

PLATFORM 36



THE JOURNAL
OF THE

**Lancashire & Yorkshire
Railway Society**

PLATFORM 36 is the Winter 1991 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.

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CONTENTS

Disaster at Knottingley, Brian Barker	-	-	-	1
Blackpool Central Portrayed, Dave Richardson	-	-	-	4
Some Notes on Fay Carriages, Dave Richardson	-	-	-	13
An Episode at Walton Junction, R. W. Hall	-	-	-	21
Wage Robbery on the L&Y, Tom Wray	-	-	-	25
Milford Street Signals, R. W. Hall	-	-	-	27
W. H. Sharpe & Sons, Cleckheaton, Brian Barker	-	-	-	30
Index to Platforms 25 to 36	-	-	-	32

COVER PHOTOGRAPH... Aspinall 7' 3" 4-2-2 No. 1408 approaches St. Thomas's Bridge St. Annes with a Manchester Victoria to Blackpool Central train in the summer of 1922. This locomotive was later re-numbered 10323 by the LMS and withdrawn in November 1929
Photo: Frank Dean

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DISASTER AT KNOTTINGLEY

Brian Barker

Locomotive boiler explosions were quite a frequent occurrence in the early days of the railways, often due to faulty materials and workmanship or an inability to gauge the correct amount of water in a locomotive's boiler. These explosions almost inevitably ended with fatalities.

One particularly nasty explosion occurred on the Lancashire and Yorkshire near Sudforth Lane, Knottingley on Monday evening 11th March 1901. Engine No. 676 had just entered service in July the previous year. She was one of the first Aspinall designed 0-8-0's from lot 43 and had been fitted with a six wheel tender.

Leaving Glasshoughton Colliery at 6.20 p.m. on a regular working to Goole and travelling tender first, she was hauling a train of some 57 loaded coal wagons, equivalent to nearly 800 tons, the majority being private owners. All appeared to be well, with the engine coasting along at around 18 mph, until two miles beyond Knottingley when the driver put on steam to climb the gradient to cross the bridge over the Leeds and Selby canal, a terrific explosion took place.

The only eye witness was Mr. Fred Macer, signalman, who was on duty at Sudforth Lane Cabin which was around 300 yards from the point of the explosion. Mr. Macer stated that it was 10 minutes to 7, and just falling dusk. He was standing at the top of the stairs outside his cabin watching the approach of the train to which he had just given a clear road. The locomotive had just passed the old Blackware Pottery crossing when there was a great flash of light followed by a loud report that caused the signalbox to shake.

Quickly realising what had occurred, Mr. Macer blocked the line to other traffic and telephoned Knottingley for an ambulance and a breakdown gang. When assistance arrived, a search was immediately instigated to find the engines crew. The body of the driver, William Simpson Marshall (31) from Goole was found lying in a dyke some 60 yards away from the point of explosion. Although his body was intact it was terribly bruised and scalded. The fireman also from Goole was George Henry Coggon (21). His body was found at the opposite foot of the embankment which at this point was 15 foot high. Besides suffering scalds and bruises he had sustained terrible injuries to his face. His bottom jaw was completely smashed and one of his cheeks had been torn off by the force of the explosion.

Of the train itself, 676's wheels and frames remained on the tracks as did the tender which strangely only sustained superficial damage. The boiler however, was discovered lying in a field some 50 yards away, the front end of which had completely disintegrated. Most of the coal wagons were badly damaged and derailed, whilst around 20 of them had been thrown down the embankment to deposit their loads into the fields.

A breakdown gang arrived from Goole complete with crane to assist the Knottingley crew. It seems strange that no record exists of the calling out of Wakefield's more powerful steam crane to the scene of the accident. Work began on clearing the line which was completely impassable in both directions. However it was not until 3.0 a.m. the following morning that enough debris had been cleared to enable one line to be reopened for traffic. In the meantime, passengers were conveyed between Knottingley and Whitley Bridge by wagonette.

The remains of the boiler were sheeted over and left in the field to await inspection by the Board of Trade and other officials.

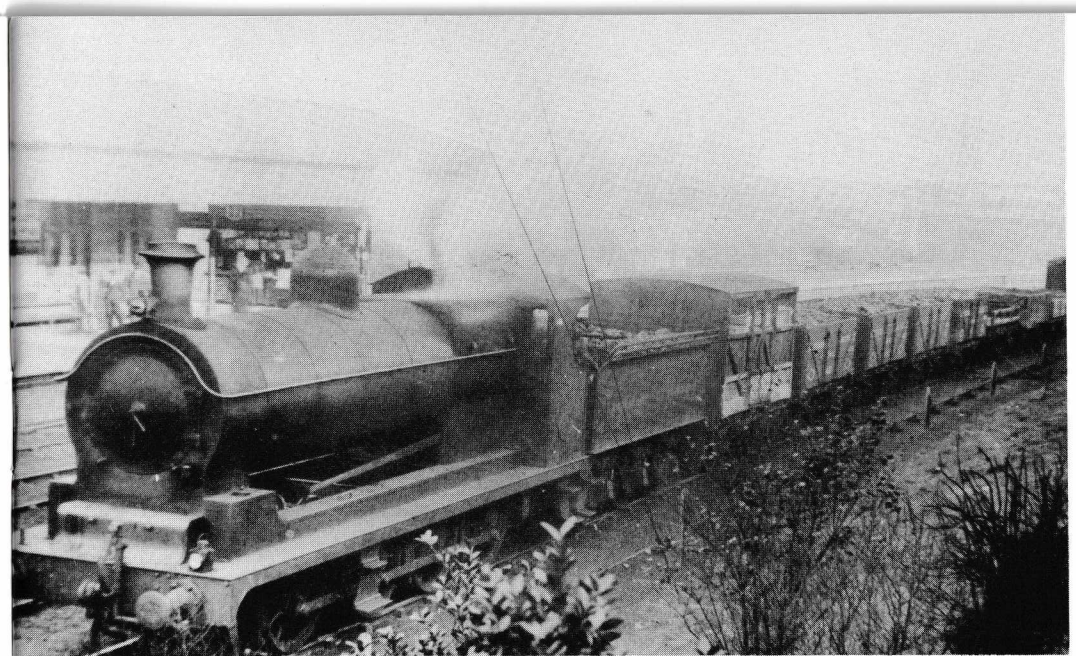
An inquest into the disaster was held the following Wednesday at the Red Lion Inn, Knottingley, presided over by Major Arundel, coroner for the Honour of Pontefract. The Lancashire and Yorkshire was represented by Mr. H. Plews, solicitor of Wakefield. Mr. H.A. Hoy was also present.

The deceased driver's father, Arthur William Marshall, who was landlord of the Steam Packet Inn, Goole, was called upon to identify his sons body. He himself had been in the employ of the Lancashire and Yorkshire as a driver, a few years previously, and had lost his right arm in a railway accident. He stated that his son had been employed on the Lancashire and Yorkshire for about 14 years. He had often discussed the new 0-8-0's with his father saying that "The new engines were big ugly brutes and that something was bound to happen, through the weight of steam and the very heavy loads that they had to drag up and down."

The fireman's father was also employed by the Lancashire and Yorkshire as a porter at Goole. He said his son had only recently become a fireman after being employed as a cleaner for the past eight years.

Albert Atkinson, also of Goole who was the guard on the ill fated train made the following statement. "I was in charge of a train which left Glasshoughton at 6.20 p.m. Monday evening. The train consisted of 57 full wagons of coal, and was drawn by engine No. 676, of which the deceased were driver and fireman respectively. All went well until we were just passing the decline between Knottingley depot east and Sudforth Lane. On approaching the rise to the canal I was about to release my brake, when I heard a noise like an explosion. My first thought was that the engine had gone into the canal, but the train came to a sudden stop and I was felled to the floor of my van. I was dazed for a few minutes, and on coming to I found all my lamps were out. I lit my hand lamp and set off towards the engine. I found 24 wagons were still on the road in front of my van, but the rest were off the rails in all directions, and I had to walk down the embankment to get around them. On reaching the front I found the engine off the line, with the whole of the boiler and the face plate blown away completely as were the splashboards. The framing and wheels and the works were there, and the tender was also on the line. My first idea then was to block the line in both directions so as to guard against further possibility of mishap, and I rushed back to Sudforth Lane signalbox for that purpose. When I returned, one body, that of the driver Marshall, had been found. It was lying on the right hand side of the line going towards Goole - the up side - about 25 or 30 yards from the engine. He was quite dead. The lower part of his body was much injured and was very badly cut. I found Coggon afterwards lying on the opposite or down side of the line, about the same distance from the engine as Marshall. He was also quite dead. His bottom jaw was broken and cut, and his cheeks were much bruised, one being almost torn off. He had been fearfully scalded. I have no doubt that both men had been killed by the explosion."

He further went on "Marshall was a relief driver, and he a relief guard, and they had worked together hundreds of times. He had made several journeys with him on that same engine. He had never heard any man complain about the engine or of any difficulty in getting water into the boiler. The line here passed over a hollow before the rise over the canal bridge, and the consequence was that while the driver put on steam to climb the gradient the guard had to apply his brake to keep the couplings tight. I had just put my hand on the brake wheel and was going to give it the extra twitch required,



Although taken at the other end of the LYR system from Knottingley, this view at Poulton station is perhaps one of the more interesting shots of this class of locomotive in original condition. This particular machine No. 695 was turned out in September 1901 and would therefore have received the full Company title on the tender from new. She received a Hughes large unsuperheated boiler in October 1911. The train is standing immediately to the east of Breck St. Bridge waiting for a clear signal to proceed either to Blackpool Talbot Road or on to Fleetwood. The private owner wagons belong to the Blainscough Colliery Co. Ltd of Coppull. This concern worked two pits in the Coppull area which were served by private sidings off the LNW main line. The train will almost certainly have picked up these and the LNW vehicles in the rake, at Preston, or possibly the whole train originates from that place. (Photo J.B. Hodgson Collection).

when I was thrown onto my back. There was no brake on the wagons. The engine was well on the rise when the explosion took place."

Also called to give evidence were Goole shed drivers Morris and Gibson. Gibson had driven 676 on the morning of the accident on an earlier working from Glasshoughton Colliery but had found no fault with the loco.

Major E. Druitt, R.E., the inspecting officer to the Board of Trade, reported that the main cause of the explosion was the use of unsuitable material for the firebox stays, some of which were found to be defective at the time of the explosion. Mr. Hoy tended to disagree with him stating that the lead being melted in the centre plug was evidence that the boiler had been short of water. Major Druitt, however, did not accept Hoy's opinion saying that there was no sign of the crown plate being overheated. He also cited the evidence of the guard Atkinson, who said that the engine's driver, Marshall, considered that he had enough water to take him to Whitley Bridge. He further went on to say that the result of the inquiry should, therefore, cause locomotive engineers, such as Mr. Hoy, to pause before introducing secret mixtures of various metals, as being suitable for such important portions of the machine as firebox stays.

