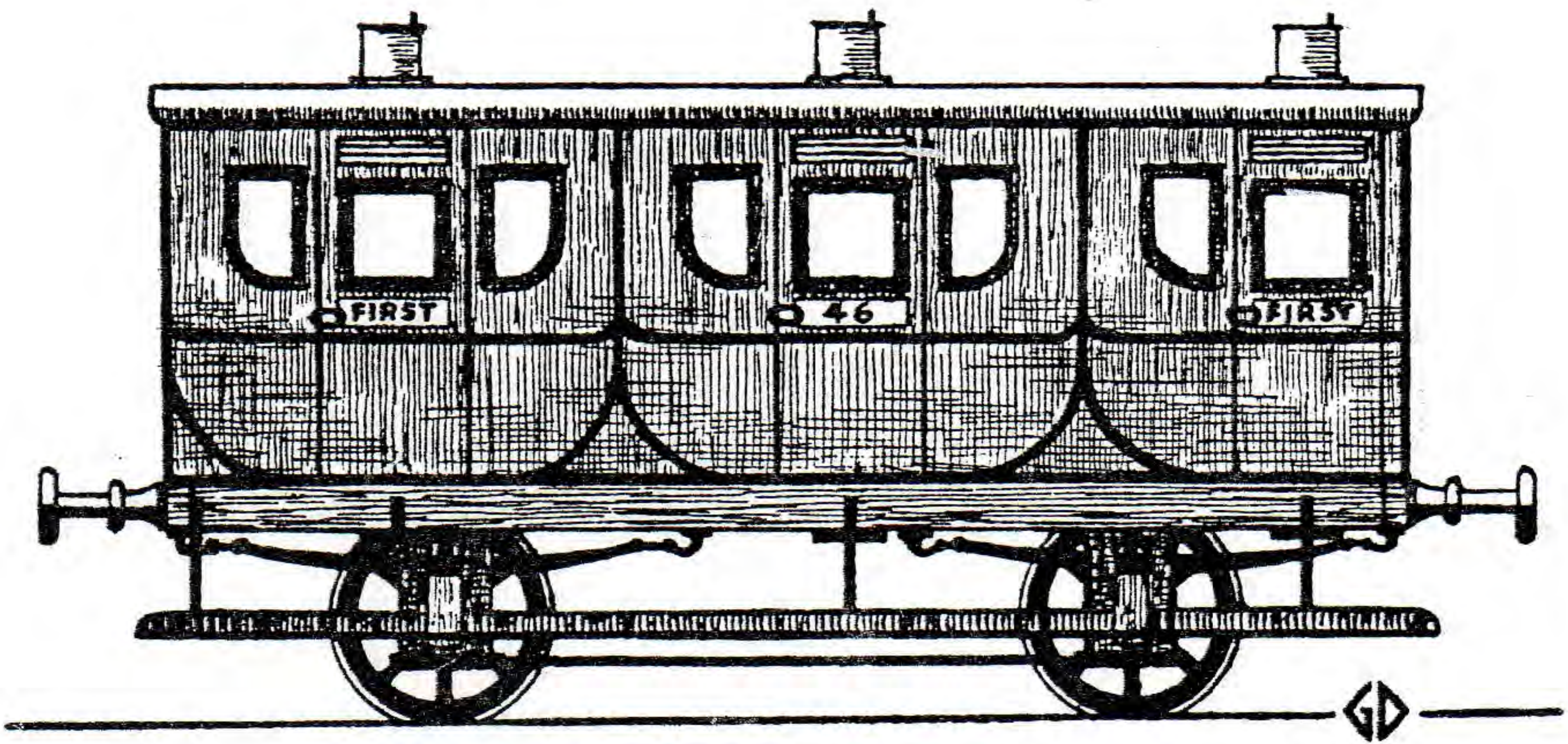


engines built on the same principle were put to work. There is some doubt as to whether any such engines ever worked on the S.A. & M., for the Gorton archives, Sharp's old records and Bodmer's papers still in possession of the family make no mention of any such engines having been built for or owned by the railway. Furthermore, the Bodmer papers do not reveal any six-coupled goods engines having been constructed on this principle. It is, however, possible that the 1844 locomotive was a Bodmer, and if this was indeed the case, it would probably have been No. 9, for an official note states that during November 1844, the month after her appearance, her coke consumption was 21.92 lbs. per mile. This special reference would seem to indicate that her design embodied some new feature.



