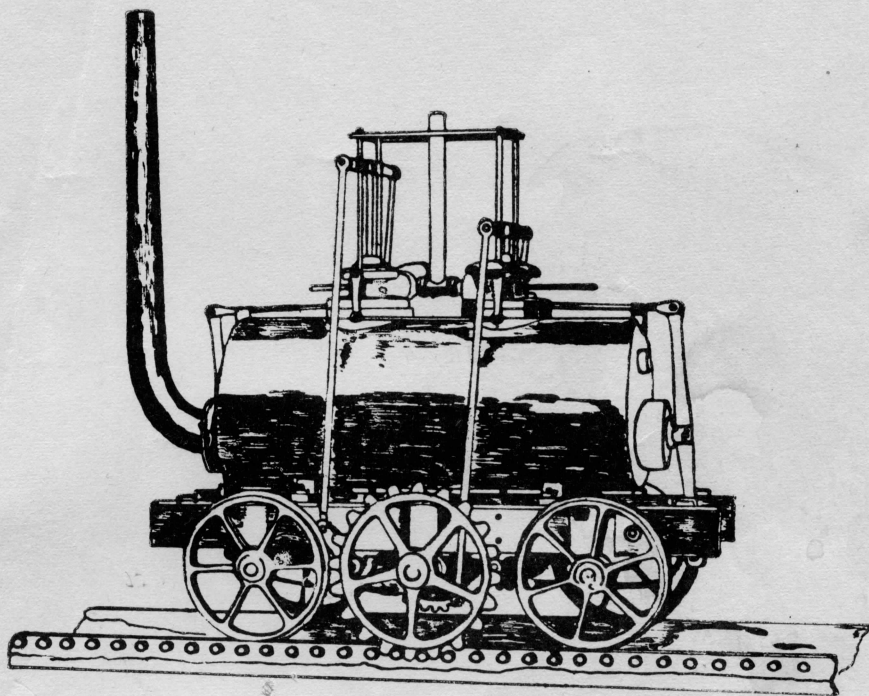


# **HISTORY**

**FOURTH REVISED EDITION 1970**



**1758 Middleton Railway Trust**

**LEEDS**

**1/6 (7½p)**

# THE MIDDLETON COLLIERY RAILWAY

## HISTORY

This Edition includes much of the text of the 1968 Fourth Edition, but has been edited and brought up to date by the Chairman's Publicity Team.

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Leeds

April 1970

## THE MIDDLETON COLLIERY RAILWAY

### A Brief Historical Survey

The following notes are reprinted from the pamphlet issued in the bicentenary year of the Middleton Colliery Railway (1958) by kind permission of Mr. D. Garnett, with additional notes by York Railway Museum, the Leeds University Union Railway Society & the Middleton Railway Trust.

The History of the Middleton Colliery Railway can be considered conveniently in five parts:-

- The Pre-locomotive era - up to 1808
- The Blenkinsop era - 1808 to 1831
- The Decline of fortune - 1831 to 1862
- Early Company Days - 1862 to 1903
- The Twentieth Century - Abandonment

#### THE PRE-LOCOMOTIVE ERA - UP TO 1808

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In 1646, Sir Ferdinande Leigh was the owner of a 'cole myne' at Middleton. This is one of the earliest records so far traced and suggests something more advanced than the bell pits which had sufficed from the beginning of time to win coal from a depth of but a few yards. Sir Ferdinande's was probably a 'day level' or substantially horizontal adit driven into an outcrop.

In 1669, Frances Conyers of Middleton was issuing a half penny token 'for the use of the Cole Pits'. Conyers Spring, a copse near Day Hole End but at a slightly lower level, may well be the site of these workings.

Ralph Brandling, of the Tyneside coal owning family of Felling, County Durham, married the Leigh heiress in 1697 thereby in due course amalgamating the fortunes of the two families and bringing Tyneside methods to Middleton. By 1717 it is recorded that he was the owner of 'A Wrought Colliery or Coal Mine with a Water Engine and Smithy' at Middleton.