Major Druitt considered it due to the memory of the deceased driver, Marshall, and his fireman, Coggon, to point out that there is no evidence to show that the explosion was due to any want of care or attention on their part. It was as a result of these findings that Hoy eventually went on to experiment with the development of the corrugated firebox on some of the later 0-8-0's.

BLACKPOOL CENTRAL PORTRAYED

Dave Richardson

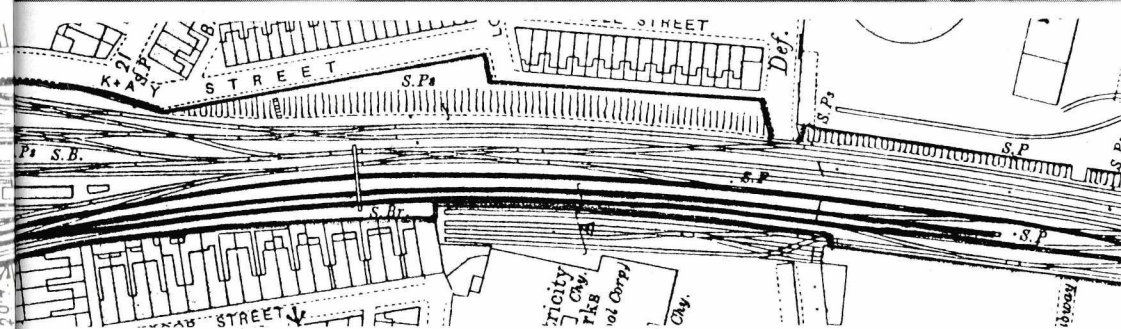
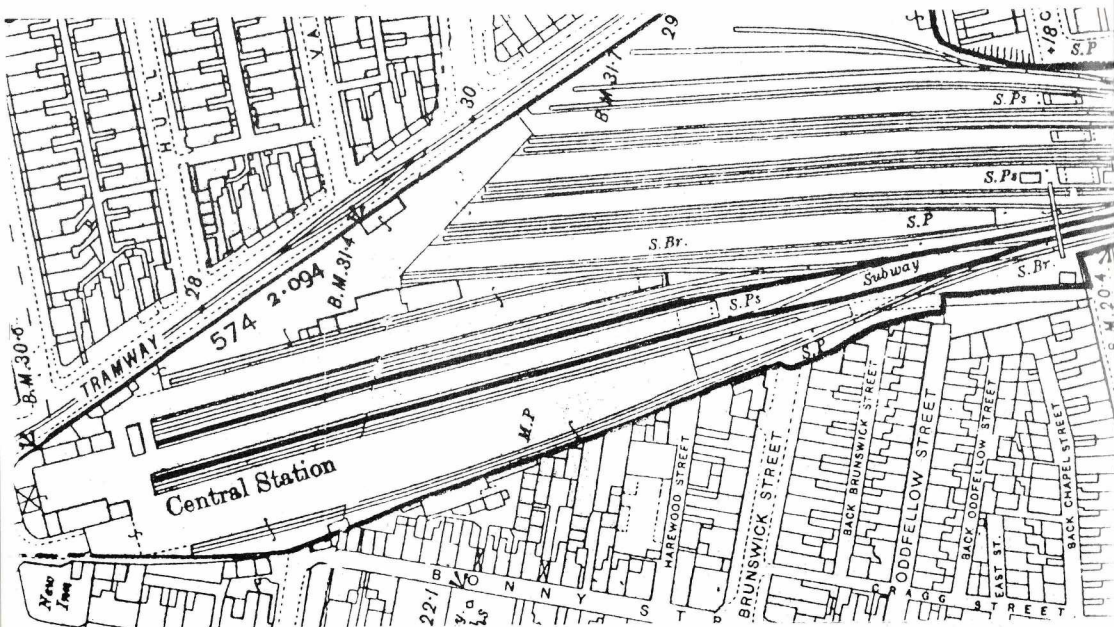
Photographs reproduced with kind permission of The Lancashire Records Office

The photographs accompanying this article are selections from a series held at the Lancashire Records office under reference DDX 859. The series consists of 53 full plate views taken in and around Blackpool Central Station. Apart from three views dating from 1921 the photographs were all taken one Saturday in August 1916, and thus depict the station at the busiest period of the year.

What is a little surprising, that is if the photographs are anything to go by is that war time conditions appear to have had little effect on the level of excursion traffic. It is a sobering thought that at the time these photographs were being taken the British Army was engaged on the Somme in one of the bloodiest actions in military history. Taken as a whole the series of photographs give every impression of the existence of a happy go lucky holiday mood. There is an almost complete absence of anyone in military uniform. Indeed the only clue to the existence of a state of war is the application of blackout shades on the tops of the platform gas lamps. The small number of photographs taken in 1921 show these to have been removed by that date.

Blackpool was of course served by two stations, Central and Talbot Road. The former had 14 platforms whilst the latter just had the edge in terms of size with 15.

Blackpool's freight handling facilities were situated entirely at Talbot Road. The only freight trains reaching Central took loco coal to the engine shed or served various



ABOVE

This plan of Blackpool Central Station taken from the 1912 edition of the 25 inch Ordnance Survey. The excursion platforms are situated at the top of the map. To the far right the sidings serving Blackpool Corporation's Gas and Electricity works can be seen.

TOP

Crowds flock to board a train for Manchester Victoria which is standing at platform 4. The use of elliptical roofed stock and the fact that the train is standing at one of the covered platforms suggests that this may be an ordinary local train which has been strengthened and extended to Manchester. This was common practice at busy times as it obviated the necessity for finding an additional train path for at least part of the journey. There appears to be a spot of trouble further down the train, a policeman is beckoning to someone inside the carriage whilst a bowler hatted gentleman stands in attendance.



works and yards belonging to Blackpool Corporation and situated between the station proper and the engine shed.

Thus Central station was given over wholly to passenger traffic. Of the platforms at Central, numbers 1 to 6 were covered and used throughout the year. The remainder designated as excursion platforms, were open to the elements and were generally only used during the summer season. Situated to the south of the station beyond the engine shed were two large fans of carriage sidings to which access could be gained from either end. The most northerly of these was crossed by Bloomfield Road Bridge. Each siding was capable of holding a train of length equivalent to the largest excursion platform at the station and each fan of sidings had 14 roads thus giving, in theory at least, the capacity to store 28 full length rakes of stock. At busy times Central received an enormous influx of passenger trains and whenever possible incoming trains were scheduled to arrive at a certain platform and to remain in position for a train advertised to leave that platform within a limited period. This of course was only feasible in a limited number of cases and usually the empty rakes of carriages were propelled or drawn into the aforementioned sidings until required for an outgoing train when they were shunted from the sidings into the appropriate platform. All traffic to and from the carriage sidings had to be carefully regulated so as not to interfere with incoming and outgoing trains.

This then was Blackpool Central in its heyday. Like so many LYR stations it has now all gone. Its size and the sheer volume of traffic it handled seem to make its demise all the more poignant.



This view shows the concourse which ran across the top of the excursion platforms. At platform 10 an Aspinall 4-4-0 stands at the head of a train, blowing off, having presumably just arrived. The notice at the entrance to platform 9 indicates that the crowds there are waiting for a train bound for Low Moor, Bowling Junction and Bradford. To the far right is the tall extended chimney of one of Barton Wright's 0-4-4s used for many years at this location for carriage warming duties. The two chimneys in the background belong to Blackpool Corporation Electricity works. Beyond these on either side of the line are the gasometers of the municipally owned gas works. Both these utilities were connected to the LYR via private sidings.





ABOVE

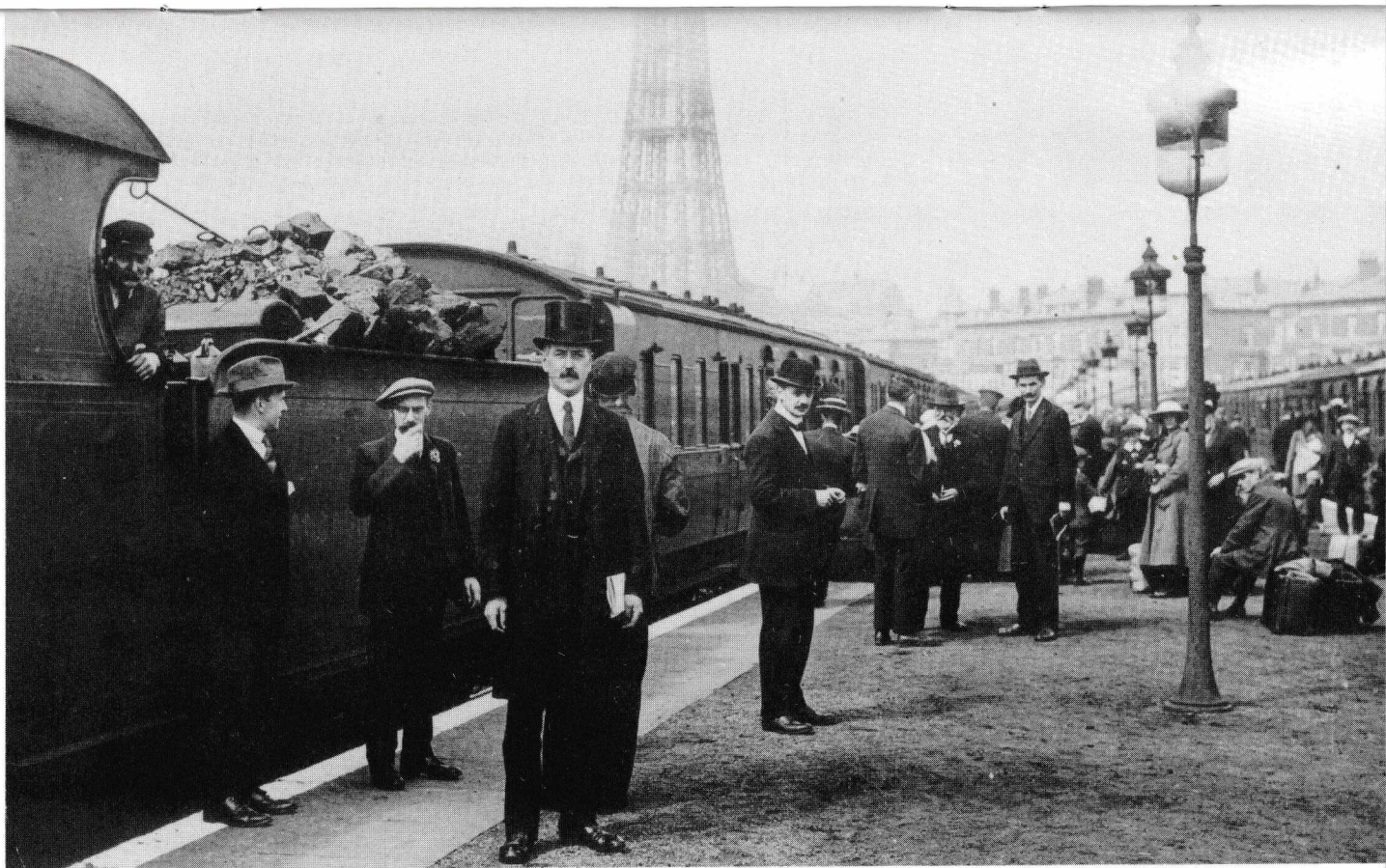
A throng of passengers await their train for the return journey home. Crowding like this on the platforms was to some extent reduced following the introduction of holiday passenger traffic regulation in 1918. This is discussed in Tom Wray's article on this subject which appeared in *Platform 33*. On one day in August 1913 a total of 51 special trains arrived at Blackpool Central. Each of these would have carried not less than 500 passengers, giving a maximum total 25,500. This of course excludes passengers arriving on ordinary trains which were strengthened and supplemented in summer. On the same day a total of 74 special trains were despatched from the station. The total included 4 additional trains which were provided simply to deal with the extra passengers who presented themselves at the station on that day.

