

# ASK ASPINALL PROBLEM PAGE

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## Yard entrances and loading banks

As part of the construction of a small shunting puzzle layout, based on the corner of a fictitious goods yard somewhere east of Wakefield circa 1912, I am looking for yard infrastructure ideas covering the yard entrance and a loading bank (on the same level) including end loading and a cattle dock, plus a slope leading down to a loading area with what the L&YR referred to as a 'lifter' (hand operated yard crane). For the location/period what would the typical boundary of the yard consist of: brick wall, planked fencing or just post and rail? Also would the entrance be gated (solid or farm type) or just left open?  
**Derek King**

Each goods yard was unique in terms of space available for it, expected traffic and, in some cases, provision for expansion of services. Out on the Goole line I would expect a yard to comprise two roads devoted to coal, two to the goods shed and an offshoot to a loading dock, though that could be incorporated in the main goods area as well; an extra siding might be provided for a specific manufacturer/client both for goods in and out. In general, boundary walls tended to be made of stone rather than brick but in rural areas a substantial timber fence would suit.  
**Noel Coates**

Photo captions by the Editor.

In the next edition we will deal with cranes and weighbridges.



**Photograph 1**

This photo of the entrance to the goods yard at Luddendenfoot is really useful for modellers for not only does it show the wonderful round gate posts and two different styles of gates, but also a gas lamp, a telegraph pole, two cast iron signs, coal merchants' huts and even a letter box!

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**Photograph 2**

These goods yard gates at Ripponden have square gate posts and are of an entirely different design with vertical wooden slats. Note the cone-shaped stones in front of the gate posts which were to protect the gate posts from damage by cart wheels.

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**Photograph 3**

This end-loading dock under a short roof was to be seen at Knottingley and was a most unusual arrangement. There must have been some reason why the L&YR decided to put a roof over it, but it has probably been forgotten now. It would however make a most attractive model.

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**Photograph 4**

The cattle dock at Horbury & Ossett had wooden posts but iron rods between them. The entrance consists of two small gates locked by a sliding bar. There is also another design of gas lamp with its own ladder.

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**Photograph 5**

By contrast, the cattle dock at Featherstone was mounted on a stone-built loading bank which had a raised section. It has vertical slats on the lower three rails and a useful ladder leading up from track level. There are also some interesting buildings in the background which would be worth modelling.

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**Photograph 6**

This short loading bank next to the goods shed at Denby Dale was also used as a cattle dock, it would seem, as there are moveable hurdles stacked on the ramp. This is another unusual arrangement but would be a useful feature for the corner of a layout.

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**Photo 7**

Another two-level loading bank was pictured at Haigh. The upper level, which is fenced off from the lower level, has a single length of rail along the edge to prevent carts rolling off whilst being unloaded into the railway wagons below. There is also a small set of steps at the end of the lower level.

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