The Brandlings continued to make their principal home at Felling and later at Gosforth, so they employed an Agent at Middleton. By 1754, Richard Humble was so installed and played a big part in developing the estate and coal workings in competition with those of the Fentons, around Rothwell and elsewhere. At this time Fenton had better access to Leeds and the river side for marketing his coal, as the Middleton coals had to

negotiate narrow lanes or bridle paths. Doubtless under Humble's advice, Charles Brandling, who had succeeded to the Estates in 1749, acquired land by the river and elsewhere which gave him a route over his own land and that of friendly neighbours to the river except for a length where, in 1755, he obtained leave to construct a wooden wagon-way for 960 feet on Woodhouse Hill Lane. Thus it appears that Brandling's river staithes, just upstream of where the Great Northern Railway bridge now stands, antedated the wagon-way to Leeds by two years.

The first record of attempts to build a wagon-way towards Leeds was in 1757 but not until January, 1758, was the first agreement signed between Charles Brandling and a landowner for the laying of a wagon-way for supplying Leeds. Further agreements were signed between March, 1758, and December, 1759, but Brandling evidently became aware of a possible snag in these agreements and sought their ratification by a Private Bill presented to Parliament. He obtained his Act (31 Geo. 2, c.xxii) on 9th June, 1758. It was the first Act of Parliament for the construction of a railway and was entitled:

An Act for Establishing Agreements made between Charles Brandling, Esq, and other Persons, proprietors of Lands, for laying down a Waggon-way, in order for the better supplying the Town and Neighbourhood of Leeds, in the County of York, with coals.

The Act confirmed Brandling's agreements and gave him his way-leaves for as long as he continued to supply not less than 24,000 tons of coal a year at 50.3d per ton. (The actual figures are quoted at pence per corfe but have been converted to current terms.) Delivery was to be effected at 'a certain field or open space called Casson Close near the Great Bridge at Leeds'.

The Act refers to 'a waggon-way (such as is used for and about the coal works and coal mines in the Counties of Durham and Northumberland)'. These usually consisted of oak rails with a renewable strip of beech on the upper surface. They were cross-sleepered at about three feet pitch, the sleepers being covered with gravel or cinders to protect them from the 'Morces' feet. Wheels were usually of beech, small in diameter and broad, with a circular metal plate fastened to the inner face by way of a flange.

The wagon-way gave Brandling an immediate advantage over his competitors in the matter of reduced transport costs for coals brought to Leeds and the output of the Middleton Collieries doubled within a decade.

The second Act of Parliament (19 Geo. 3, c.xi) was obtained by Charles Brandling in 1779. This empowered him to increase the price of coal to 58.3d per ton, but he undertook to deliver twice the quantity previously supplied. The people of Leeds agreed to this arrangement and increase because the previous quota of coal at a specified price was insufficient to meet demands and when it was exhausted, perhaps well before the winter, coals could be sold at any price they would fetch. Brandling was also required to supply the new quota in equal quarterly instalments, but was enabled to sell part of the consignment 'at any convenient place or places near or adjoining to the said waggon-way within the said borough



of Leeds ...' There are records of sales on Hunslet Moor from 1771, which may have been unlawful. The Act legalised such sales and may have preserved the lawful supply to premises on the route, such as the Leeds Pottery, in which Mr. Humble was a partner. By the terms of this Act, Brandling was to lose the rights for his wagon-way if he should 'permit or suffer any coals which shall be dug or got out of any mine or seam of coal lying within or under any lands or grounds in the said townships of Beeston or Hunslet or either of them to be brought to the said repository or coal yard for sale there ...' A scale of charges for cartage from Casson Close to various parts of the borough was also laid down.

Teal's map of Middleton in 1786 is most revealing as to the extent of the wagon-ways at the time. Many of them survive on modern maps as footpaths. The 'Fire Engine' mentioned thereon and located at Grid reference SE 31452895 is probably the steam pumping engine which is known to have been supplied in 1779/80 to the designs of John Smeaton the engineer of Austhorpe, near Leeds, better known for his Eddystone Lighthouse. Mr. Smeaton received payment in 1780 for his design and instruction as to erection.

Despite the provisions of the Act ten years earlier, Brandling, hitherto a partner in the Beeston New Colliery (location uncertain), acquired the rights of his retiring partner in 1789 and connected the colliery with his wagon-way, offering Beeston coal for sale at Leeds staithe. No map or plan of any branch to Beeston has been traced, however.