LEFT

An Aspinall A class 0-6-0 awaits departure at the end of platform 8 which was one of the uncovered excursion platforms. The gentleman at the end of the platform appears to be giving some instructions to the crew, one of whom holds the train reporting number board which will shortly be hung over the lampiron in front of the locomotive's chimney. All special trains were given a number for identification purposes. Paper labels bearing the same number were affixed to the left hand end window of the van at each end of the train and the remains of a label from a previous working can be seen still adhering to the window of the van next to the tender.



The staff at Central station are captured for posterity at the end of platforms 9/10. Judging by the position of the shadows it is late evening. Despite the formal grouping there is a relaxed air about this photograph. Even the stationmaster is smiling. In summer, the regular staff at both Blackpool stations were supplemented by additional men drafted from other parts of the system. Thus some of the men in the photograph would be there just for the season. One of the gentlemen in the front row holds a large megaphone. These were used at busy times to direct passengers to their trains. One of the photographs in the series shows a railway official, possibly the gentleman pictured here standing at the station entrance in Hounds Hill atop a stepladder like contraption using the megaphone in an attempt to make himself heard above the din of the thronging crowds.



This is one of two photographs showing this particular view of the Stationmaster. He appears to be the only person actually posing for the camera. The fireman almost obscured by the stationmaster has his back to the camera and his attention seems to be directed to some happening further down the train as does the gentleman standing at the entrance to the footplate. The driver is leaning out of the cab looking rather distrustfully at the photographer. Note the two corked earthenware bottles next to the toolbox on the tender. These would probably have carried cold tea. The locomotive is Hughes 4-6-0 No. 1508, one of the very few of the class which was not later rebuilt.



Just to prove that Central station was quiet sometimes. This is one of the photographs taken in 1921 and gives a good view of the ornate ironwork in both the canopy and the gates at the entrances to the platforms. This must have been taken on a Sunday morning and at 18 minutes to 8 judging by the partial view of the clock. Despite the absence of passengers there are plenty of station staff in evidence and these would have to be ready for action as in summer, excursion trains arrived at Central station as early as 6.22 a.m.

SOME NOTES ON FAY CARRIAGES

Dave Richardson

Charles Fay was Carriage & Wagon Superintendent of the Lancashire & Yorkshire Railway from its formation in 1847 until his retirement in 1877. He had previously held this post on the Manchester & Leeds Railway being appointed there in 1846.

Information on Fay's carriages has always been relatively scarce. Photographic evidence is scanty and if Miles Platting order books or contemporary lists of carriages existed they do not appear to have survived. One non-contemporary but very useful source is a copy of the LYR Carriage and Wagon register dated 31st December 1895. This appears to be the earliest version of this document to have survived and includes details of the Fay vehicles still in service at that time. On the LYR, each class of carriages, ie. first, seconds, composites etc. had its own run of numbers starting at number one. The register gives separate lists for each class, arranged in chronological order with carriages grouped together according to the cost of construction. Thus whilst there are no details of running numbers or compartments it is reasonable to assume that a group of say 15 third class carriages built in 1867 each costing £386 would all be identical vehicles. The register also gives the name of the builder of each batch of carriages and therefore it gives a good guide as to the extent to which Fay used outside builders to construct carriages. There is no mention in the register of carriages built for or by the East Lancashire Railway. There are however enough survivors from the period prior to the amalgamation to make it surprising that no vehicles from that railway had survived up to 1895. Possibly the distinction between ELR and LYR vehicles was no longer made by 1895.

For those seeking information on Fay carriages the problem with the register is of course that it was compiled almost 20 years after Fay's retirement and as one would expect many vehicles built prior to 1860 had been scrapped by that date.

Nevertheless it is clear that a large number of Fay designed vehicles mainly from the 1860s and 1870s were still in service at the end of the 19th century. Most of the survivors had originally been first, second, or composite vehicles but had by 1895 been downgraded to 3rd class, for use in branch and excursion trains.

Of the 2,465 all third vehicles running at 31/12/1895 some 1,294 had been built prior to 1877 and were thus built to Fay's designs. These represent some 52% of the third class vehicles or 37% of all passenger carrying stock.

What does strike the reader when perusing the register is the wide variety of costs of Fay vehicles of the same class built over a short period of time, say two years. The variation in cost is too great to be explained away as the effect of a fluctuation in the price of labour and materials but rather suggests that vehicles of the same class were built to various lengths. The evidence of drawings and photographs tends to support this.

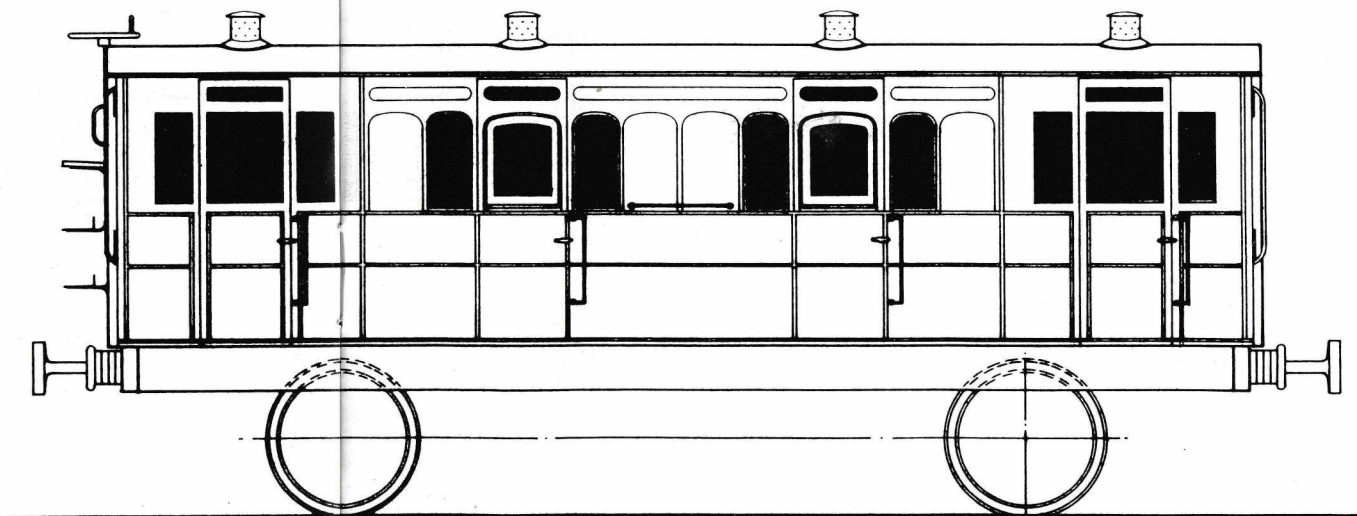
In addition to the Carriage and Wagon register there are a number of drawings available from several sources. The BR/OPC collection (now administered by York Museum). York Museum itself, and Birmingham Library (the Metropolitan Cammell collection) all have drawings of Fay carriages and more recently a number of drawings have come to light at British Rail, Derby.

The BR/OPC drawings have been available for a number of years and were

Figure 1
Composite carriage of 1858
Scale 6 mm = 1 foot

Note: The toplights above the doors are partially shaded on the original drawing to represent glazing. This has been reproduced in the drawing here.

The drawings accompanying this article are by John Kenyon.



touched upon in an article in Platform 18. They consist of 7 side elevations of various carriages, all except one being fitted with Fay's mechanical brake. All these drawings date from the late 1850s and as they show only the side elevations may have been prepared simply to depict the various carriages in the course of construction at that time. We know from the Company minutes that in 1857 Fay began to build carriages which were longer than previous designs and some of the drawings seem to depict these "new" carriages. No doubt the directors of the Company were delighted to discover that a train of the new carriages to carry say 200 passengers was not only cheaper to construct owing to the reduction in axles and buffing gear but was also lighter than a train of the shorter carriages. Spurred on no doubt by the desire to save the Company money, this concept was taken to extremes and in a Company minute dated 20/2/1861 it was noted that the Caledonian Railway had refused to allow the LYR's "new long composite carriages" to run over their line, saying that they were "too long for the short curves". These vehicles were four wheeled with a wheelbase of 18' 7" and would appear to be the subject of BR/OPC drawing number 6251 which is dated 12/1/1859.

Although the BR/OPC drawings depict a variety of carriages what is particularly noticeable is that the first and second class compartments had their own distinctive panelling style and window shape. Thus a first/second composite carriage would display two different panelling styles and window shapes. These differences are best illustrated in figure 1 accompanying this article which is re-drawn from BR/OPC drawing number 6256 dated May 1858 and depicting a composite carriage with a 2nd/1st/2nd configuration. The respective compartment lengths for first and second class were 7' 1" and 5' 5". These dimensions were not standard and a survey of the first and second class compartments of all the BR/OPC carriages reveals variations of up to 7 inches in the length of the first class. There was however little variation in the second class. For example, the "long" composite carriage referred to above had compartment

dimensions as follows:- first 6' 6" second 5' 3". What is clear is that a) first class compartments were always longer than their second class counterparts and b) the longer carriages had shorter compartments, probably to squeeze the compartments into a predetermined maximum length. The lighting in these carriages seems to have been provided in accordance with the following rules:- first class compartments, - one lamp each; second class - one lamp shared between two compartments; third class - one lamp per carriage. Where individual second class compartments were positioned at the end of a composite carriage, each was provided with its own lamp.

The absence of an end elevation on these drawings makes the layout of the ends problematical. However, in 1857 Fay read a paper to the Institution of Mechanical Engineers on the subject of carriage construction. A set of small scale drawings accompanied the paper and these are reproduced with this article. Figures 7 and 8 of these drawings show a partial side and full end elevation of a third class carriage, this particular vehicle being 8' 6" wide. Fay used an outside framed method of construction for his third class carriages at this time, the upright outside frames being fixed to an inner bottom rail by means of corner knees and double clips. This method of construction was used on the third class carriages as it was cheaper, requiring only one inner layer of panelling as opposed to two layers on a conventional inside framed vehicle. Judging by the drawings in the BR/OPC series this method was also applied to the ends of first, second and composite carriages, the sides of these vehicles being built in a conventional manner.

