the North Eastern Railway as well as dealing with traffic eminating from the east coast ports.

Oldham Road had a stud of delivery horses numbering some 250 animals. This had dropped to under 200 by the end of the First World War owing to the demand for horses for military purposes. There were in addition some 400 horse drays in use and latterly two Leyland motor lorries.

WITH THANKS TO TOM WRAY

The Timekeepers and Inspectors office on the corner of Oldham Road and Thompson Street

STAFF AT ELLAND STATION, 1914

J.B. HODGSON

The photograph on the opposite page depicts the worthys who formed the station staff at Elland in the Spring of 1914.

The first gentleman on the left is a booking clerk/porter. He is wearing a hard top uniform cap with a nickel plated "LYR" and "tickets" badge and a navy blue, sleeved waistcoat with nickle plated, crested buttons. The badge on the left lapel classifies him as a porter. He is wearing corduroy non uniform trousers and polished boots. All in all he is quite a dandy.

The second man is a lad porter. This was the lowest grade of LYR platform staff. The use of the term 'lad' was not necessarily indicative of an employee of tender years, the oldest recorded lad porter still receiving wages was listed as "over eighty"!

The subject in the photograph wears a soft topped cap, celluloid collar (possibly also a shirt!), blue serge uniform waistcoat with a high neckline and nickel plated crested buttons. These are accompanied by uniform blue serge trousers and lace up clogs. The top jacket he is wearing is non uniform and may have been obtained second hand for work purposes.

The third gentleman is a porter or possibly a lampman/porter. He has lost (or possibly sold!) his uniform soft top cap and replaced it with the familiar flat cap. He is wearing a uniform red neckerchief and uniform, blue melton porters jacket with nickel plated buttons. These red neckerchiefs provided by the company, could, in an emergency, be used as a danger signal. The top coat is non uniform and seemingly devoid of buttons.

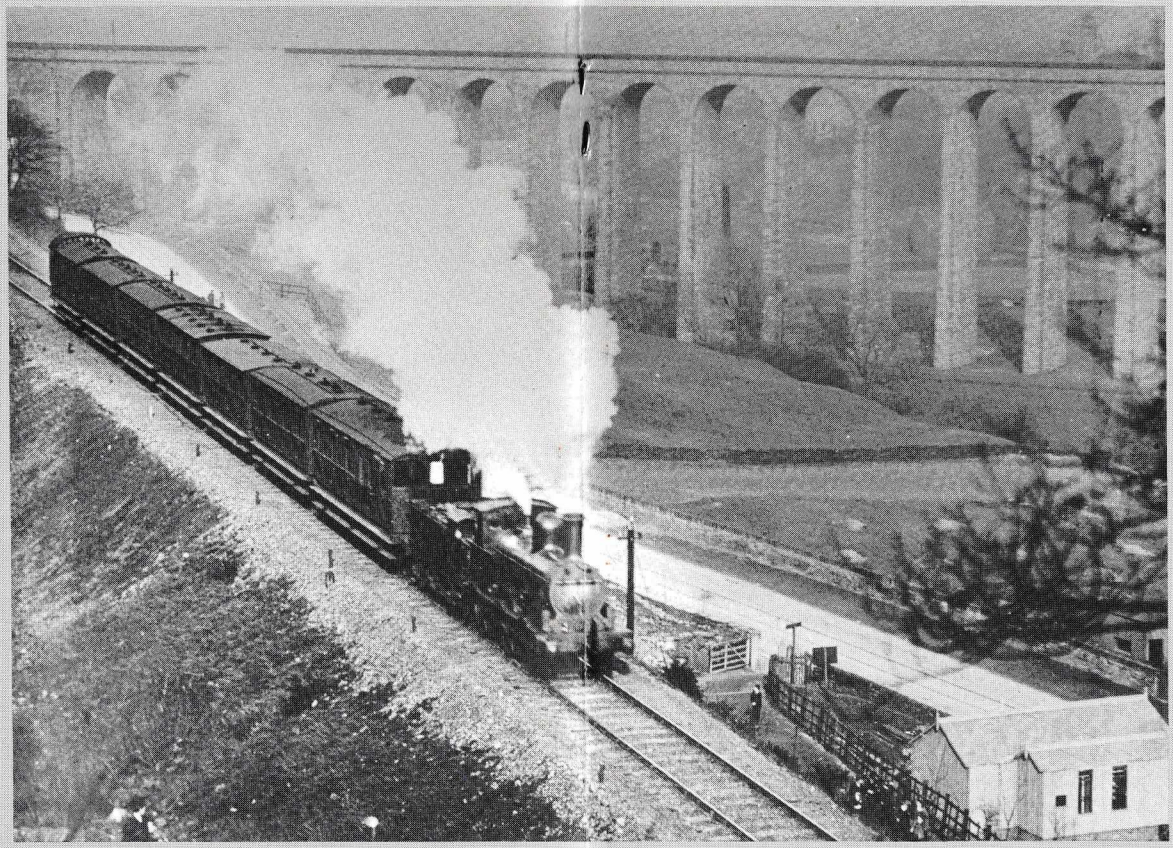
The fourth man is probably the boss, or officially charge man porter. Elland shared a station master with Cooper Bridge and Greetland and this charge man porter probably acted as platform overseer and ticket collector whilst the other porters carried out the more mundane duties. He is dressed very similarly to the first man but sports a tie and a charge porter badge in nickel and brass on his left lapel. His uniform over jacket is of unlined cloth with small crested nickel plated buttons.

The fifth man is not one of Elland's staff but a visiting passenger guard. He wears a double breasted uniform jacket with "passenger guard" embroidered on the collar whilst on his left sleeve is the St. Johns Ambulance first aid badge. This gentleman is again wearing non uniform corduroy trousers.

All in all they appear a motley looking collection of individuals, their sartorial appearance not reflecting the LYR's reputation for smartness and efficiency. Doubtless they carried out their duties well enough under the eagle eye of the station master.

It is interesting to compare the uniforms (or lack of them!) in this photograph, with similar views of LYR station staff and in particular with plate two of LYR miscellany (Coates/OPC) which depicts the station staff at Birkdale in 1903. Whilst the staff at Elland have the appearance of having been gathered together and photographed without ceremony, their counterparts at Birkdale have clearly had time to smarten themselves up before being preserved for posterity. Nevertheless the non uniform corduroy trousers appear to be "de rigeur" for Birkdale's porters and one of their number sports a very natty polka dot tie. What is noticeable is the complete absence of clogs, but perhaps these items of working class footwear were considered beyond the pale in middle class Birkdale!


WINES & SPIRITS
Pure & Genuine
ELLAND
LANCASHIRE & YORKSHI
BEAUTY



This photograph taken on a cold bright winters day sometime in the 1890s shows a Huddersfield Meltham train having just run onto the Meltham branch at Lockwood Junction. In the background is the magnificent Lockwood Viaduct carrying the line from Huddersfield to Penistone over the valley of the River Holme. The ballast on the branch looks clean and has probably only recently been laid.