According to the Colliery records, cast iron tram plates were being purchased in quantity in 1790. These may have been for use underground but it seems likely that they were for surfacing the wagon-ways above ground where individual wagons contained  $2\frac{1}{4}$  tons of coal.

The third Act (33 Geo. 3, c.lxxxvi) dated 30th April, 1793, makes reference to 'very great Expense in making fresh Winnings in the said Coal Working, and in making additional Waggon Ways therefrom'. This probably refers to the first stage of the development of mining in the area now largely covered by the Middleton housing estate. The early pits seem to have been spread on both sides of Town Street, lying within a hundred yards thereof. The surviving incline was built at this period.

In 1793, Smeaton's pumping engine was replaced by a sixty inch one made by Boulton & Watt and Smeaton's 72 inch engine was re-erected at a new, but unidentified, location.

The new Act authorised an increase in price of 10d to 68.3d per ton and this was apparently conceded by the people of Leeds under a threat to discontinue the supply and allow the wayleaves to lapse. Since Brandling's coal was both good and cheaper than that from other and less favourably placed collieries, the price increase was conceded but the supply was to be reserved for the people of Leeds, and there was to be a daily quota six days a week. The Act legalised the sale of Beeston or Hunslet coal, but only when Middleton coal was not available for good and sufficient reasons. Authority for sale of a portion of the daily quota at any place en route was also given. There were also extensive provisions against various rackets and unfair trading practices by all concerned.

The last Act (43 Geo 3, c.xii), which received the Royal Assent on 24th March, 1803, mentions Charles Brandling as the former owner and Charles John Brandling as the present owner. It refers again to the 'great expense in making fresh winnings in the said Coal Works and in making and laying additional Waggon Ways therefrom'. This Act authorised the raising of the price of coal to 83.4d per ton, delivered to 'the said repository at Casson Close aforesaid, or at any other place near thereto, to be used as a repository for Coals instead thereof'. This clearly indicated the intention to cut back the Leeds end of the line and to build new staithes athwart the site of Great Wilson Street, not then made. Netlam and Francis Giles' map of 1815 shows 'Brandling's old Coal Staithes' on the site occupied from about 1824 by the South Market, and 'New Coal Staithes' slightly to the south thereof. The exact date of the change cannot now be traced but seems likely to be before 1807, in which year the sale of coal at the river staithes, whilst that at the Leeds staithes reached a record 67,000 tons, soon to be eclipsed when steam traction was introduced.

A detailed Valuation of the Middleton Colliery was made early in 1808 by T. Fenwick & J. Watson, dated 28th January. This showed that the average winning over the past seven years had been 35,000 wagons of 45 cwt., or 78,750 tons, of which an average of 8,464 tons had been for the workmen and engines. The Valuation refers to the two pumping engines, but no winding engines are mentioned: only '5 gins and 6 machines for drawing coals'.

At the date of the Valuation, there were  $4\frac{1}{4}$  miles of wagon-ways, including main-way and bye-way, one half being then of iron. There were staithes at Leeds and Hunslet. The river staithes were referred to as 'Hunslet' and even though the last records of sales there was for the year 1807, the evidence is against the existence of staithes on Hunslet Moor. There is an interesting reference to '2 machines on the inclined plane' (singular), which were valued at £120, having cost £145 when new. This incline would be the Old Run incline from Belle Isle to Hunslet Carr.

#### THE BLENKINSOP ERA - 1808 to 1831

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John Blenkinsop, born in 1793, 'near Leeds', became agent to Charles John Brandling at Middleton in 1808, probably after spending some time at Brandling's Tyneside collieries.

Stimulated by the ever increasing costs of horses and fodder, owing to the demands of the Napoleonic Wars, Blenkinsop investigated other possible alternatives, and, doubtless because the adequate adhesion of a smooth iron wheel on a smooth iron rail had not then been proved in regular usage; but possibly also with a blind faith that it might be possible thereby to negotiate the modest incline with empty wagons, Blenkinsop devised his rack rail method of traction, for which he secured Patent No. 3431 on 10th April, 1811. The firm of Fenton, Murray and Wood, of nearby Holbeck, were entrusted with the design of a steam locomotive using Blenkinsop's patent.

Fenton, Murray and Wood was formed in 1795, and the circular building from which the works came to be known as the Round Foundry, was erected in 1800.