There is a little uncertainty regarding the width of these carriages. The paper presented to The Institution gives dimensions for a number of different types of carriage and the information contained therein suggests that all the long bodied vehicles built at that time were 8' 6" wide. Fay was of the opinion that these long, wide carriages were particularly suitable for branchline use and they were thus designated as branchline vehicles. The paper also gives dimensions for a second class carriage which was 7' 6" wide. To further confuse the issue, newspaper articles in the

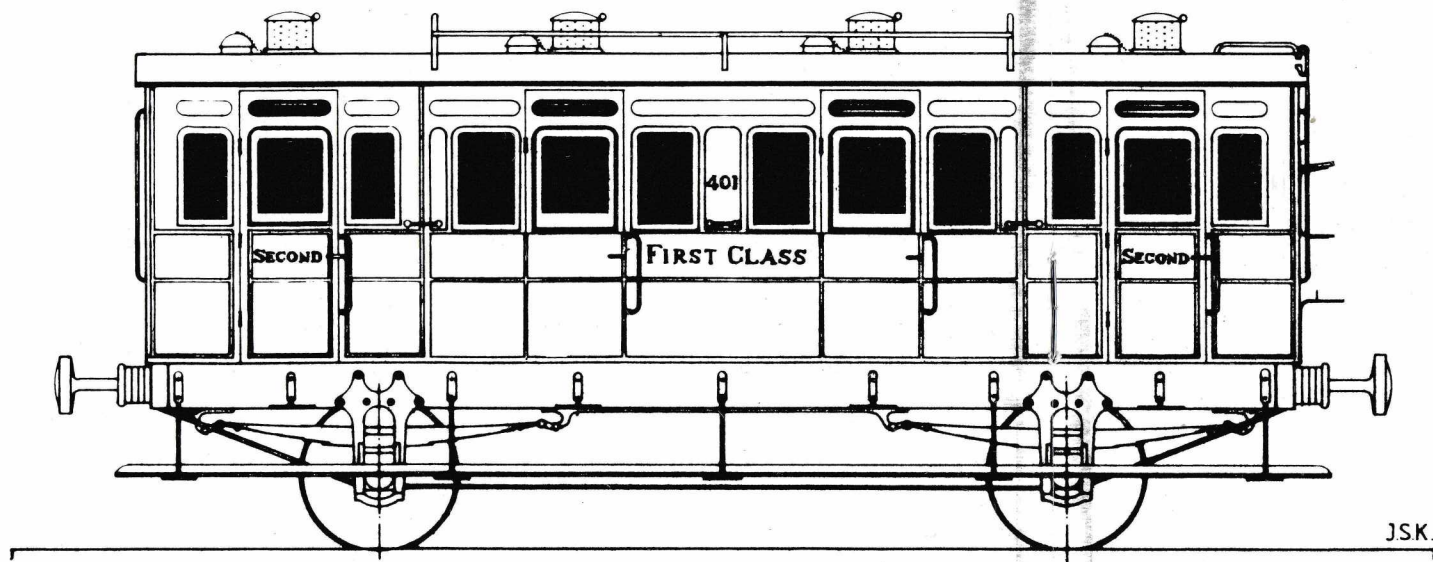
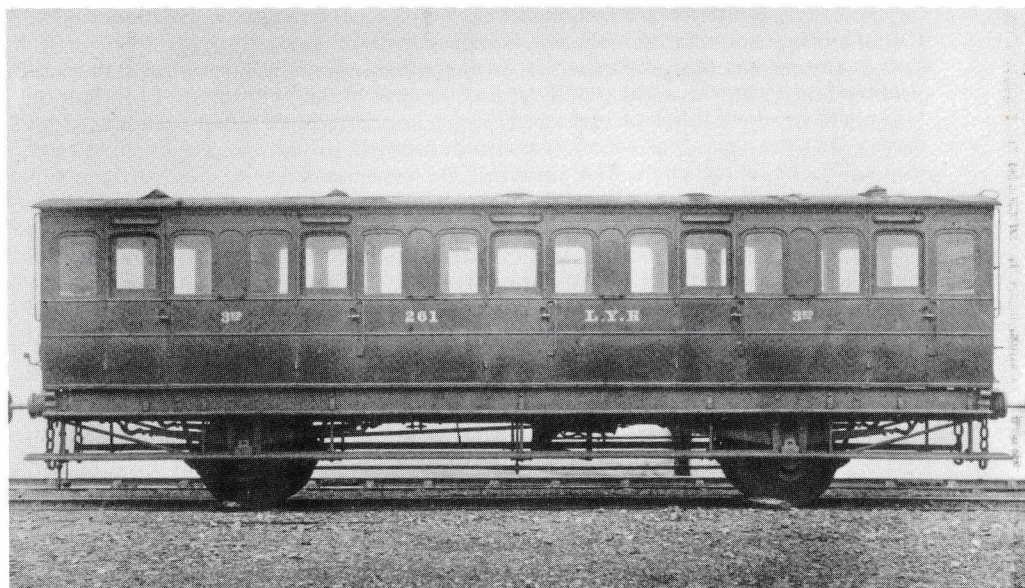


Figure 2
Composite carriage circa 1870 Scale 6 mm = 1 foot



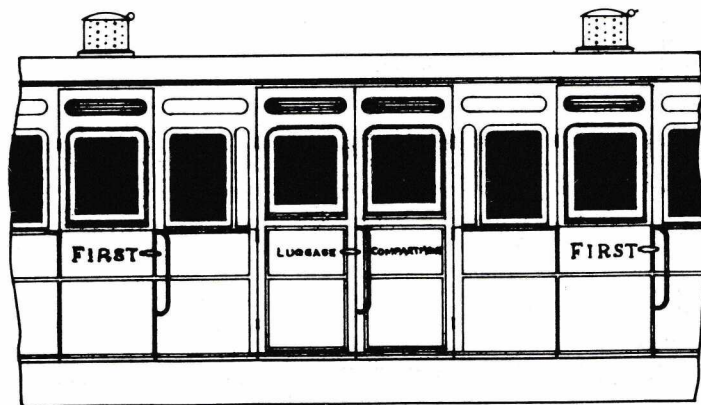
Manchester Guardian and Manchester Examiner, for 30th May 1855 describing carriages built for the Oldham line, state that all those carriages were 8 feet wide. I think the final word on the subject must come from a Company minute dated 28 November 1862 in which Fay stated that the width of carriages was 8' 0" "the same as has been built for some years except for a few branch carriages which are 8' 6" wide." It would seem therefore that by 1862 at least the standard width for Fay's carriages was 8' 0".

It is clear that the late 1850s were to some extent a period of experimentation for Fay and it would seem that the vehicles built to 7' 6" and 8' 6" widths were the results of these experiments. The 8' 6" vehicles would have been too wide for some of the routes at that time, indeed, the Company minutes speak of the lamp irons on certain carriages being knocked off when passing each other in Farnworth Tunnel. Having weighed up the available evidence the writer's conclusion is that the first of the long carriages were built to the 8' 6" dimension but that Fay reverted to the standard 8' 0" width after producing only a few of the wider vehicles.

The end elevation of the third class carriage in the proceedings of The Institution of Mechanical Engineers shows a vehicle without tumbleholme. However, as late as 1870 Fay was still building third class vehicles with flat sides whilst other classes had

LEFT

This photograph taken round about 1900 shows a five compartment first class carriage built to Fay's designs which has been downgraded to third class. The underframe components have been entirely renewed, a vacuum brake fitted and the vehicle has gained a continuous lower foot board. The buffers and headstocks however appear to be the originals. The compartments are visually identical to the first class compartments on the Birmingham and Derby drawings mentioned in the text, except that the ventilator covers over the doors are smooth instead of ridged and the tops of the panels and apertures along the window line are curved instead of flat. These subtle variations are perhaps indicative of a vehicle built by outside contractors. The first class compartments in the Birmingham drawing are 6' 6" long. If this dimension is applied to the carriage in the photograph it gives the vehicle an overall length of approximately 32' 6".



Scrap view of composite carriage with luggage compartment 1870. Scale 6 mm - 1 foot.

tumbleholme. Therefore, whilst it seems that the third class carriages were flat sided the position regarding the other classes in the late 1850s is uncertain. The outside framed construction of the ends of these carriages perhaps suggests that they were flat sided like the third class, but it is not possible to be more definite in the absence of further confirmatory evidence.

Having discussed these carriages dating from the late 1850s we turn to Fay's later products and in particular to figure 2 which is produced from a drawing held in the Metropolitan Cammell collection at Birmingham Library. This is unfortunately undated. However a small number of LYR drawings of Fay carriages has recently come to light at British Rail Derby and one of these dated August 1870 depicts a carriage identical to the Birmingham vehicle in every respect except that it has a luggage compartment inserted between the two first class compartments and is thus correspondingly longer (29' 8" as opposed to 25' 0") and has a longer wheelbase (17' 8" instead of 15' 0"). This luggage compartment is illustrated in the scrap view above. The choice of another composite vehicle is deliberate as it conveniently illustrates the style of the first and second class compartments at this later date.

One clue as to the date of the Birmingham drawing is the existence on the carriage of a cord communication system. Both the Birmingham and Derby carriages have this feature running along the edge of the roof. The date upon which this was introduced into the LYR has not so far been discovered. However, legislation was passed in 1868 making it compulsory for every passenger train travelling at more than 20 mph to have "an efficient means of communication between the passengers and the servants of the Company" and it is thus likely that the fitting of the cord communication system to LYR carriages began at this time.

There is a slight mystery concerning the Birmingham carriage in that it is fitted

RAILWAY CARRIAGES.

Plate 126.

Fig. 1. Old Train.



Fig. 2. New Train.

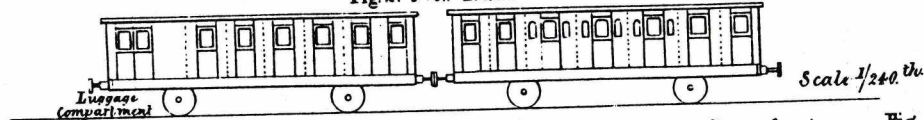


Fig. 3. New Carriage with Luggage Compartments.

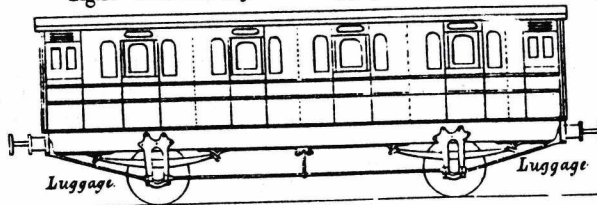


Fig. 7.

Third Class Carriage.

Fig. 8.