The locomotive pulling the train is one of John Ramsbottom's well known DX class 0-6-0 goods engines. A total of 86 of these locomotives built at Crewe works were purchased by the LYR from the LNWR during the period 1871-74. Although classed as goods engines on the LNW, the LYR seems to have used them mainly on passenger workings. Withdrawal of these engines commenced in 1892 and they had all gone by the end of 1904. Ironically the last survivor of the class was one of the first batch supplied to the LYR in November 1871. The locomotive is fitted with a vacuum brake and is pulling a train o f seven carriages. The first and possibly the last vehicle are six wheel passenger brakes the latter fitted with a bird cage lookout

in so far as it is possible to tell from the photograph the rest of the carriages are four wheelers, all of those vehicles are fitted with continuous footboards. The third, fourth , fifth and sixth carriages appear to have panelling along and above the waist and are thus almost certainly built to the design of Charles Fay, Carriage and Wagon Superintendant of the LYR until 1877. The fifth and sixth vehicles have a narrow waist panelling in contrast with the third and fourth vehicles on which the waist panelling is narrower and those windows placed higher up the body. This basic difference can be traced in other photographs of Fay stock and may be representative of different periods of carriage construction. All of the vehicles are gas lit and fitted with Popes lamps although the fourth one appears to have been equipped with the Miller Colignon variety, which suggests that it is a First Class carriage, probably the only one in the train.

All in all a rare and interesting view of a branchline train of the 1890s

EXPANSION IN THE CALDER VALLEY

J.B. HODGSON

From the days of the Manchester & Leeds Railway it was always felt that the object of that line was to provide a quick and direct route between the Continent (via the ports between Ipswich and Newcastle) and the manufacturing area of Lancashire.

The L. & Y. inherited this objective, and until the end of the nineteenth century, remained very much the main company engaged in this trade.

But there were problems ahead.

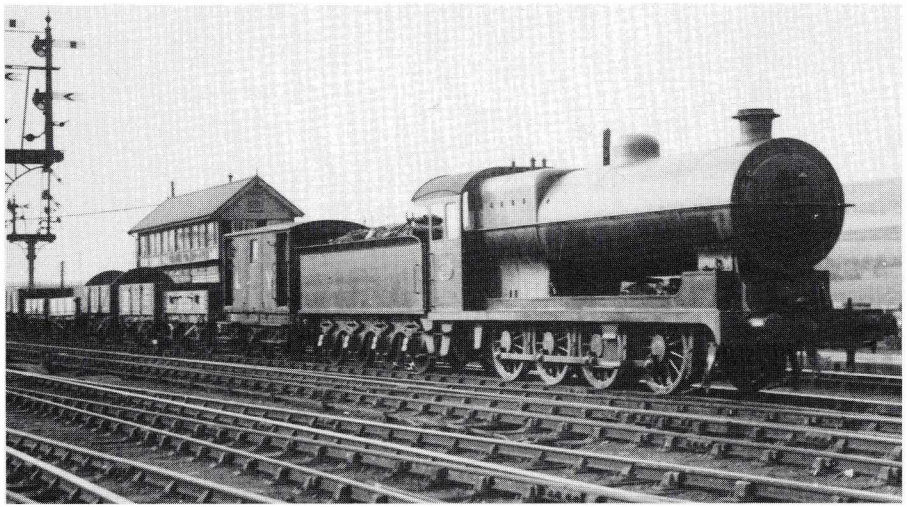
By the end of the nineteenth century, the Calder Valley line (from Summit Tunnel to Wakefield) was simply unable to cope with the flow of traffic.

In Yorkshire, the Continental coal trade from the South Yorkshire coal-field was mainly funnelled through the Wakefield area to the Humber ports - Hull, Goole & Immingham (supplanting Grimsby).

On the other side of the Pennines the Commercial Department, (the L & Y were the first railway to have such a management tool), continued to promote both the trade from Lancashire to the European nations, and the trade in Yorkshire shipping coal via the ports of Liverpool, Preston and Fleetwood.

Aspinall led the thrust to remove the strangle-hold with a well-researched plan to quadruple the 'main line' from Wakefield to Todmorden - it was accepted that another (or enlarged?) Summit Tunnel was out of the question. Also in the plan were intermediate yards - (both 'up' and 'down') - between Todmorden and Wakefield to handle the ex-Yorkshire coal traffic to Liverpool & East Lancs. and the (mainly 'empties') return traffic.

The first section to be improved was in the East of the chosen area, the more open



Aspinall 0-8-0 No. 201 fitted with a Hughes large boiler with top and bottom header superheater trundles along the Calder Valley line near Hornbury in 1923

parts of the valley between the Huddersfield area and Wakefield which were less congested and where the cost of land was much less.

Meanwhile the plans for the new stations were being discussed, and it was decided that all of the existing stations would be replaced. The idea was to have, wherever possible, the 'slow' lines on the outside of the fast or passenger lines. This meant that the new stations would be island platforms with either overhead or subway approaches, whilst at the many junctions there would be multiple crossings and complicated signalling to install.

The Permanent-way and Signalling Depts. were not dismayed at the size of the job and buckled to with a will.

Meanwhile, the directors made approaches to the North Eastern Railway, where the ideas were met with acclaim. The two companies agreed to collaborate on improvements to the lines East of Wakefield.

The Great Central, Hull & Barnsley and Great Northern Railways were also approached, but were not prepared to commit themselves until much more of the L & Y plans had been revealed.

The L & Y moved into action with plans for new stations at Mirfield, Thornhill, Brighouse & Elland and new layouts for the junctions at Mirfield, Thornhill and Horbury. A new down sorting yard at Healey Mills was also included in the plans.

There was no great problem with land over this section, the only reservation was as to the very large proportion of the widened line to be carried on bridges or associated works requiring reinforcement.

The signal-engineers worked-out, with the P.W. men, a system which would give a line capacity in excess of 60% - and allow a mean train-speed 'down' of 38mph. between Elland and Wakefield - for the 'fast' lines! The 'slow' lines offered a more conservative 17 mph over the (approx.) twenty miles. Over the 'up' lines to Manchester - the corresponding speeds 'with the collar on' - were 31 mph and 12 mph - as against the existing figure of timetabled trains including Class 1A and right away goods of eleven mph, whilst coal-trains using permissive block working were noted as "below three mph". It was also noted that both up expresses could pass through at 38 mph.

