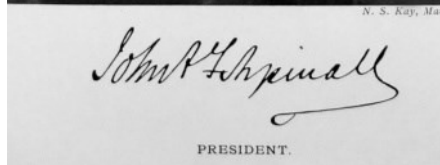
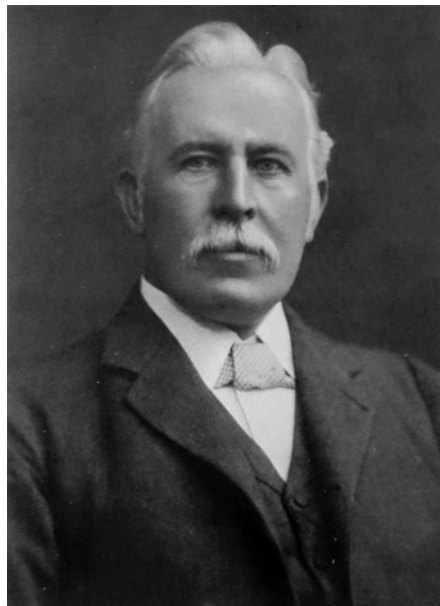

'Aspinall Rise' - What's behind the name?

Aspinall Rise on Hellifield's 'new' housing development stands on land that was once occupied by the Lancashire and Yorkshire Railway company's (LYR) motive power depot, which was opened for use in 1881. From 1886 the chief mechanical engineer of the LYR was John Audley Frederick Aspinall (1851-1937). Aspinall designed several classes of locomotives for the LYR as well as making many improvements to the locomotives inherited from his predecessors. He was to become general manager of the company in 1899, a position he held until 1919. He was later knighted during 1919 for his services to the national transport network during the first world war, he was also President of the Institution of Mechanical Engineers between 1909 and 1910.



John Aspinall - President

Hellifield's LYR shed is shown in the photo and drawing on the next page, built to a design by LYR Locomotive Superintendent William Barton Wright it consisted of a three road engine shed, a coal stage, which can be seen on the left with an Aspinall designed 2-4-2T Radial tank locomotive under its canopy, it also included a 50 foot turntable which can be seen in the bottom right of the photograph. Between the shed and the coal stage can be seen the sandhouse, along with the embankment beyond which carries the Midland railway's main line.

In 1923 both the Midland and LYR became part of the London Midland and Scottish Railway Company (LMS), by 1927 the LMS had closed the LYR shed and some of its locomotives and staff were moved to the former Midland engine shed. Cattle docks to serve the Hellifield Auction Mart Company were later built on part of the site and eventually the loco shed would be demolished sometime during the 1930s. Quite a rivalry existed between the LYR and the Midland men in the village so this move was not welcomed by the "Lanky " men; for their part the



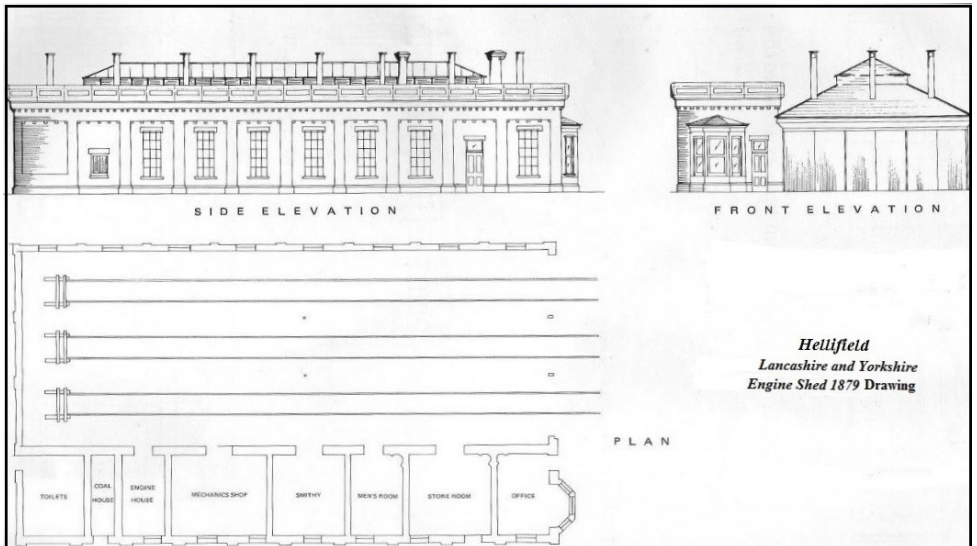
Hellifield's Lancashire and Yorkshire Railway shed

Midland men disliked the LYM locomotives finding them difficult to steam. The final insult for the "Lanky" men came when the LMS repainted some of the black liveried LYM Aspinall radial tank locomotives into the former Midland Railway's Crimson Lake livery!

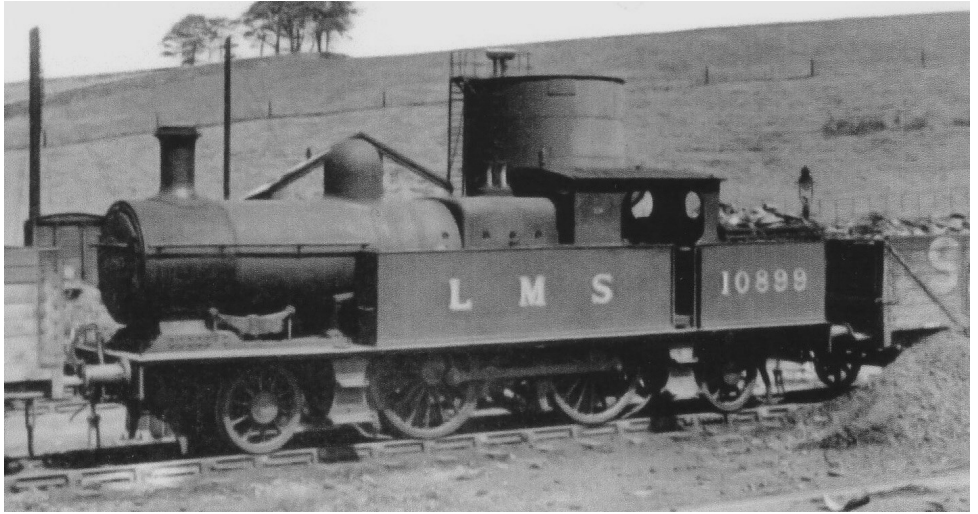
into the early 1950s, five of the class being there in 1947 including No. 10899 which is shown in the photo to the right, standing alongside the water softening plant at the present station in 1948. By the end of that year No. 10899 would be withdrawn from use and scrapped after a service life of 38 years.

Some of Aspinall's Radial tank locomotives remained allocated to the Midland shed for station pilot duties

John Percy



Drawings for Hellifield's Lancashire and Yorkshire Railway shed



One of Aspinall's Radial tank locomotives, No. 10899, standing alongside the water softening plant at the present station in 1948