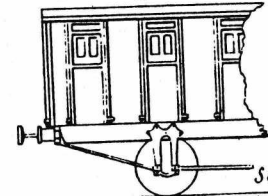
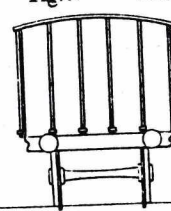


Fig. 4. Trussing of Frame.

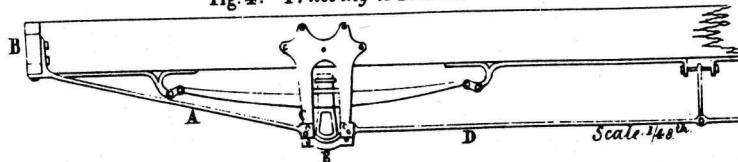
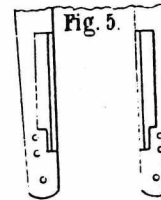


Fig. 5.

Acle Guard.

Fig. 6.



Scale 1/16th.



(Proceedings Inst. M.E. 1857. Page 150.)

ABOVE

The page of drawings of carriages reproduced from Fay's paper to the Institution of Mechanical Engineers of 1857. Figures 1 and 2 compare the new experimental train built for the Ashton branch with its predecessor which consisted of older shorter carriages. Note the existence of what appears to be an early version of a birdcage brake at each end of the earlier train. Figure 3 depicts the experimental carriage with luggage compartments referred to in the article.

with luggage rails above the first class compartments. These would have been something of an anachronism by the late 1860s. As early as 1857 Fay had taken steps to put an end to the practice of placing passengers luggage on the roof and had built an experimental first class carriage with luggage compartments at each end. Surprisingly none of the BR/OPC drawings show luggage rails although given that these appear to be scaled illustrations of the carriages rather than working drawings it is conceivable that they have been omitted in the interests of simplicity.

The most significant thing about the Birmingham carriage is that although the panelling below the waist is identical to its counterpart from 1857, the window apertures are different, displaying the standard LYR shape with rounded upper corners and square at the bottom. Additionally, on the Derby drawing there is a strip of what appears to be half round beading running horizontally away from near the top of the windows on either side of the second class compartments. These features were perpetrated on carriages built to the designs of Fay's successor Frederick Attock in the late 19th century. There are a number of other differences between the Birmingham carriage and the earlier composite. Whilst first class compartments are still longer than the second, the difference between the two has been considerably reduced, the first class being reduced and the second enlarged. The respective compartment lengths in the longer carriage depicted in the Derby drawing are identical. Given the existence of two drawings from this period, depicting vehicles of different lengths yet with identical compartments for the respective classes it is tempting to suggest that by this time there was some standardisation in this area and that first, second and composite carriages were built to different lengths, incorporating multiples of these standard compartments. The discovery of further carriage drawings from the period showing first and second class compartments should support or disprove this theory.

Also noticeable on the Birmingham carriage is the fitting of larger (and presumably better) oil lamps. This larger type of lamp may have become a standard fitting on the LYR during this period. It appears on the Derby drawing and can also be seen on the first carriage in the photograph of Burnley Manchester Road which appeared on the front cover of Platform 13.

It has been said that Fay built his carriages to a variety of styles and designs. If we include third class vehicles and luggage vans in the picture then this certainly holds true. However, having examined the available evidence relating to first, second and composite vehicles it would appear that in the period 1857-1870 there were two carriage styles one succeeding and being an evolution of the other. The later style was characterised by larger window apertures and a lesser difference visually and dimensionally between the first and second class compartments. Despite these changes the width and height of 1st and 2nd class carriages seems to have remained unchanged throughout the period under review, apart from the variations in width previously mentioned.

These notes have not covered the years 1871 - 1877, principally because there is very little information available from this period. These years are potentially the most interesting as it was during this time that Fay made extensive use of outside contractors to construct new vehicles. The fact that the design depicted in the Birmingham drawing is identical to that shown in the LYR produced drawings discovered at Derby suggests that the vehicles supplied by the outside contractors were built to LYR designs as opposed to the contractors own designs. However the matter will only be settled by the discovery of further records from the latter period of Fay's superintendancy.

With thanks to Bob Essery, John Hodgson and Tom Wray

AN EPISODE AT WALTON JUNCTION

R.W. HALL

One bright summers day in the 1920's when the L&Y was still the L&Y, I was eavesdropping on the Walton Junction Signal Cabin - using my recently required knowledge of the bell code.

As many members of the Society will know - this was the Junction between the Liverpool Ormskirk and Preston and the Liverpool and Bury railways - the line from here into Liverpool being jointly owned.

The East Lancs Railway took over the L.O&P and the Manchester and Leeds (LYR) the L & B. Eventually of course all became L&YR. Geographically it is the junction between the Liverpool - Preston and Liverpool - Wigan Bolton and Manchester Lines. The portion from Walton Junction to Liverpool Exchange was widened to four tracks in 1888 with double crossovers at the junction giving great flexibility to traffic operations.

The cabin was in the centre of the complex, but from the train watcher's angle the Manchester line passed between the cabin and the path, so that only the top of the trains using this line could be seen. However, despite the zoo-like iron railings



An Aspinall Atlantic storms through Kirkby station, in the early years of this century. The station staff and passengers seem oblivious to the magnificent machine roaring past them and are far more interested in the antics of the photographer. The train is heading towards Manchester and faces a steady 7½ mile climb to the summit in Upholland Tunnel before dropping down towards Wigan. Photo B. Mills Collection.

bordering the path, the Preston Line could be seen quite well as it swept round the curve through Walton Junction Station. Nearby a road bridge leading to a cemetery spanned the tracks and by standing on the wall by one of the abutments, the magnificent gantry carrying the up home splitting signals and the down starters could be watched.

On the day in question, the Hughes 4-6-0 in primaevae state, which usually went past about half past two, had gone through in leisurely fashion with a train of empty stock off a Southport - Ormskirk train, including the mail van off the 3.35 a.m. "Mail" from Liverpool to Southport. (This was basically a 'Right-Away' goods and called at Aintree Sorting Sidings and Ormskirk arriving at Chapel St. No.2 platform at 5.16 a.m.).

The actors in the following drama were:-

Firstly the 1.02 p.m. ex Leeds (2.35 p.m. ex Manchester) due at Liverpool Exchange at 3.20 p.m. - this was a four coach dining Car Express hauled by a Bank Hall Atlantic. (This returned at 4.35 to Leeds to form part of the 'Belfast Boat Train' connecting with the joint LNW - LYR Fleetwood - Belfast service.

Second in order of appearance should be the 2.25 p.m. from Preston, normally worked by a Bank Hall Beyer - Peacock 6 ft. 4-4-0 and consisting of a three coach set of 22 tonners and three WCJS coaches; it stopped all stations to Ormskirk and then Exchange.

Finally the 3.20 p.m. Exchange to Preston (Non-stop) which also consisted of three 22 tonners and three WCJS coaches but was headed by a non-superheated 2-4-2T. I once saw this train made up to 12 WCJS vehicles, including a 12 wheel brake-compo and one L&Y 22 tonner for 'local' traffic! The crew didn't seem worried about it. After all it was only a 'Wessy' train!

The 3.17 electric to Ormskirk had a hidden role. This would be a three coach train at this time of day, having left two trailer coaches in the bay at Ormskirk (the leading trailer had a driving compartment).

The windows of the signal cabin were open as a concession to the heat (vandalism was almost unheard of and the cabin had not acquired its sheath of wire netting). About ten minutes past three, the cabin boy answered a telephone and called "Preston left Ormskirk", almost immediately another 'phone rang - this time it was a shout "Manchester left Rainford"; both trains were running late and would compete for the down fast line.

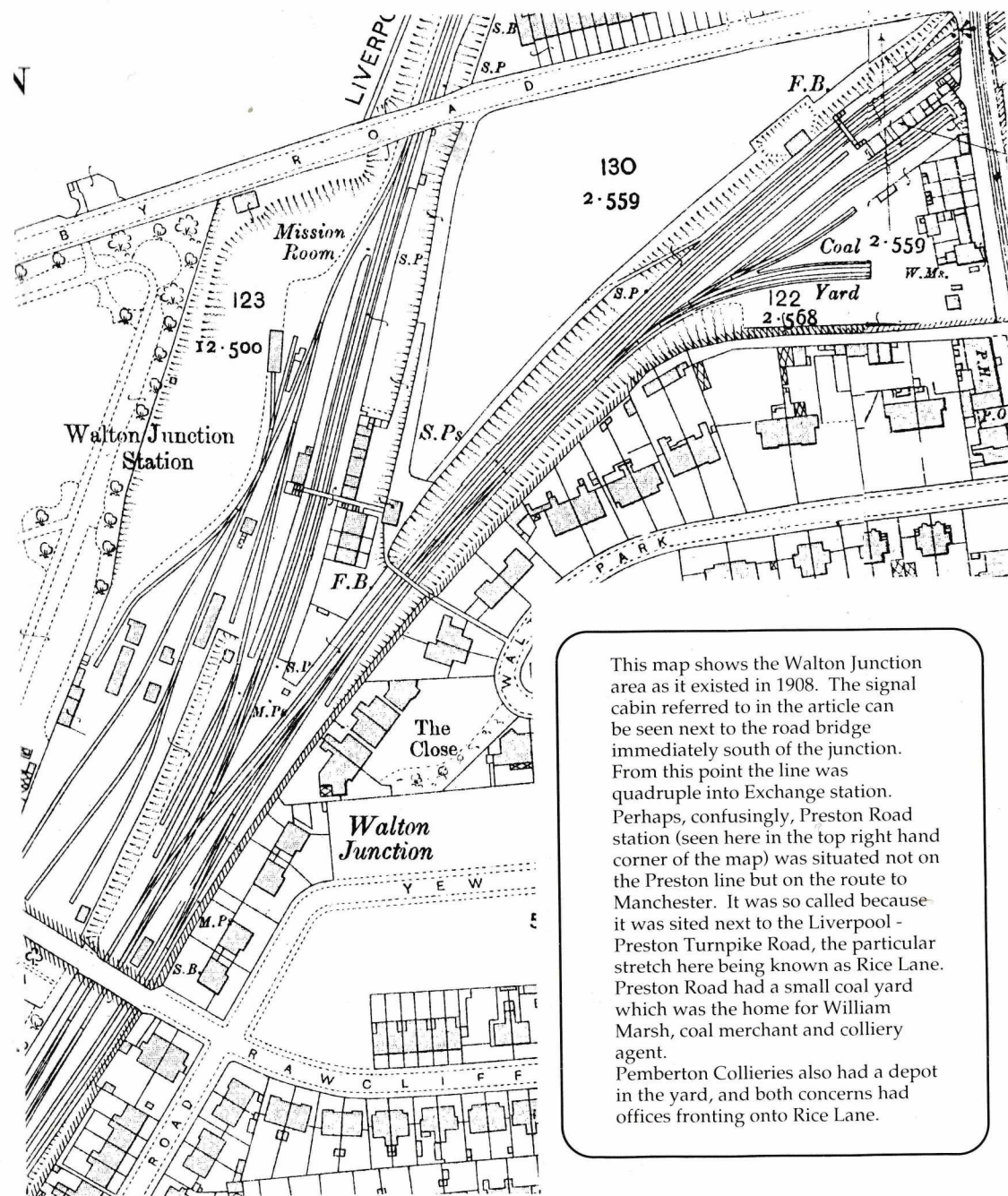
Next was the sound of a block bell followed by 3-1; Kirkdale East had the electric on the slow line. It was not acknowledged and the train would have to wait at the Kirkdale East starter whilst the 3.20 Scotch passed on the fast lines and crossed over at Walton. Sure enough a one followed by four meant that the Scotch was offered on the fast. The signalman went to the block instrument on the other end of the shelf and got a 1-4: Orrell Park had accepted the train.