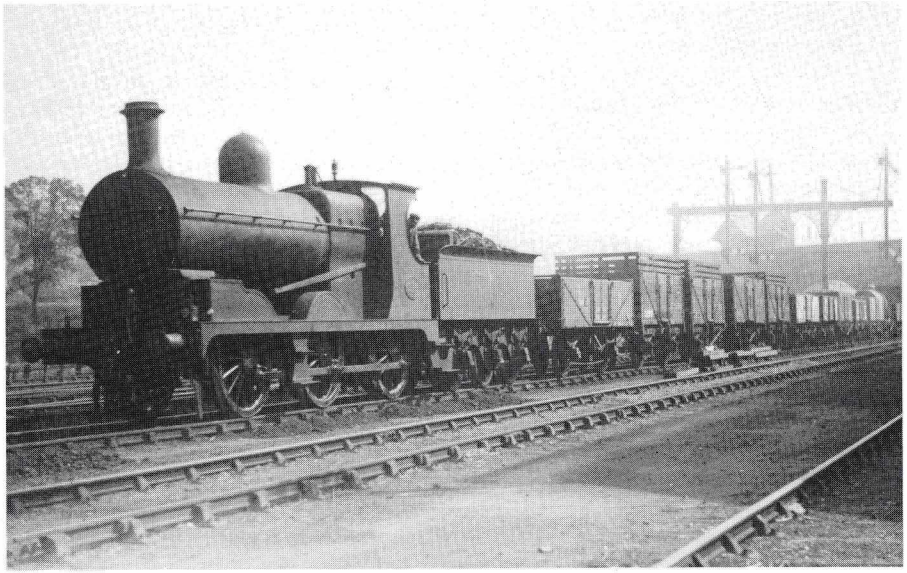
This proposed system was called 'Speed Signalling' and was not finally completed until the early 1920s - being announced by the 'new' L M S as a "milestone in signalling".

The remainder of the line to Todmorden was totally different. From Elland station, the Calder valley becomes increasingly narrow, with steep sides. The valley bottom is crowded with housing, industry, roads and canals. In addition to this, the railway on this section has an abundance of tunnels which made expansion plans more difficult to formulate.

Because of their commitment to the Elland - Wakefield section of the plan, the Board played down the problem of the tunnels and concentrated on planning for two sections of quadruple track between Greetland and Sowerby and Luddendenfoot and Hebden Bridge both being about two miles long.

The idea of an alternative route from Sowerby to Oldham, utilising the Rishworth line, was revived, in the Boardroom at least, being finally laid to rest by the 'Greater Midland' in the late 1920s following the decision to up-grade the ex LNW line from Huddersfield to Manchester.

There was a further part of the plan - of which no definite details have yet been located. This was to improve the line between Eastwood and Gannow Junction to handle the "Port to Port" traffic which was still increasing. This however was to be very



Aspinall 0-6-0 No. 513 hauls an up goods train near Horbury in the early 1920s

much in the future and it appears that not very much work was done, even at the planning stage. It is difficult to see what could have been done on this section which was just as "tunnel ridden" as the Calder Valley. It was however one of the lines included in the L & Y scheme for electrification of the Manchester Leeds route which was rendered moribund by the First World War.

As work on the Eastern section proceeded, the Permanent-Way Department moved their depot from Sowerby Bridge (on the down side between Sowerby Bridge and Milner Royd Junction) to a much larger and more open site between Milner Royd Junction and where the Halifax branch joined the main line at Greetland. This allowed much of the new point-work for the four track sections to the West, to be pre-fabricated. This area, even in B.R. days, was known amongst the lengthmen as "The Makings".

With the release of the site of the Permanent-Way depot at Sowerby Bridge, schemes for the improvement of the junction at Milner Royd were drawn up, including an easment of the junction to Halifax and Bradford. Also included in these proposals were extensive carriage sidings on the up side, presumably to cater for the proposed Direct line to Oldham up the Rishworth valley. As with the Manchester Leeds electrification scheme, the whole of this section of the proposals was a casualty of the 1914-18 war.

It has not proved possible to assemble a complete set of the General Plans - but those that are known, have enabled this short article to be written.

Who knows, perhaps the missing plans will one-day "appear" and the full story of Aspinall's "Line to Europe" will be written.

It is proposed to look more closely at one or more of the stations on the Elland - Wakefield section, with permission of the Editor. *(granted - Editor).*

HOGHTON

F. ELLIOTT

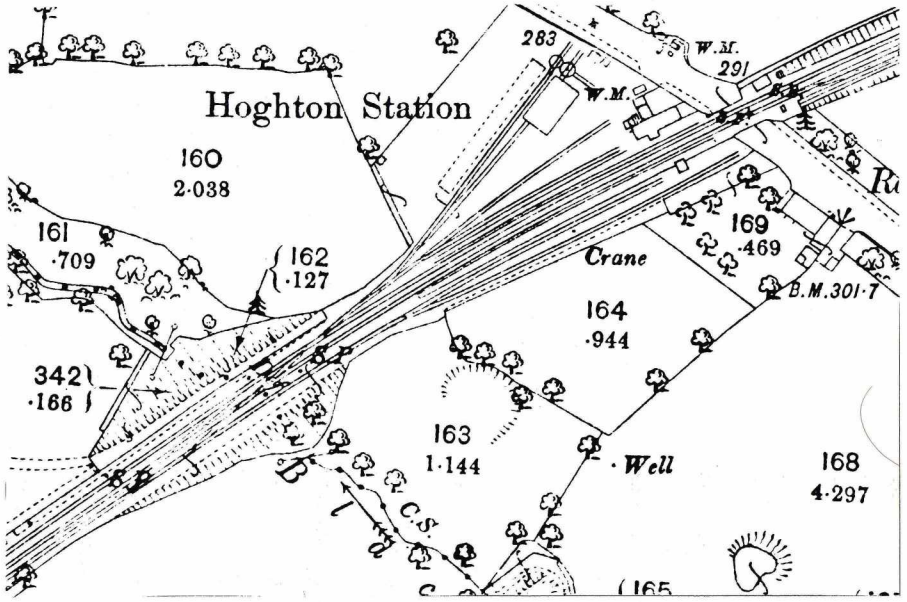
On Tuesday 20th August 1844, the first sod was cut on the Preston to Blackburn railway at Hoghton Towers, the seat of the De Hoghton family and situated virtually half way between the two towns.

Shortly afterwards on 11th January 1845, work commenced on the railway viaduct which was to cross the River Darwen below Hoghton Towers. This took 18 months to complete and at the time was one of the highest in England. It stood 116 feet high with 3 semi circular arches and was constructed of locally quarried Ashlar stone.

