

LOWER DARWEN MPD

This Lancashire and Yorkshire straight-sided motive power depot, single-ended with eight roads was ready for use early in 1881, replacing a much smaller structure at Blackburn. The shed was built primarily to service goods locos particularly on local coal traffic and the many works yards around the area. Local passenger services such as the Ribble Valley Line were also covered.

Lower Darwen shed was numbered LYR No 25 becoming LMS 24D, an Accrington sub-shed, in 1934. By 1900 the shed was allocated 40 locos which had risen to 44 by 1934 and representatives of Barton Wright, Aspinall, and Hughes builds could be found allocated to the depot.

Popular destinations for freight traffic from the area were Carlisle via the RV Line, Brindle Heath, Aintree, Farnley, Newton Heath, and Wigan.

Coal and ash plants were installed in 1937 along with a 60-foot vacuum turntable. Ash pits were reconstructed in 1938. In the mid-1940s a section of the roof was removed from the front of the shed. The tracks beneath the roofless sections were, however, still used for stabling and maintenance creating very poor working conditions for staff particularly in the winter months.

By the early fifties most of the LYR engine types had gone. A notable arrival in late December 1957 was ex-Midland 0-4-0T 41578 which was allocated to work the paper mill sidings at Spring Vale. It didn't last long, being withdrawn the following year.

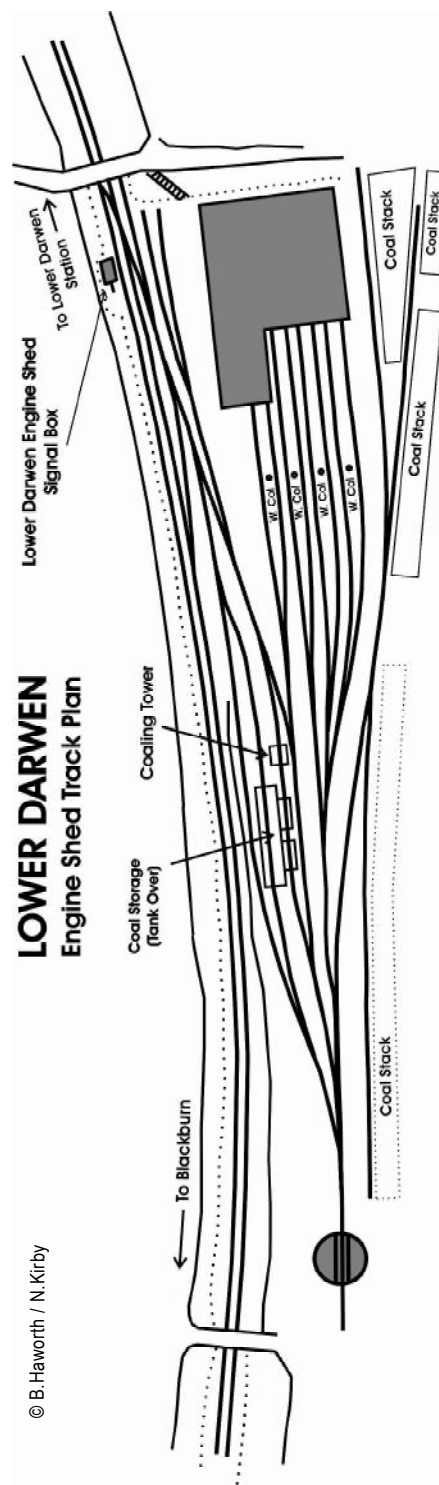
Lower Darwen MPD became 10H in September 1963. Over the years the loco allocation dropped ending with less than twenty locos at closure on 14th February 1966.

ALLOCATED LOCOS 1945

LYR 3F 0-6-0	12218,253,260,272,289,324,363,427,444,526,562,592,608.
LYR 2F 0-6-0ST	11327,467,499,506.
LYR 3P 2-4-2T	10891,945,950.
LYR 2P 2-4-2T	10732,735,765,781,803,812,875,892.
LMS 4F 0-6-0	4291,4483.
MR 4F 0-6-0	3897
LMS HUGHES 5F 2-6-0	2729,2730,2731,2733,2734,2821.
LMS FAIRBURN 4P 2-6-4T	2202
LMS 2P 4-4-0	677,684.

ALLOCATION 1950

CLASS 2P 4-4-0	40588
CLASS 4P 2-6-4T	42147,154,180,439,483,484,485,490,558,559.
CLASS 4F 0-6-0	43897,44225,44240,44291,44398,44483.
CLASS 2F 0-6-0ST	51415,51499,51506.
CLASS 3F 0-6-0	52203,260,262,268,289,363,431,441,444,445,460,526,529,579.
CLASS WD 2-8-0	90178,90266,90357,90374.



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ALLOCATION 1959

CLASS 3 2-6-2T
40120,40162,40163,40183.

CLASS 4 2-6-2T
42147,42154,42483,42485,42558,42559.

CLASS 6P5F 2-6-0
42717,42722,42729,42796,42821.

CLASS 4 2-6-0
76080,76081,76082,76083.

CLASS 2 2-6-2T
84011,84012.

ALLOCATIONS 1965

CLASS 5MT 2-6-0
42727,42732,42828,42869,42892,42898.

CLASS 4MT 2-6-0
43019,43041,43118,43119.

CLASS WD 2-8-0
90148,90152,90187,90204,90261

Brian Haworth,
July 2005

REFERENCES

LMS Engine Sheds, *Hawkins and Reeve*,

Lancashire and Yorkshire Railway, *John Marshall*

Lancashire and Yorkshire Railway in the Twentieth Century, *E Mason*.