As he turned away a '1' sounded, so he replied in kind and got a 1-3: the 'Preston' had left Maghull. A slamming of levers and the Preston up starter came off, a quick glance at the gantry showed the 'fast to branch' home was off and Orrell Park distant dropped as I watched.

I was just in time to hear a '4' on Hartley's Siding Instrument - the 'Manchester' was somewhere near Kirkby - how fast was it running?

The signalman hesitated with hand on locking bar, changed his mind and went to the down homes. Came a 1-2-1 from Orrell Park - goodness - the 'Preston' had left Aintree and was coming fast. Back to the locking bar. Call up Kirkdale on the fast - '1' came the answer, and then '1-3' - the 'Preston' was getting the road!

The other point went over and the down 'branch to fast' home dropped. A '2'



This map shows the Walton Junction area as it existed in 1908. The signal cabin referred to in the article can be seen next to the road bridge immediately south of the junction. From this point the line was quadruple into Exchange station. Perhaps, confusingly, Preston Road station (seen here in the top right hand corner of the map) was situated not on the Preston line but on the route to Manchester. It was so called because it was sited next to the Liverpool - Preston Turnpike Road, the particular stretch here being known as Rice Lane. Preston Road had a small coal yard which was the home for William Marsh, coal merchant and colliery agent. Pemberton Collieries also had a depot in the yard, and both concerns had offices fronting onto Rice Lane.

from Kirkdale heralded the 'Scotch' and over went the needle. A '2' from Orrell Park sounded as a hiss of steam from the tunnel betokened the 2-4-2T with a fine head of steam - gosh - they'll pass in the platforms!

Sure enough the tank appeared on the other side of the cabin followed by the L&Y stock in puce and light brown and the contrasting puce and white of the West Coast Joint Stock. The 'Beyer-Peacock' came from the other direction and swept round the platforms as the 'Scotch' shot through on the other road.

A faintly heard '2' meant the 'Manchester' at Hartley's siding and there was such a slamming of levers as I had never heard before or since!! A '4' sounded on the Kirkdale slow road instrument and a signal lever moved and then another.

Over the crossing from the Manchester to the slow line came the Atlantic - quite smartly, too. A quick dash to the vantage point, just in time to see Kirkdale's distant fall - the road through Kirkdale West and East was all his! (The fast line distant had a different tale - when 'Off' the road would be clear to Exchange Junction Cabin. Sandhills 1 & 2 shared a distant, Sandhills 3 pulled his when that was 'Off', then Kirkdale West pulled his and not till then would Kirkdale East pull his (motor operated), - Yes - there were three cabins at Sandhills then!

The Electric arrived on the slow road just as '2-1' sounded on Orrell Park's instrument. A quick stride and '1' came back followed by '3-1'. Off came the branch starter '2-1' sounded on the fast line and a minute or two later '2-1' on the slow.

The drama was over and all trains had been kept on the move!



This shot of Preston Road station shows the view looking towards Liverpool and is taken from the bridge which carries Rice Lane over the railway. The footpath leading up the embankment from the end of the platform leads directly to Walton Junction station. The booking office for the latter was situated on top of the embankment and can be seen in the distance, along with the signal gantry which controlled access to Walton Junction from the Manchester direction. Photo: J. Ryan Collection.

WAGE ROBBERY ON THE L&Y

Tom Wray

The payment of wages, being a relatively ordinary and uncomplicated transaction, has not been a subject that features very highly by railway historians nor was it deemed necessary to record, for posterity, the methods used to do so. Only when something out of the ordinary occurs do we learn of commonplace events and what follows is based partly on newspaper reports of one such event and though the quality of the reports were a trifle patchy the gist of the commentary can be easily understood.

On the 24th of December 1862 £1,145 in the form of cash for the wages of some of the Lancashire and Yorkshire Railway Company servants was stolen from a consignment of cash being transported from Victoria Station, Manchester, to the Yorkshire district.

It was one of the jobs of the clerks in the treasurer's office to compile the wages and place the cash into boxes which were allocated to each station or depot. Individual station boxes were then placed into a large box, this to be delivered to the relevant section of the line.

On the day in question five large boxes were taken from the treasurer's office and placed in the van of the 3.30 p.m. train from Victoria Station to Bradford. The boxes were labelled as follows, Main Line No.1; Main Line No.11; The West Riding Union branch; The Barnsley branch; and The Huddersfield and Penistone branch. The guard, Ralph Wignall, was required to deliver cash boxes out of Main Line No.1 box until he got to Sowerby Bridge. At Rochdale three boxes, the Main Line No. 11, the Barnsley branch, and the Huddersfield and Penistone branch were to be taken from the train to await the arrival of the 2.30 p.m. train from Liverpool to Normanton which was routed from Bolton through Bury and Heywood. The three boxes were put on a platform truck together with other luggage and it was at first thought that the money had been stolen during this period when the platform was very crowded and especially so when it was found that one of the boxes was not locked. However, Thomas Allen, an inspector at Rochdale, later stated that the Manchester train had arrived at 4.08 p.m. and that the guard, Wignall, had handed the three cash boxes to two porters and he, Allen, had kept them in sight until they were placed in the van of the Liverpool train and to the custody of the guard, Howell. Howell was required to take from the Main Line No.11 box three of the smaller boxes to be left at Mirfield, these were two for Heckmondwike and one for Cleckheaton, but by accident or design Wignall of the Manchester train had already taken these three boxes out and as a porter at Low Moor later stated, he received them from Wignall and then asked where the Liversedge box was. Wignall replied that he "must have put it out wrong, and it must have gone to Normanton." It appears that the Heckmondwike and Cleckheaton boxes were occasionally sent by different routes so the porter at Low Moor thought nothing more about it.

Charles Howell the Liverpool train guard said that the porters at Rochdale had put the large cash boxes into the van and that later he had opened one, the Main Line No.11, and found that the small cash boxes for Mirfield, Wakefield passenger and Wakefield granary, containing £194, £888, and £113 respectively, were missing.

Mr Eccles, a superintendent of the detective department, and a Mr. Aylesbury, were soon investigating the theft and by the end of January 1863 Ralph Wignall, railway guard, of Miles Platting, and James (or Joseph) Bond, clogger, of Ancoats, both in Manchester, were brought up on remand, at the New Bailey police court, Salford,

charged, the former with stealing, and the latter with receiving, £1,145, the property of the Lancashire and Yorkshire Railway Company. After several adjournments they were, on the 6th of March 1863, committed for trial at the assizes, bail being refused.

Testimony given by company employees in the police court, though sparse, gives an interesting insight into the customs of the period. During one of the hearings Bernard Scott, clerk in charge at Victoria station, stated that guards on the LYR were paid fortnightly and from the pay sheet ending 26th December 1862, which he produced, it was revealed that Wignall had been paid £2-5-0d from which 5d was deducted for his insurance contribution. Evidence had earlier revealed that after the robbery had taken place Wignall had had in his possession a number of sovereigns, more than could reasonably be expected of a man on his wages and that James Bond had purchased large quantities of clog soles and other goods related to his trade since the robbery.

The practise of paying wages fortnightly had been revealed at an earlier hearing when Edmund Young, a clerk in the treasurer's office, described the methods used by the LYR to deal with wages and the collection of receipts from stations. Each station, he said, was allocated a box with its name attached, into which the daily receipts were placed and sent to the treasurer's office. These small boxes were collected and put into a larger box which could hold as many as fifteen small boxes. Once a fortnight the boxes were utilized to deliver the wages to each station. As the money would have been in coin the weight must have been considerable. For how long this method of collecting receipts was continued has not been established with complete accuracy nor, in the opposite direction, the distribution of wages on the fortnightly or later, weekly, basis. However, in a working timetable for February 1884 there is the following instruction "A special train with the Treasurer's cash leaves Victoria at 1.15 p.m. on Thursdays for Newton Heath and stops at the Erecting shop, Victoria Bank, Miles Platting and Thorpes Bridge Junction.", with wages? There is no explanation, and what is meant by Victoria Bank? Possibly the Newtown carriage sidings.

After the cash boxes had reached the stations the booking office clerks were responsible for the distribution of the wages to staff. In the booking office was a wooden frame divided into squares large enough for a number of pay tins to be inserted. The pay tins were $2\frac{1}{8}$ inches in diameter by $1\frac{3}{8}$ inches deep, half the top was covered, painted white with a number stencilled on in black and the company initials were stamped on the side of the tin. Each man employed at a station was allocated a numbered brass, or white metal, tally or disc $1\frac{5}{8}$ inch in diameter, which corresponded to the number of the wage tin. On pay day the tally was exchanged for the wage tin which after checking was returned to the clerk.

At stations such as Middleton the wages were compiled in two sections, the passenger station and the goods depot. Records have survived which show that the Passenger staff in 1916 included the station master, £3-1-11d, two booking clerks, £1-8-0d each two signal men, £1-5-6d each, two porter/signalmen, £1-4-0d each, one porter, £1-0-0d, and a female cleaner, 7s-0d, these were the basic rates before overtime and deductions and paid weekly. The wage bill for the goods department was between three and four times that of the passenger station so for the period between February and June 1916 an average of just over £50 must have been withdrawn from the branch of the Manchester and County Bank in Middleton each week.

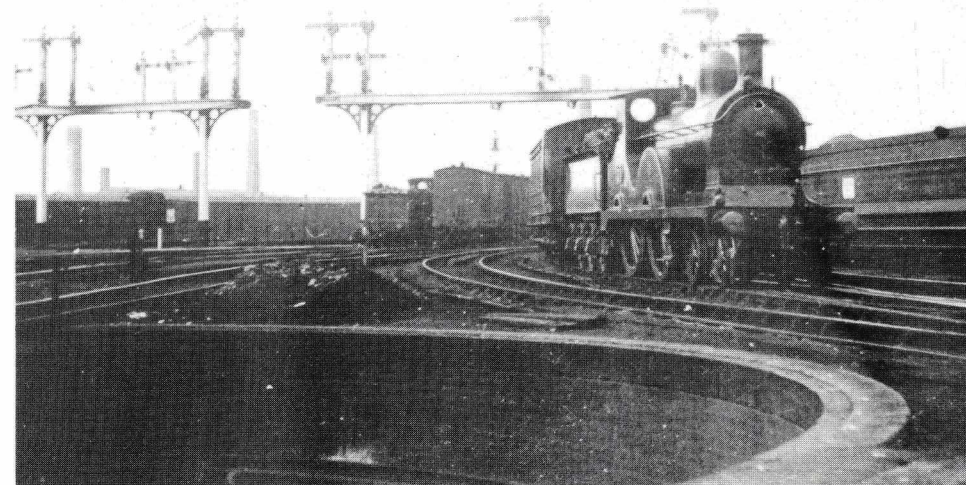
This account has, perforce, been very sketchy because of the fragmented information available but it is hoped that it may have stimulated some interest in one of the lesser known aspects of the LYR.