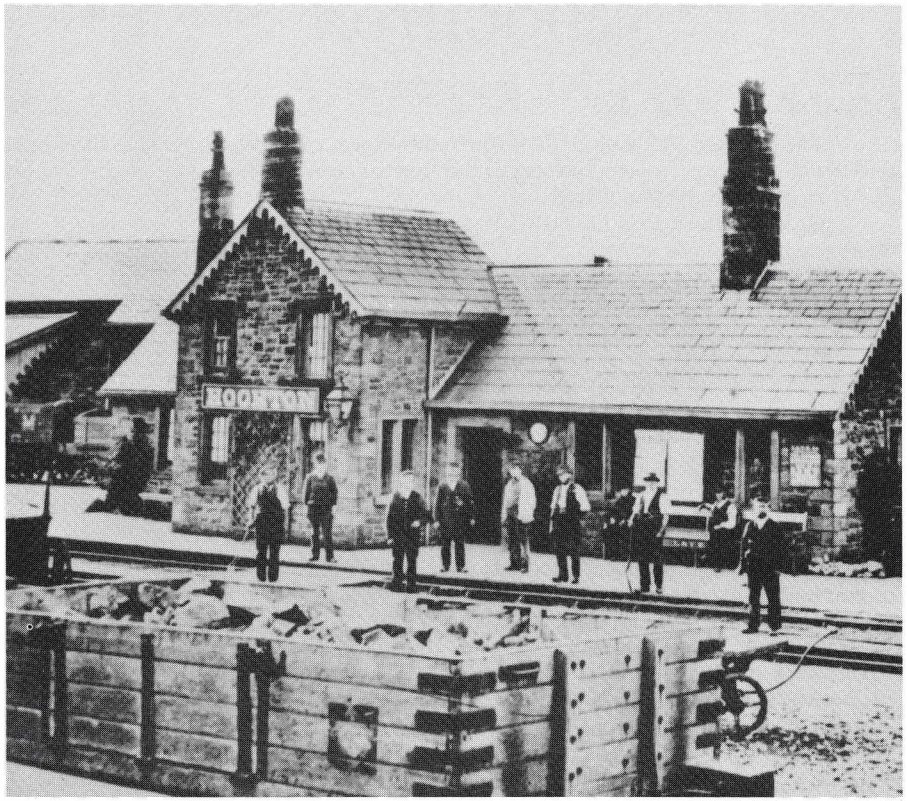
The line was opened to traffic by the East Lancashire Railway on 1st June 1846 and the station at Hoghton was brought into use at the same time. The station was situated next to the Preston to Blackburn Turnpike Road, where it crossed the line on the level a short distance to the west of Hoghton Towers.

The land in the vicinity was given over almost entirely to farming and this remained the case throughout the stations existence. Despite the almost totally rural outlook, in the wider area of Hoghton there were stone quarries and a number of cotton mills. One of the latter situated at nearby Hoghton Bottoms was established well before the construction of the railway.

The photograph from the 1880s included with this article shows the original station building and in the background the goods warehouse which still stands today. Despite the relatively small size of the station, freight handling facilities were quite



Map of the original station at Hoghton taken from the 1892 edition of the 25 inch Ordnance Survey Map



Hoghton Station probably taken sometime in the 1880s. The station building bears a family resemblence to the structure at Bamber Bridge which also seems to date from the opening of the line. In addition there still exists between Hoghton and Bamber Bridge one crossing keepers cottage which has the same architectural style. Of interest is the almost total lack of platform height. There is simply a low kerb stone with ash or gravel packed up behind. The lighting appears to be limited to the single lamp affixed to the front gable of the station and strategically placed to illuminate the station name board.
The sawtooth design of the bargeboards on the station building is perpetuated on the canopy of the platform shelter on the down side. To judge from the photograph and contemporary maps this was a tall narrow structure. In the background to the left of the station building is the goods warehouse in its original form with a shorter canopy and no roof light. In the foreground is a dumb buffered private owner wagon. There is no obvious means of identification of ownership although the symbol on the right hand side of the door may have some significance. The wagon is standing next to what appears to be a loading mound which is being used to load stone from the local quarries. Peeping from behind the wagon is a LYR platform trolley with its characteristic swan neck handle and wheels with four split spokes.

substantial, with sidings equipped with loading mounds and cranes on either side of the line.

In 1897 it was decided to replace the original passenger facilities and a new station was constructed by Messrs. Tate & Gordon at a cost of £5511.00. Platforms of standard height were provided, these being of 5 bogie coach capacity on the up side and 7 bogie coach capacity on the down. The new station buildings were similar in general appearance to others erected on the LYR round about this time.

On 14th April 1904 the goods warehouse was damaged by fire and was rebuilt, only to be extended two years later in 1906. The extention was carried out in Accrington type face bricks instead of the usual stone. The decision to use this material was no doubt influenced by the rising cost of building stone and the existence of a large brickworks, specialising in this type of brick, situated at Withnell, some three miles away.

Hoghton Station signal box, No. 504 on the LYR, was situated on the north side of the line, across the road from the station. The original structure on the site, was built

Tower Crossings at Hoghton looking East towards Blackburn in the years just prior to the First World War. The entrance to Lloyd and Millwards siding can be seen to the right of the picture. There appears to have been another siding running through the smaller gate on the right although this is not featured in the siding diagram. The quarry served by the sidings is situated through the trees on the side of the hill and stone was carried the short distance down the road to be loaded into railway wagons.
The sidings themselves are situated between the railway boundary fence and the retaining wall which formed the side of the loading dock.
The area around the sidings looks disused and weed grown in contrast with the tidiness of the main line. The train approaching from Blackburn is comprised of a 2-4-2 radial tank fitted with a Belpaire firebox, together with what seems to be a rake of elliptical roof carriages. Judging by the signal in the foreground a train is also due in the opposite direction.

by the signalling contractors Saxby and Farmer. It was replaced in 1900 by a standard LYR timber and brick cabin which was finally closed on 1st February 1976.

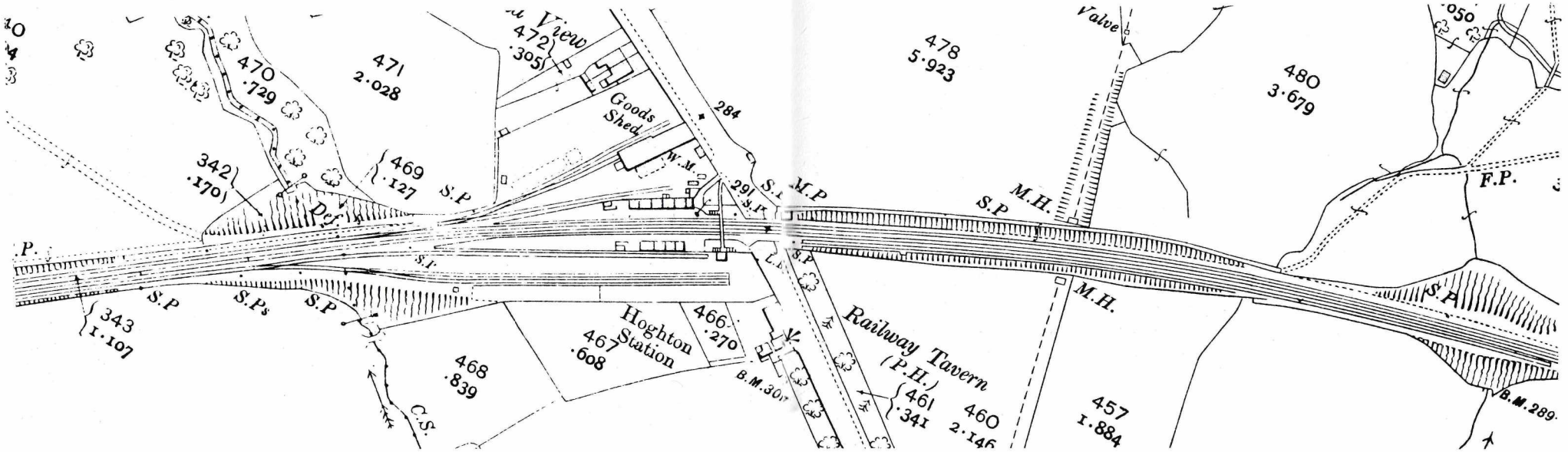
In keeping with the rural nature of the area there was a small but steady flow of cattle traffic to and from the station. Although there do not appear to have ever been cattle pens at Hoghton, the long loading mound in the yard would have served the purpose. In addition, watering facilities were provided expressly for cattle in transit.