Matthew Murray, born in Newcastle-on-Tyne in 1765 and in due course apprenticed to blacksmithing and millwrighting, migrated to Stockton-on-Tees. Trade declining, he walked to Leeds in 1789 and found work with John Marshall, a maker of flax spinning machinery. Here he met David Wood and they hatched their plans for setting up in business together. Finance for the business was provided by James Fenton. Wood's first interest was the design and making of machinery whilst Murray developed steam engines, stationary and otherwise.

Murray's first locomotive must have been substantially complete before the end of 1811 as plaques were made at the Leeds Pottery which depict a locomotive and bearing that date. It is possible that the plaques were back-dated, though that would seem pointless.

A very full account of the first practical test, on 24th June, 1812, appears in the Leeds Mercury of 27th June, 1812. The issue for 18th July, 1812, carries a minute wood-cut illustration, surely the first newspaper illustration of a steam locomotive?

Apart from incorporating Blenkinsop's rack patent, the locomotive was unique in having two cylinders. Many and varied have been the descriptions thereof but few, alas, bearing any stamp of authority. C. F. Dendy Marshall reviewed all known accounts and his findings were published posthumously in "A History of Railway Locomotives down to the year 1831". Five or six locomotives were built to these general designs, but each succeeding one might incorporate variations and artists were neither as scrupulous nor as able as the camera upon which so many later records depend. It seems fairly certain that the earlier locomotives had a cast iron boiler of oval section - about 37" x 32" and 9½ ft. long, made in two halves bolted together and having a single flue 14" in diameter, passing through to a small chimney of reduced diameter. Two cylinders of 8" diameter by 24" stroke were sunk into the boiler for half their length. They exhausted into the atmosphere, though a silencer was added later. Steam was controlled by two plug cocks, coupled together, and was distributed by larger 4-way plug cocks which were oscillated through about 60 degrees. The rack wheel was on the left side only, despite pictures and descriptions to the contrary. Murray, as an engineer, did not like this lopsided arrangement. He probably never ceased to advocate twin rack rails, since central racks would interfere with the use of horses for shunting. The locomotive had two spring-loaded safety valves but it is not now certain whether it originally had a feed pump which proved unsatisfactory and was discarded, or whether this was a later innovation. The latter seems more likely though Dendy Marshall was not so convinced, and the Kirkstall Abbey Museum model of SALAMANCA, built in 1928 after careful research by the late E. Kilburn Scott, has been given a feed pump. The only known reference to the boiler pressure gives this as 55 lbs. 'on every cubic (sic) inch'. The price has been variously quoted at £350 and £400, and included a Royalty of £30 paid to a W. West, the owner of the Trevithick Patent 'for the use of the high pressure steam'.

Blenkinsop is reported to have stated that the engine weighed 5 tons and did the work of 16 horses. It drew 27 wagons representing a load of 94 tons at 3½ miles per hour on the level or 15 tons up a gradient of 1 in 18. It could travel at 10 m.p.h. when lightly loaded. The consumption of coal was 21·3 lbs. per train mile, and each pound of coal evaporated 6·7 lbs.



of water. At that time, a horse cost 350 to buy and 255 per annum in upkeep, exclusive of the driver.

The reference to a gradient of 1 in 18 is interesting. Could it be that the locomotive negotiated Belle Isle incline? William Strickland in his 'Report on Canals, Railways, Roads and Other Subjects' in 1826 gives the plane as being 350 yards long and the gradient 'about half an inch to the foot', or about 1 in 24. He also gives the rise as 44 feet. The first edition Ordnance Survey 25" plan of 1893 shows a bench mark of 112.4 feet near the foot of the incline and one of 171.9 feet at the top. They are about 1300 feet apart and can be assumed to be nearly enough the same distance above ground surface, thereby giving a gradient of about 1 in 21. Certainly the locomotives did not regularly work the incline, and a self-acting system with brake drum was installed.