MILFORD STREET SIGNALS

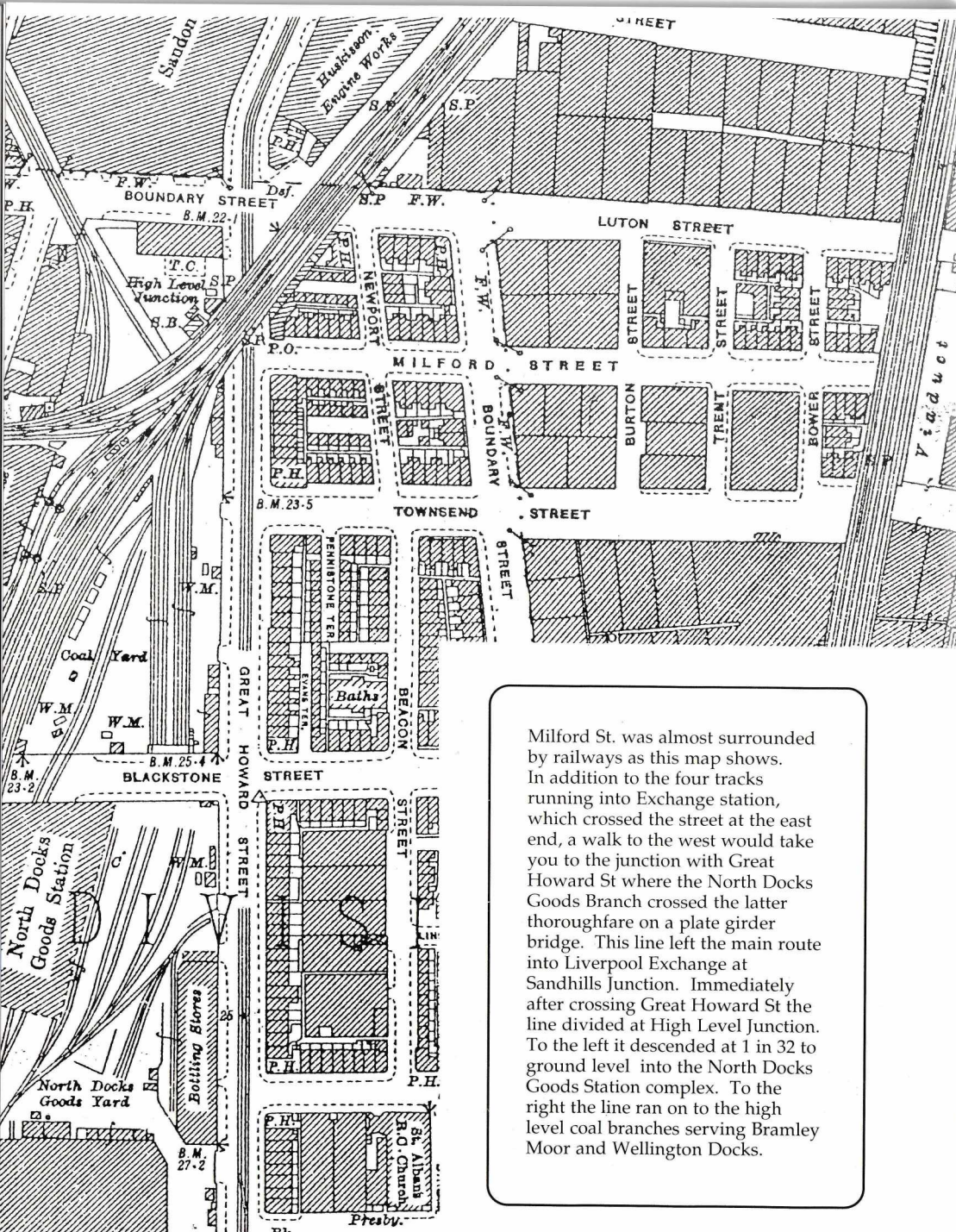
R.W. Hall

When the lines to Southport were electrified only the slow lines between Liverpool Exchange and Sandhills were so equipped at first. As was hoped, traffic increased, the number of trains rose and the existing signalling became inadequate. The classic method of dealing with this problem in those days was to insert small block posts, Intermediate Block Posts, as they were called into the long section. What constituted a long section was a matter of timing rather than distance, on level track a five mile block might be divided into two, but on an adverse grade three or even four block posts might be required. The block between Exchange Junction and Sandhills No. 1 was the longest on the line and had to be broken down somehow.

An Intermediate Block Signal was erected about half way between Exchange Junction's starting signal and Sandhills No. 1's home signal. It happened to be sited almost over the roadway named Milford Street which passed under the viaduct at that point, and the signals there were so named thereafter. The first signal erected consisted of a single post which carried both up and down signals with two brackets facing Exchange for the two distant covering the slow to fast Southport line movement and the slow to slow Kirkdale line. Operation was by a motor which wound up the signal wire, thereby pulling off the weight and signal concerned. Considerable ingenuity must have been displayed to accommodate the six motors required. This signal lasted until 1928 or thereabouts, and the story is told with some relish of the morning when

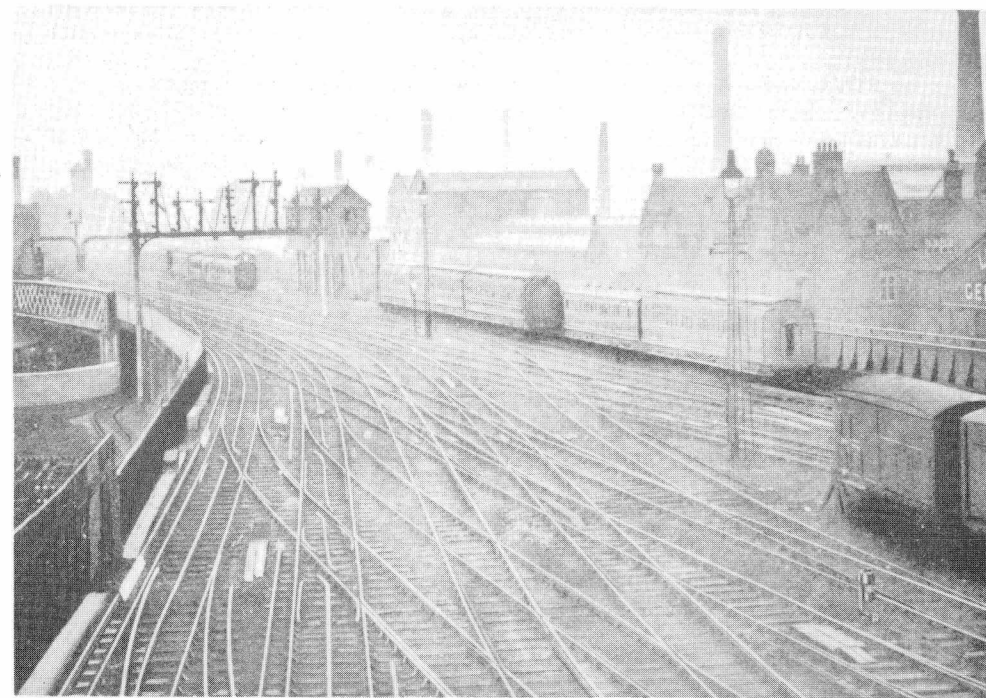


A view of the station throat at Liverpool Exchange looking north towards Sandhills beyond which the Southport and Preston lines diverged. In the foreground is one of the two turntables which originally served the station. The retaining wall on the far right separates the railway from the drop down to street level.



a motorman approaching from Exchange found that he was faced by distant signals only, and that there was no stop arm to give him permission to proceed. It was just breaking dawn and the previous drivers had seen a green signal but in the light of day there was just no arm. After the appropriate wait he proceeded to Sandhills and reported the matter. Signal linesmen were soon on the job and were quite mystified by the complete absence of the arm, although the mechanism was functioning correctly. Suddenly one of them heard a hail from the street below. Looking over the viaduct, he found a local holding up the missing arm and a good "scouser" voice asked if they had lost something. Using the cloak of night the wooden arm chose to slip from the metal spectacle frame and fall into the street below.

When the re-signalling of Sandhills was undertaken the Milford Street signals were extended to the fast lines as well but with the increase in the use of higher tensile signal wire were operated from the signal cabin. These signals continued in use to 1969 and enabled trains to be run with a three minute headway quite easily. Such a frequency was not then called for so in the interests of economy the signalling from Exchange was revised.



Another view at Exchange station again looking towards Sandhills. The Midland Clerestory carriages were a common sight here as with effect from 1 July 1888 the Midland took over the working of Anglo Scottish traffic between Liverpool and Hellifield. Midland engines were stabled at Sandhills Shed specifically to work this traffic.

W.H. SHARP & SONS, CLECKHEATON

Brian Barker

William Henry Sharp began business as a coal merchant and colliery agent in the Spen Valley in 1880, when he purchased the already established business of Lightowners which was based in Cleckheaton, on the L&YR's Low Moor - Mirfield line. His two sons W.W. Sharp and F. Sharp, also took up employment within the company at this time.

W.H. Sharp was no newcomer to the coal industry. Previously he had been the colliery manager for the last 25 years at the Stanley Coal Co., Liversedge, whose pits were connected by rail to the L&YR's Cleckheaton branch, just to the north of Littletown tunnel. He also held shares in the Cleckheaton Colliery Co. in partnership with another branch of the Sharp family from Wyke.

The Cleckheaton Colliery Co. were known to operate two pits in the district. One at Toftshaw Moor Colliery, East Bierley. Whilst the main one was situated off Whitehall Road, Hunsworth, and was known as Lodge Colliery. It is known that the Company employed around 230 men, and that it operated a small number of Garrett steam lorries in the early 1920's. William Henry was known throughout the area for his love of horses. He owned between 25 and 30 Shires which were used for hauling his coal carts both from his collieries and from the station yards for local deliveries after bagging up.