By the beginning of the 20th century, there were several concerns operating cotton spinning mills either within the boundaries of Hoghton or in adjoining townships. Apart from Messrs. J . & W . Bourne who had their own private siding about 1 mile to the west of Hoghton station*, the following firms used the freight facilities at the station; C. Walmsley & Sons (Hoghton Bottoms), The Gregson Lane Mill Co. (Gregson Lane) and G. & R. Dewhurst Ltd (Higher Walton) the latter company appears to have rented siding space at Hoghton from the LYR. It is described in a 1904 Cotton Trade Directory as having accommodation at North Sidings, Hoghton station. Dewhursts did of course have a private siding at Bamber Bridge and this is described in the article on that station in Platform 32.

The rail borne coal trade at Hoghton seems to have been in the hands of two concerns. By far the smaller of the two was local shopkeeper and coal dealer Thomas Baldwin, whose business was situated in Bournes Row, off Gregson Lane. His private owner wagon No.2 was built by the Chorley Wagon Co. and registered by the LYR in

*See page 2 of Platform 22. The employees of the Gregson Lane Mill Co are also known to have used the private halt at Gregson Lane with the permission of Messrs. J. & W. Bourne.

Hoghton Station looking West shortly after closure in 1960



This map shows Hoghton as it existed after the rebuilding operations which took place round about the turn of the century, and should be compared with the earlier map on page 21. In addition to the new station buildings, toilets have been provided on either platform and a footbridge has been installed giving access to both platforms from the road.

In the Goods Yard the warehouse has been extended and the wagon turntables removed. The loading mound has also been altered. On the other side of the line the railway company has purchased additional land and installed an extra siding

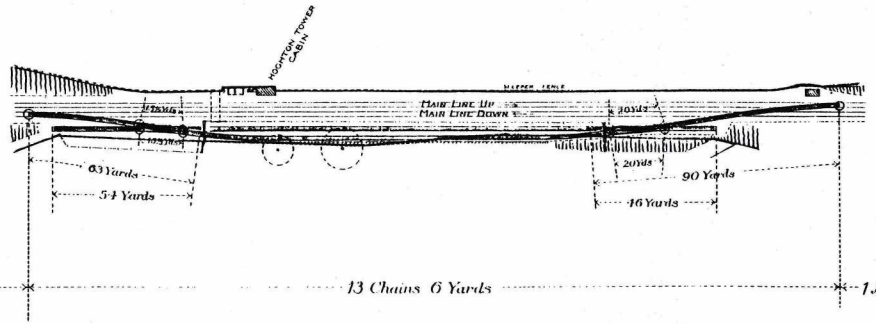
L. & Y. R.

LLOYD & MILLWARD'S SIDINGS

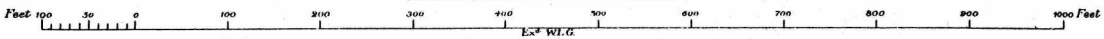
HOGHTON TOWER

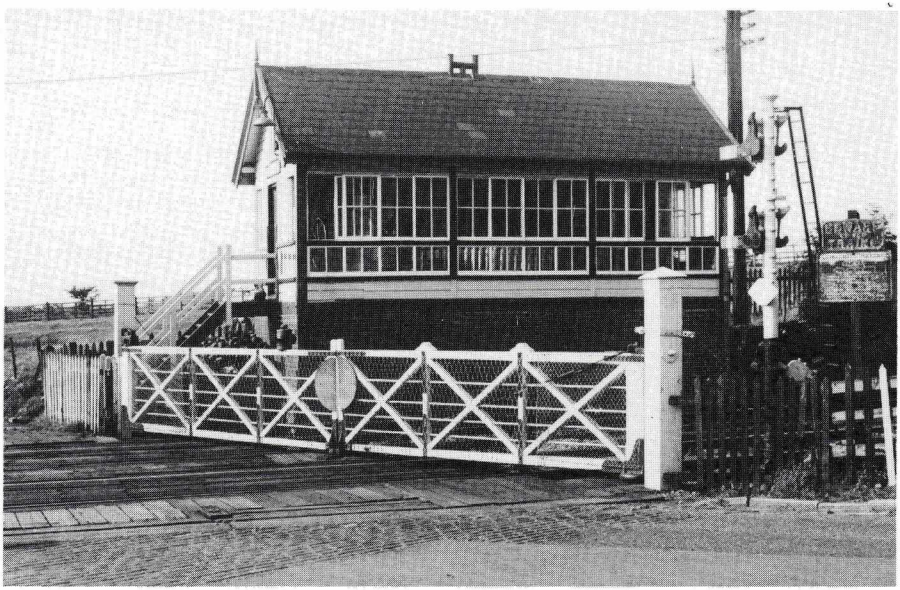
BETWEEN

HOGHTON AND PLEASINGTON



Scale 2 Chains to an Inch.





Hoghton Station Cabin and Level Crossing in 1964. Despite the date of the photograph the scene still has a strong LYR flavour

1902. The other concern was Messrs. Crook & Thompson, a prominent firm of Blackburn based colliery agents. Their depot at Hoghton Station is mentioned in Trade Directories for 1881 and 1904.

There were a number of small quarries in the area and these were operated by Arthur Lloyd, who appears to have been joined at a later date by a Mr. Millward. Before 1899 stone was quarried at nearby Duxon Hill and taken the wshort distance to Hoghton station to be loaded into railway wagons (note the dumb buffered wagon loaded with stone in the photograph of the station taken in the 1880s. However on 8th June 1899 the LYR entered into an agreement with Messrs. Lloyd and Millward for the provision of siding accommodation to serve their quarry at the rear of Hoghton Tower between Hoghton station and the viaduct over the River Darwen. Access to the new sidings was controlled by Hoghton Tower cabin which was a standard LYR brick and timber structure with a 24 lever frame. By 1911 the quarry had become disused. The sidings were still used occasionally but gradually fell into disrepair and the Hoghton Tower cabin was finally closed in September 1926.