The first two locomotives went into regular service on 12th August, 1812. It being H.R.H.'s birthday, one of them was called PRINCE REGENT and the other SALAMANCA after the victory thereat three weeks earlier. These two are presumed to have operated on the lower level, and there is considerable confusion both as to the number of additional engines supplied and their names. The third engine to be made was sent to Willington, Northumberland, for use at a colliery owned by a man who partnered Brandling in another of his colliery enterprises. It had been ordered by Blenkinsop for Middleton, but he forewent it for the time being. Whether it came back as 'the Willington locomotive' or whether its replacement was referred to as the 'Willington Replacement' is not now clear (vide Dendy Marshall supra). It would be easy enough for this to become 'Wellington' with that name on everyone's lips. The prefix 'Lord' and later 'Marquis' would be natural if the name was adopted officially, whilst the naming of a fourth engine after Marquis Wellesley, Wellington's illustrious brother, would seem a natural corollary. The dates of appearance of these two additions are given as 4th August and 23rd November, 1813, respectively.

Blenkinsop's efforts to improve the colliery must have been highly successful, and in the year 1814 they achieved an all time record output of slightly in excess of 100,000 tons in the year. That was the first year when George Stephenson's 'Blucher', the first successful flanged adhesion locomotive, was put to work at Killingworth Colliery.

One of the engines blew up in 1818, killing the driver and scalding a number of children. Nevertheless, collectively they outlived their creators. Giving evidence about this explosion before a Committee of the House of Commons, George Stephenson said, 'The driver had been in liquor and had put a considerable load on the safety valve, so that upon going forward the engine blew up and the man was killed. But,' he added, 'that if proper precautions had been used with that boiler, the accident would never have happened.'

There was a serious accident between 6 and 7 p.m. on 12th January, 1825, 24 men being killed by an explosion at 'Gosforth Coal Pit, three miles from Leeds'. The explosion was caused by the removal of the top of a safety lamp for which, in future, Blenkinsop proposed to provide a lock. The list of killed in the Leeds Mercury for 15th January, 1825, includes one boy of five, two of eight, three of ten and two of twelve years of age.



Gosforth Coal Pit, doubtless named after Brandling's Northumberland home, was stated to be 80 yards in depth, sunk at the end of a tunnel 1400 yards in length, because 'the estate did not belong to the owner of the coal'. This may well have been the Day Hole located at Grid reference SE 309288, near the later Broom Pit. At one time there were two shafts, one called Gosforth and the other Woodstar, located close together at SE 312277. The surrounding land, bounded by Sharp Lane and Throstle Carr Beck on the North, East and South, had belonged to a Mr. Armitage and no known map shows any track leading to the site of these pits, which may have been for ventilation only, the position being not inconsistent with a tunnel of 1400 yards to the Day Hole. The tunnel was said to be big enough to accommodate a horse and cart, which pundits now interpret as pony and tram!

Matthew Murray died on 20th February, 1826, at the age of 61. He is buried in Holbeck Cemetery and his grave is marked by a cast iron monument, made as a labour of love by the men at the Round Foundry. The grave and monument have recently been restored to their original condition as a memorial to Matthew Murray.

Murray's House, built about 1803 and officially called 'Holbeck Lodge' though shown on early maps as 'Spring Field', was popularly referred to as 'Steam Hall' on account of its pioneer steam heating installation. It used to stand in a triangle of railway lines at Holbeck, but was pulled down in late 1959 to make way for the new junction outside Leeds City Station.

John Blenkinsop died on 22nd January, 1831, after a 'tedious illness'. He was barely 48 and lies buried at Rothwell.

#### THE DECLINE OF FORTUNE - 1831 to 1862

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By 1835, production had dropped to about 75% of the peak figures and the average price per ton had been forced down by ever-increasing competition from new collieries in the surrounding neighbourhood and improved transport - from 88.3d in 1811/12 to 60.0d.

In 1834, another engine blew up, and in the same year the Estate passed into the hands of Trustees who, with dwindling profits, were loath to incur any avoidable expenditure either on replacement of locomotives or the much needed sinking of new pits. Steam traction was abandoned completely in 1835 and horse traction came into its own again, the price of fodder having fallen sharply.

The precise date of building the incline from Belle Isle (not of course the modern circus of that name) up to Middleton village cannot now be traced. It appears to have been in existence by 1827 when two Prussian mining engineers visited the colliery, though it is not mentioned by Strickland whose report of 1826 includes a detailed drawing of the lower incline. Martin's map of 1831 is the earliest to show it, terminating at Venture Pit, Grid reference SE 306282. Priestley also refers to it - tantalizingly briefly - in his 'Historical Account of the Navigable Rivers, Canals and Railways of Great Britain', published in 1831.