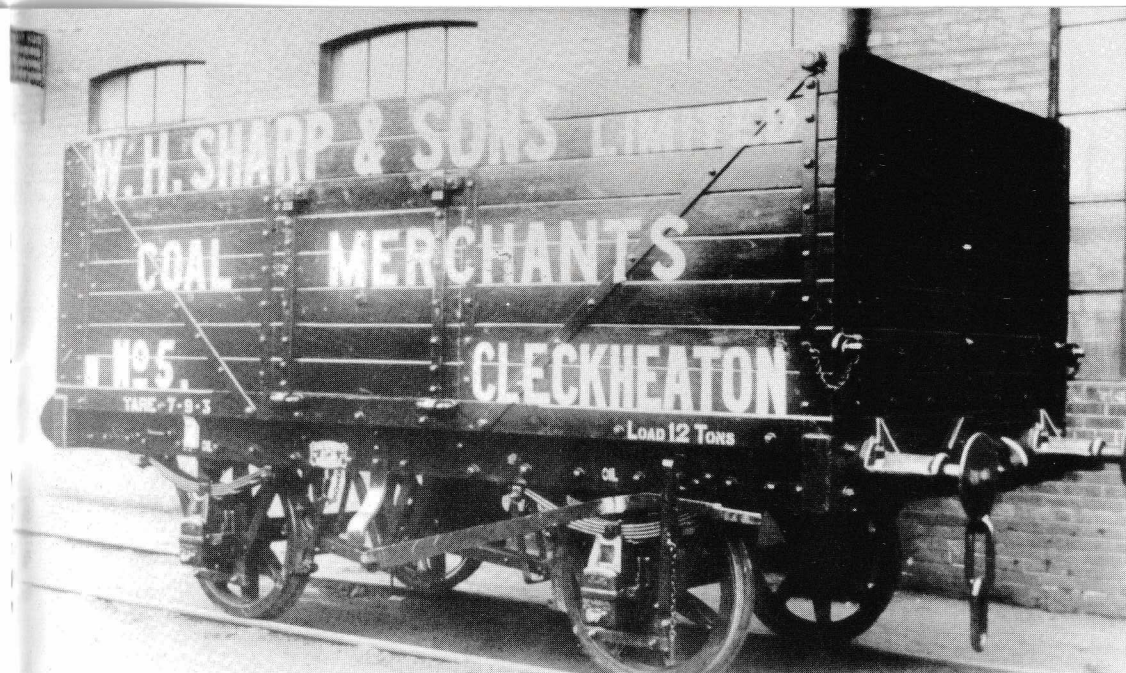
These two collieries were not connected to the railway and had only a small output which was used locally. Throughout the district a 2 foot seam of Black Bed Coal was encountered at around 120 yds down, whilst at a depth of 160 yds there was a 1 foot seam of Better Bed Coal. This was mined by a number of collieries in the area. Both pits eventually closed around 1930 due to flooding.

An interesting insight into life in these pits appeared a number of years ago in the Spenborough Guardian by Jack Riley of Brighouse, who remembered helping out at the pits when he was a young lad. "As a young boy I used to see the chaps come up the shaft wet through. No lamps were used in those days, only a candle stuck in an iron holder strapped to the chaps belt, they used clay from the pit dam side to hold the candle in place. While the 'teamers' had their bacca we filled the carts, 'cobs' on the front screens and 'slack' underneath the screens. We had to pull a very heavy lever to get the coal to come out. We always had some coal buckets with us to fill, as coming down Hunsworth and Whitehall Roads, the coal used to spill, that was our pay for filling the carts for the hard working teamers."

Mr. Sharp soon became principal coal supplier in the Spen Valley. His wagons travelling on the L&YR via Horbury from various South Yorkshire collieries, to his depots in Cleckheaton and Liversedge railway yards, thence for distribution locally. He became an agent for the Bowling Iron Co., Featherstone and South Kirkby collieries, and also held stocks of coal from Haigh Moor, Flockton and Silkstone amongst others.

In 1926 he formed a limited company, trading under the name of W.H. Sharp & Sons Ltd. Later he diversified into motor trading, owning a couple of garages in the area, although these were disposed of in 1965. The coal business was kept in the family until 1970 when it was sold, but it always operated under its 1926 title.

RIGHT: W.H. Sharps Shire horses occasionally had time off from their day to day routine of hauling coal. Here a number of them are being prepared to partake in a local parade or show. The first horse on the right is 'Prince' who was well remembered in the Spen Valley for many years. With him is Mr. Hartley Walker, who was Sharps head groom. Photo: Margaret Wood.



ABOVE: It is not known for certain the total number of coal wagons which were owned by Sharps. Although No. 5 is built to 1923 specifications by Charles Roberts, it dates from after 1926, when Sharps became a limited company. The wagon is painted in a simplified style with black body and plain white lettering. His earlier wagons would have had a more flamboyant and expensive livery.



INDEX TO PLATFORMS 25-36

	Platform	Page		Platform	Page
Accrington Engine Shed	31	12	Dining Car 212	27	7
Aintree 1913 - Stock Sdgs.	27	14	Bogie 3rd /lav. D55	30	3
Altercation at Penistone	29	22	Manchester Bury		
Aspinall 'A' class at Halifax	35	16	Electric Stock	28	28
Atlantics	34	28	21ft. C.C.T.	30	19
Attock's 4 whl. Brake vans	25	5	16ft. C.C.T.	30	29
" " " "	26	1	Wagon (dropside) D15	32	15
Automatic Signalling	31	11	Tranship Vans D23	32	25
			62. Lowside Wgn. D31	31	9
Bamber Bridge	32	5	20t. Hopper Wgn. D50	29	18
Barton-Wright, William	32	1	Water Tank Wgn. D90	30	28
Beating the L.N.W.R.	31	14	Warehouse Siding		
Black Friday - 13/1/1908	27	28	Signal Cabin	32	32
Blackpool Centl. Portrayed	36	4	Fences & Railings	25	16
Bury Gas (works)	27	20	Goliah Crane	25	28
Bury Gas - part II	28	16	Level Crossing Gates	34	32
			Sand Drags	31	3
Calder Valley Expansion	34	18			
Calder Valley Early Days	35	18	Electric Lines Rule Book	29	20
"Centaur" - E.L.R. 2-4-0	32	16	Electric Loco No.2	29	11
Chorley	30	5	Staff at Elland - 1914	34	14
Cleckheaton Ind. Co-op.Soc.	31	25	Excursion at Bradkirk	33	16
Clifton Jcn. Power Station	29	5			
Clitheroe Gas	25	19	Family Treel, LYR	29	26
Coal Merchant - Domestic	35	26	Fay Carriages	36	13
Complete Recovery, A			Fences & Railings	25	16
No.661	26	21	Fire Trains	30	22
Cotton Strike (Lancs) 1908	32	18	Full Days Work, A	33	31
Cross-country by LYR. Pt.1	34	1			
Cross-country by LYR. Pt.2	35	28	Goliahs, Lifters, and		
Crossings & Stiles	27	11	Jimmies	26	25
Counterfeit Coins (tester)	25	25	Goods Stat. Oldham Rd.	34	9
16ft. C.C.T.	30	29			
21ft. C.C.T.	30	16	Hare or Holme	26	10
			Hare or Holme	27	27
Dining Car No. 212	27	4	Holme or Hare	29	28
Disaster at Knottingley	36	1	Hensall Stn. House Doors	26	30
Double-heading at			Houghton	34	21
Middleton Junction	31	16	Holcombe Brook Sig. Box	25	24
Drop-side Wag. Diag.15	32	12	20t. Steel Hoppers	29	16
Drawings:-			Barton Wright		
B.W. 6w. Tenders	35	13	0-6-0 No. 954	25	14

INDEX TO PLATFORMS 25-36 *Continued*

	Platform	Page		Platform	Page
Man. Electric Service			Steamer Service	27	30
Instructions	29	30			
Man. Elect. Service - Map	28	30	Tag Lock Crossing	31	5
Manchester Bury Electrics	28	22	Ten Year's Service	25	1
Meltham Branch Train	34	16	6 Wheel Tenders of		
Milford Street Signals	36	27	Barton Wright	35	10
			Theatrical Specials	30	1
Newall's Automatic Brake	31	18	Through Vehicles - 1912	27	3
			Tranships	32	24
The Oak's (Stn.)-M.R. train	26	14	Transfer of Stock	34	34
			Trouble with Viaducts	25	26
LYR' Pugs' - Short History	28	1			
Passenger Traffic Regs.	33	25	'Up' Special Goods (photo)	28	14
Rapid Shunter-Valve Gear	26	17	Victoria East Bound Bays	29	14
Rose Grove - 1910 (photo)	30	14			
			Wage Robbery	36	25
Sand Drags	31	1	Walton Junction	36	21
Sharp, W.H. & Sons	31	1	Watching Trains Go By	33	11
Short Circuit Bar	29	21	Waterhouse Siding	32	30
Sleeper Preparing Mach.	35	23	Water Tank-Fire Train D.90	30	28
Sowerby Bridge Sig. Box	26	11	When the 1st Team went		
Special-Royal Agric. Show	32	20	to Rishworth	27	1
Special Trains - 3/10/1886	30	10	Winter Excursions	31	34
Spoken Word, The	31	28	Working with Bury Elec.	29	1
			Working Man's Ticket	32	34

LANCASHIRE & YORKSHIRE RAILWAY.

»» SKIPTON. ««

Week-end Tickets are issued to **SKIPTON** from the principal Stations on the Lancashire and Yorkshire Railway as follows:—

FROM	SHORT-DATE.			FROM	SHORT-DATE.		
	1st s. d.	3rd. s. d.			1st s. d.	3rd. s. d.	
Accrington	7 0	3 6		Middleton	9 6	4 9	
Ashton	9 6	4 9		Oldham			
Bacup	9 0	4 6		Mumps ... }			
Bolton	9 0	4 6		Central ... }	9 6	4 9	
Bury (Bolton Street)....	9 0	4 6		Werneth .. }			
Blackburn	8 2	4 3		Preston	9 0	4 6	
Birkdale	11 0	5 6		Ramsbottom ...	9 0	4 6	
Chorley	9 0	4 6		Rawtenstall.....	9 0	4 6	
Darwen	8 6	4 3		Rochdale	9 6	4 9	
Heywood	9 0	4 6		Salford	9 0	4 6	
Liverpool (Ex.)	11 6	5 9		Southport	11 0	5 6	
Manchester				Sowerby Bridge.	9 0	4 6	
(Vic).....	9 0	4 6		Stalybridge	9 6	4 9	
				Wigan	9 6	4 9	

These Tickets are issued every Friday and Saturday by any train available for return on the following Sunday (where train service permits), Monday, or Tuesday, by any train having a through connection.

Tourist Tickets are available for break of journey at Skipton, when that Station is on the direct route covered by the Tickets.

Day Excursion Tickets are issued to Skipton during the Summer Season from the principal Stations in Lancashire on Mondays and Saturdays, also on other days of the week from certain Stations.

For further particulars see Excursion and Week-end Programme, which may be obtained at the Stations and Town Offices, or from Mr. CHAS. J. NICHOLSON, Passenger Superintendent, Victoria Station, Manchester.

JOHN A. F. ASPINALL,

Manchester, 1907.

General Manager.