Hoghton station itself carried on through LMS days only to decline like so many others and was finally closed on 10th September 1960.

ATLANTICS

NOEL COATES

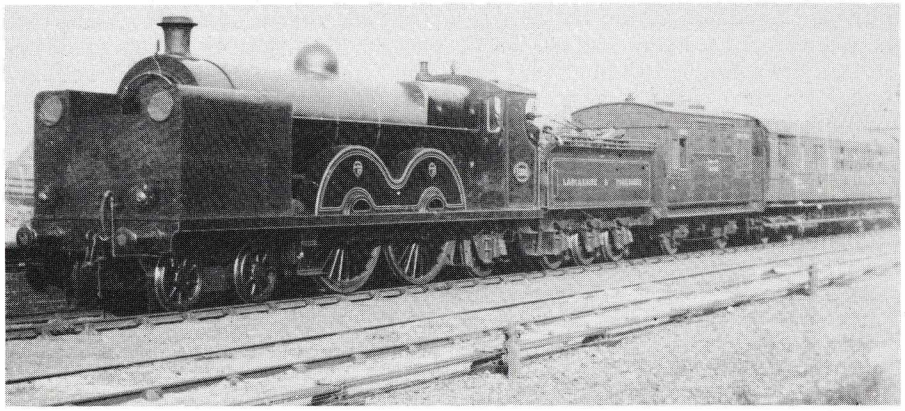
I make absolutely no excuses for using some of these pages for a short illustrative feature concerning the favourite locomotive class of many L&Y enthusiasts. Two of these plates appeared in Eric Mason's 'L&Y in the 20th Century" and subsequently in 'L&Y Album' along with two more, so, since it is almost 20 years since they were last used I hope modern production methods can show them to good advantage.

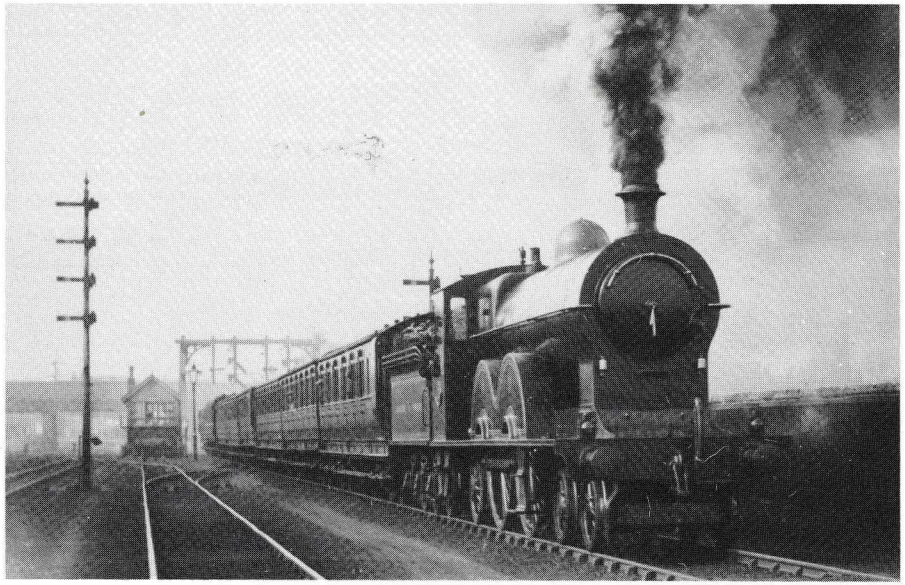
Much has been written about the locomotives and the various stages of development which they passed through and readers are referred to Platforms 11 and 12 as well as the many L&Y books published. I do not propose to dwell on the merits or otherwise of the improvements made to the class over the years rather to let the photographs speak for themselves.

These locomotives along with the Atlantics designed by Ivatt at Doncaster were looked upon as the new wonder engines, heralding a new era in locomotive design. They were certainly unlike anything seen before on the LYR and must have seemed large, imposing and very modern to the travelling public of the day. Despite their size they bore a strong family resemblance to their predecessors on express working the Aspinall designed 4-4-0s or "Flyers". No wonder the Atlantics quickly gained the nickname "Highflyers". Owing to the shortcomings of the unrebuilt Hughes 4-6-0s the Highflyers were not entirely supplanted from express working until after the grouping. They did not last long until the LMS and all were withdrawn between 1926 and 1934.

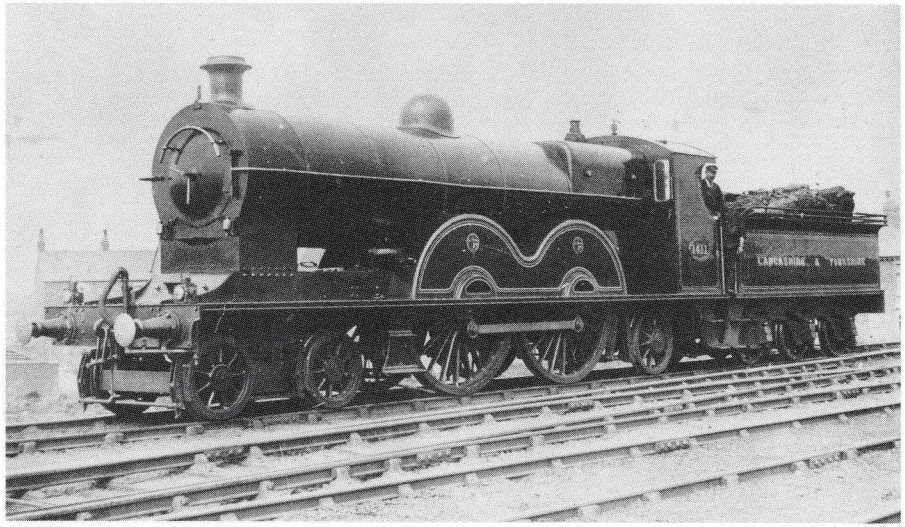
To those of us brought up 'spotting' Stanier and Riddles locomotives some of the L&Y engines seemed quite small fry. You could never consider that of the Atlantics; what a pity No. 1400 didn't survive, it would certainly have drawn the crowds of today's enthusiasts.