In 1832, there appears to have been a rail connection between Fanny Pit (now Colliery Farm), New Lane (reference SE 29862818) and the top of the incline. The route it followed was along a field boundary line to the south side of Town Street, opposite the school where it turned parallel with the road but remaining on the south side as far as the known crossing place at the top of the incline. The twin hedges at Nova Scotia are a prominent of all large scale maps, and bounded the wagon-way from the supposed engine to the main wagon-way at Day Hole End.

The first edition 1" Ordnance Survey map of 1840 shows the line extending to what appears to be the West Pit, which is known to have been sunk to 116 yards in or before 1836. The first edition 6" Ordnance Survey map of 1848-51 shows the system in its complete form via 'Venter' (sic) Pit to the West Pit (reference SE 295277) with a tramway running from Henrietta Pit (SE 29812783) via Glasshouse Colliery (SE 29922749) to Bleachground Engines, which the 1850 Estate map described as 'Bleachground Pit'. This was situated at the junction of New Lane and Thorpe Lane, now respectively Middleton Park Avenue (slightly re-aligned) and Middleton Lane (reference SE 29982705).

At the other end of the line, Great Wilson Street was driven through at some time between 1831 and 1839, necessitating cutting back the terminus by about fifty yards and probably necessitating some static reconstruction.

Christ Church, Meadow Lane, was built only shortly before the well-known picture drawn by N. Whitlock and engraved on steel by T. Owen appeared in 1829. This picture, which shows one of the Blenkinsop engines in the middle of a train of wagons on a viaduct with Christ Church in the background has two curious errors of draughtsmanship. The inclination of the crosshead guide tie bars is impossible and a mill chimney, one of several in the background, has been swept round and incorporated in the locomotive in addition to its own chimney!

Doubtless the lack of Blenkinsop's guiding hand and certainly the failure to plough back sufficient of the dwindling profits, resulted in decreasing efficiency, caused the Estate to be increasingly embarrassed; a large scale map was prepared in 1850, probably with a view to selling up. A further map was prepared in 1853 and bears the title 'Brandling v Plummer'. This shows the following pits and no others: Day Hole Colliery, Henrietta Coal Pit, West Pit, New Lane Colliery (i.e. Glasshouse) and Bleachground Pit. The two latter were connected by tramway to a main line which ran from West Pit to Great Wilson Street along the original alignment now called 'Old Run Road'. The Brandling Estates were advertised for sale on 19th and 20th October, 1853, as a direct result of the Brandling v Plummer Chancery proceedings, but there is no record of a sale having taken place, or of any change of ownership, before 1862.

#### EARLY COMPANY DAYS - 1862 to 1903

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The Brandling Estates were sold in 1862, together with all rights and responsibilities of the wagon-way. The new owners, Tetley & Company,

formed into the Middleton Estate and Colliery Company. They set about the task of making the colliery profitable again and sunk the Broom Pit to a deeper level than heretofore. They re-introduced steam traction, the first locomotive being built by Manning Wardle in 1866, of 4' 1" gauge and called 'Blenkinsop'. This was followed by 'Matthew Murray' in 1869.

William Emsley, a solicitor of Leeds, wrote a booklet in 1877 (Hunslet Moor: The four acts of parliament) in which he sought to demonstrate that the Company had no authority to run locomotives upon the unfenced line across Hunslet Moor. He also declaimed against 'the new siding or branch line which the Owners of the Collieries have lately made on the Moor - for the purpose of forming a junction with the Midland Railway' (1875). According to a little booklet with the imposing title 'The Commons Question: Report of Chancery Proceedings in the Hunslet Moor Case, Friday, February 22nd, 1878, with the affidavits filed on both sides: and an introduction by John de Morgan, Commoner's Agent', the line was altered in 1875 to eliminate the lower incline and 'the new siding or branch line' was put in before the re-alignment on to the present route. The 4' 1" gauge branch line 'for the purpose of forming a junction with the Midland Railway' must have been legal subterfuge. The Company acquired seven eighths of the Manor of Hunslet in 1868 and the remaining eighth in 1874. They shortly afterwards laid the branch line as far as the limits of the Moor, apparently with no immediate prospect of completing the connection until they could buy the land thence to the Midland, or persuade the Midland to obtain powers to do so. Meanwhile, it seemed as though they were not entirely happy about the extension on the Moor and hoped to acquire rights of ancient usage by the time they had acquired the remaining land.