*M.S. & L. 0-6-0 No. 3 (originally built for S. A. & M. in 1847)
as rebuilt 1864.*

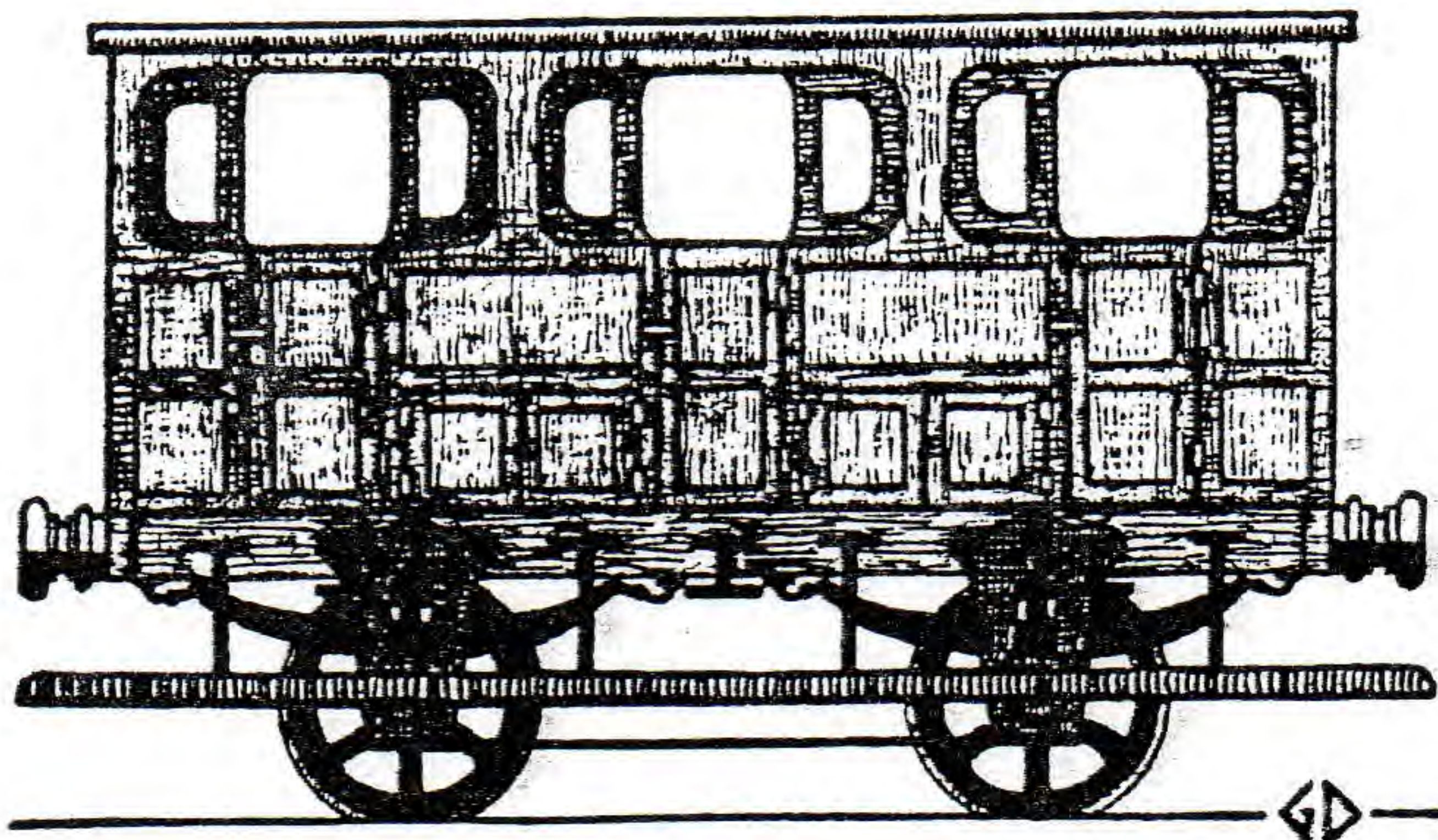
When the first section of the S.A. & M. was opened in 1841 the total stock of carriages was fourteen, comprised of three 1st class, five 2nd class and six 3rd class vehicles. The 1st class carriages and some of the 2nd's and 3rd's were built by Dunn & Son, coachbuilders of Lancaster; the remaining 2nds came from Allcard & Co. of Warrington and the other 3rds from Bradley of Sheffield. They were all favourably commented upon at the time of their appearance, the 1st class carriages being described as very similar to those of the Grand Junction Railway and accommodating six persons in each compartment, from the roof of which a lamp was suspended and "the aperture when the lamp is removed affords ventilation to the carriage." The 2nd class vehicles were likened to those