The view beneath, is of No. 1395 at Ansdell & Fairhaven with the indicator shelter in place. Watching an Atlantic lope towards you with the rise, disappearance and fall of the coupling rods was impressive enough but this huge black front end with the two port holes must have been scary in thos days.
Photo, E. Mason

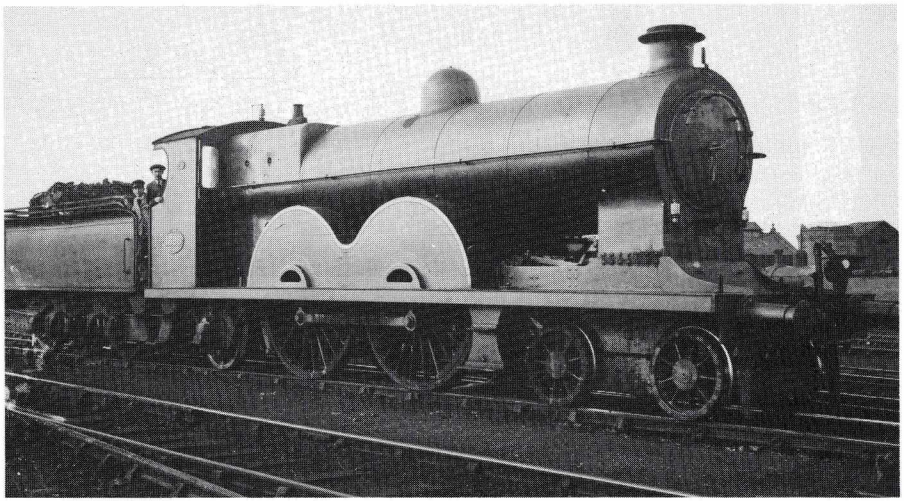




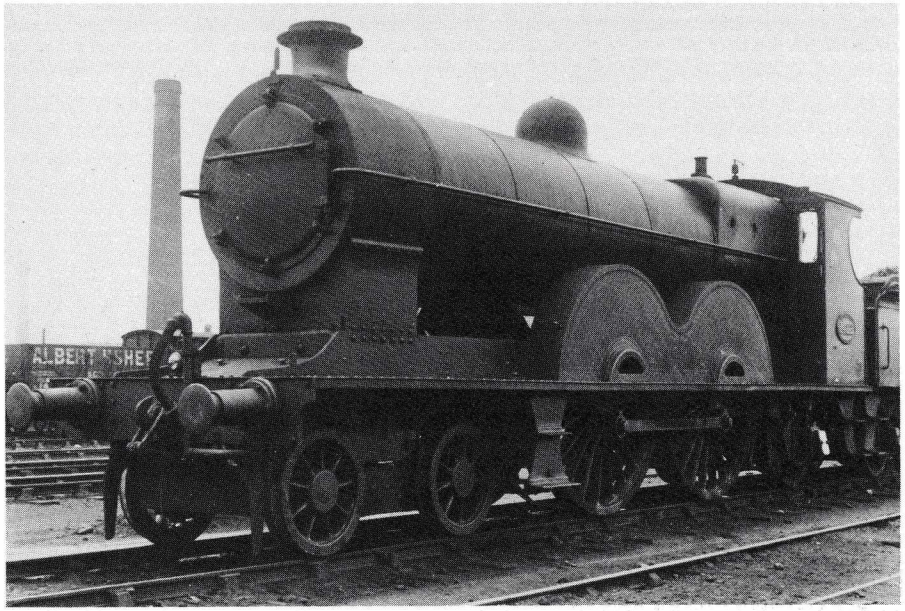
This is one of my favourites, No. 1419 leaving Poulton in the early 1900s with driver and fireman leaning out of the cab in full knowledge of the photograph being taken and a couple of shovelsful of slack thrown onto the fire to create the exhaust effect. Almost buried rails, Attock carriages, old style signal arms - not a trace of the one third LNWR of the Preston and Wyre, just pure L&Y. *Photo, J. M. Tomlinson*



This photograph shows No. 1411 at a very interesting stage of development with a bogie braking system being tried out. The locomotive is in glorious external condition and the lining along the bottom of the narrow valance makes these later built examples seem a much more balanced design.
Photo, J. M. Tomlinson



This is No. 1398 during a significant period of her history. The firebox features the final style (and Number) of washout plugs and the Hughes class plate is on the cabside but the old smokebox is retained topped by the last of wide chimney. The photograph is taken on shed at Blackpool Central.



No. 1422 in her last guise under L:&Y ownership with the new cast steel smokebox saddle and smokebox fronted by the Hughes dogged door (again, an arrangement I aesthetically prefer). This was the appearance of the locomotives for most of their LMS days with the door onto the footplate still operable.
Photo, E. Mason

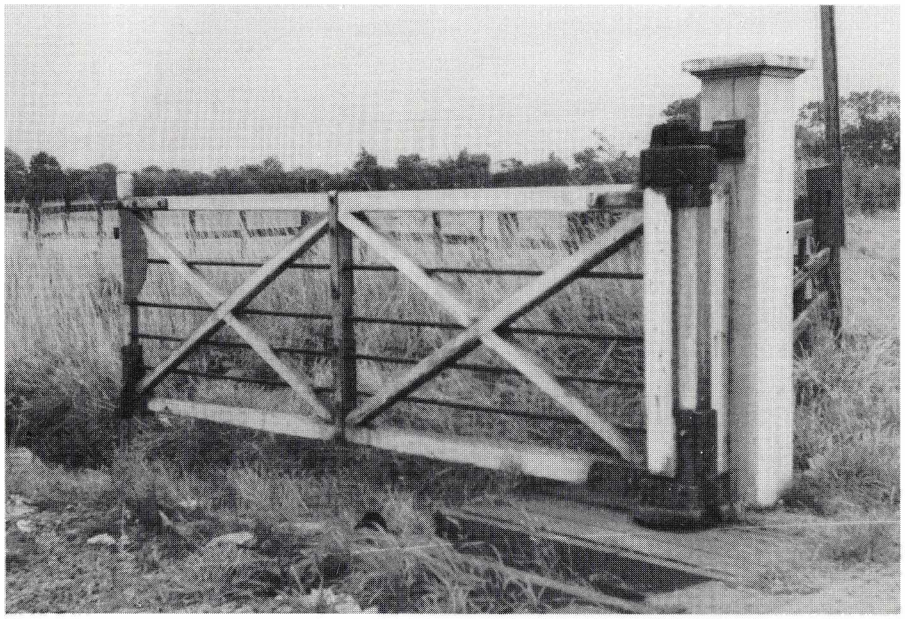
LEVEL CROSSING GATES

TOM WRAY

There appear to have been more varieties of level crossing gates than the proverbial "Heinz". To find two sets to be the same seems the exception rather than the rule. Of the two examples illustrated in this article that at Back Lane even has two sizes of gates on each side.

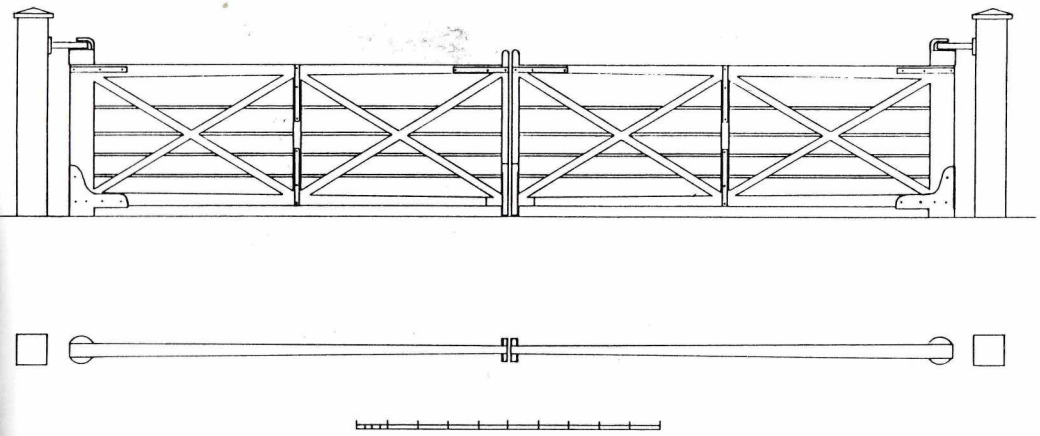
Hoole station level crossing was situated at the north end of the platforms. It was a straight forward installation, each gate being of the same size and design. The top and bottom rails tapered to the centre in both panes. There was a cast metal "shoe" into which the end stile slotted, this was part of the operating mechanism installed beneath the road level. At the top was a simple bracket from the main post to a metal cast bearing on the top of the stile. A metal casting was fitted to the bottom of both gates at the middle to engage in a retaining appliance on the ground to prevent the gates from passing beyond the required positions. There were four metal rods which passed through the timber framework and for added security there were several strengthening metal straps on the vertical and horizontal rails.

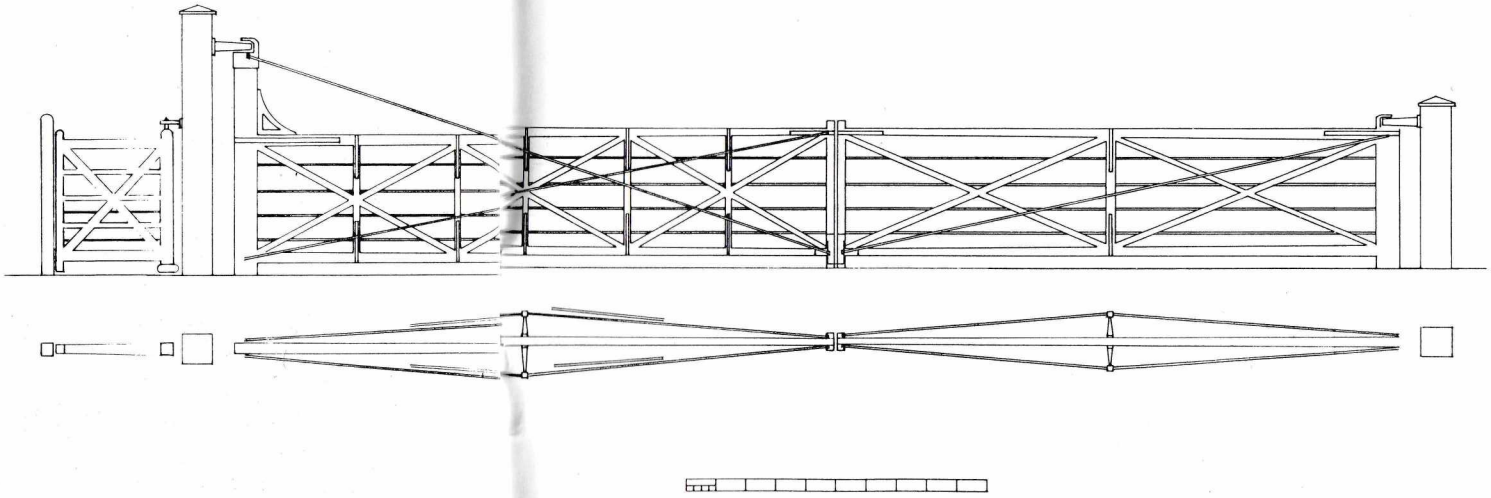
The level crossing at Back Lane was an altogether different proposition. Located about a quarter of a mile south of Cop Lane station, Penwortham, it controlled a relatively minor lane, but because this crossed the railway at an angle of about 45 degrees a much more elaborate installation was required. To maintain the standard distance from the gate post to the outer rail the gates were required to cover a distance



Hoole Station level crossing gates in a rather dilapidated condition, photographed in 1968

of 41 feet across the tracks. The shorter gate was fitted with a tension rod on either side which passed through nine inch metal pillars attached to the central vertical frame member. The longer gate had two sets of tension rods, one pair extended from the top of the extended stile passing through twelve inch pillars fitted to the central vertical frame member. The other pair, in an unusual fashion, extended from the bottom of the extended stile through nine inch pillars to the top of the gate at the centre. The top and bottom rails taper in plan and elevation from the hinged end. Strengthening strips of metal were fitted to the top rails and the intermediate vertical rails, and four metal rods passed through the frame. As at Hoole there were metal castings fitted at the bottom of each gate to restrict opening, but at the hinged end the stile passed straight through to the underground operating mechanism. At the top of the larger gate was a metal casting which incorporated the hinge and retaining bracket for the tension rods, on the shorter gate the hinge pivot passed directly into the timber stile though there was a retaining fitting for the tension rods. I must apologise for the lack of information on some of these fittings. This is mainly due to the fact that I took the measurements in 1968 and only when I made the drawing for this article did I find that I had missed out several details. The side gate which was quite a soundly constructed feature had two metal tubes across the two lower openings. The drawing shows the crossing gates looking along the railway from the centre of the roadway so the side gate should really be shown on the far side of the main gate posts and has only been drawn this way for convenience. The level crossing was controlled from a small timber shed which housed the operating wheel and a four lever frame which had been installed by the LYR in 1900 shortly after the West Lancashire Railway had been taken over. The line between Southport and Preston was closed on September 9 1964 and now I believe the whole site has been cleared to make way for a road complex.





The upper drawing shows the gates at Hoole Station while the lower depicts those at Back Lane.
Both drawings are to a scale of 4 mm to the foot and are by the author

No. 3.

IMPORTANT:

NOTICE OF THE TRANSFER OF STOCK.

Lancashire and Yorkshire Railway.

F293

TELEGRAPHIC ADDRESS:
"RAILWAY, MANCHESTER."
Telephone, 5515 City.

R. C. IRWIN,
SECRETARY.

SECRETARY'S OFFICE (TRANSFER DEPT.),

MANCHESTER, 28 Sept 1912.

Sir,

I beg to inform you that a certificate for £4000 Ordinary Stock

has been ~~deposited~~ retained in this office to meet £2000 transfers *out of your name.* Rothera.

If I do not hear from you to the contrary within seven days from this date I shall assume that the transfer is correct, and the Stock will be registered in the name of the Transferee.

Yours obediently,

R. C. Irwin

SECRETARY.