S.A. & M. 1st class coupe coach.

of the Liverpool & Manchester Railway except that the divisions between the three compartments were carried up to the roof. The 3rds, or "stand-ups," were simply described as "large and capable of holding a considerable number of persons."

Fortunately for the travellers in the "stand-ups," improved 3rd class vehicles were introduced before the Woodhead tunnel was completed. In a timetable of the train services operated as from 3rd November 1844 it was specially indicated that to two trains, the 9.45 a.m. from Manchester and the 11.25 a.m. from Woodhead, "covered third class carriages, with seats, are attached." And when the Dunford Bridge-Sheffield section



S. A. & M. 3rd class coach.

was opened for traffic on 14th July 1845 the *Sheffield Iris* exclaimed "The opening of this important line took place on Monday morning, when large crowds had congregated in the vicinity of the Sheffield terminus to witness the first starting of some of the most splendid carriages that ever adorned a line of railway. To say nothing of the First and Second Class carriages, those of the Third Class are unparalleled for comfort and protection, being covered at the top and sides, and richly painted on the exterior. The guard box behind is sheltered on three sides and the top so that even in the coldest season, this important functionary will be protected from the inclemency of the weather."

The carriages of the S.A. & M. were adorned with the names and arms of Sheffield, Ashton-under-Lyne and Manchester painted on their bodies but the illustrations upon which the sketches of 1st and 3rd class vehicles on page 33 were based gave no indication of this embellishment. The 3rd class carriage was said to measure 14 feet long, 6 feet 6 inches wide and 5 feet 3 inches high and to accommodate thirty passengers.

Soon after the opening of the first section of the line a passing loop was installed at Ashton & Hooley Hill, thus allowing an end to be put to the initial arrangement of despatching a train from one terminal when one had arrived from the other end of the line ; and in the summer of 1842 the line was doubled as far as Newton. When train services to and from Glossop (later Dinting) were commenced on Christmas Eve 1842 there were six trains from Manchester to Glossop and four to Newton & Hyde on weekdays, all but one departing at an even hour ; on Sundays there were four to Glossop. In the reverse direction there were seven from Glossop and three from Newton & Hyde to Manchester on weekdays, these departing at an even hour or at 45 minutes past the hour ; and on Sundays there were four trains from Glossop. All trains stopped at all stations, the journey from Glossop to Manchester being performed in 40 minutes, that in the opposite way taking five minutes longer.

A timetable card issued by the S.A. & M. on 1st May 1843 showed several improvements in the train service. All trains now ran between Manchester and Glossop, there being eleven each way on weekdays, two down and two up trains calling only at Ardwick and Ashton, thereby reducing the respective journey times to 25 and 30 minutes. The Sunday service had been increased to five trains each way, one of the up trains starting from Ardwick. Later in the year, on 1st November, further alterations were made, and a replica of the handbill then issued is illustrated on the opposite page. The original measured 5 inches wide by 10 inches deep and was printed on white paper.