Meanwhile, a certain John de Morgan had set himself up to champion the Commoners and, in the presence of a company estimated variously between 30 and 40 thousand, he solemnly lifted a rail of the branch on 8th December, 1877, though 'no violent speeches were made nor were any acts of violence committed.' Chancery proceedings were duly instituted on 22nd February, 1878, and a hollow victory secured for the Colliery Company. The first edition 25" Ordnance Map of 1890 still shows the branch turning across the Moor and terminating nowhere!

In 1881 the gauge was changed to 4' 8½" and 'Matthew Murray' was returned to the makers for conversion to standard gauge, 'Blenkinsop' already having been scrapped. Two further standard gauge locomotives were supplied by Manning Wardle: 'Niger' in 1892 and 'Blenkinsop No. 2' in 1881.

It is no more than a guess that the connection with the Midland Railway's Hunslet Lane Goods Depot, via a level crossing in Kidacre Street and reversal in the Gas Works, was put in at the time of the gauge conversion. It is shown on the 1889/90 Ordnance Survey plans.

Bacon's plan of Leeds, circa 1889, is interesting in that it shows the new alignment of the colliery line, with the old alignment, is what is now Old Run Road, dotted. Doubtless because of its uselessness, the branch is not shown. According to the 1890 Ordnance Survey, the line was fenced except on the Moor. The great iron fence, which separates the line from the Moor now, could only have been put up after a decisive victory over the pretentious Commoners by the Colliery Company. It would have done credit to a wartime hush-hush factory, each of the enormous gates at a road crossing bearing a



fearsome cheval de frise. How they survived the Second War scrap metal drive when a simple wire and post fence was considered adequate for the fast and frequent tram route alongside, is beyond conjecture. Saxby and Farmer's gate posts and mechanism bear the dates 1901 and 1903, which may not have been the first enclosure. They have long been disused.

The Midland connection was completed in time for inclusion in the 1895 Handbook of Stations but by that date there was already the connection with the Midland Goods Station - former North Midland terminus - via the level crossing in Kidacre Street.

There had been various sidings from the Colliery line at its northern end before the gauge conversion and two short ones are shown on the 50" Ordnance plans of Leeds of 1850. A passing loop is also shown between Moor Road and Hillidge Place.

In 1893, the Hunslet Railway Company was incorporated to build the line from the Great Northern at Beeston, to Hunslet or more specifically to Knowsthorpe, in Hunslet but across the river. This was taken over by the Great Northern under its Act of 1894 and duly opened on 3rd July, 1899, including a new connection with the Middleton Colliery line near New Pit.

By the time the Ordnance Survey explored the area in detail for the second time, in 1890, all the pits on the plateau had been closed and the line cut back to a dead end at a spot nearly enough on the eastern boundary of the Middleton housing estate. Coal was no longer brought down the incline but was sent up with the aid of a steam winding engine, some of the buildings of which survived until as recently as 1964. There was a return sheave near the defunct Venture Pit, whereby the coal wagons were cable hauled across Town Street to staithes on the south side of the road. They could also be dropped back into the yard for supply to the engine.

#### THE TWENTIETH CENTURY

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Little of interest has emerged from the early part of the century. The 1905 revision of the Ordnance maps show the south end of the line cut back a little further, to a site just short of the tramway, a spot it had reached about 80 years previously. At the coal staithes there were in use until 1948 as was the incline itself, and all traces south of Town Street have but recently been effaced.

The steamwinding engine was replaced by a humble electric motor in about 1930 and the driving pinion moved to the opposite side of the winding sheave. A turntable was installed as a last phase, to enable wagons of coal to be turned into the yard for bagging.

Now, an explosives store has been built on the incline near its lower end, and the rails have been removed; most of the sleepers remained until quite recently though all have now disappeared.

\*Although this was the case at the time of writing, this store is no longer in existence.



The upper incline is not the only feature of the enterprise to suffer a reversal of traffic. A gas main, laid alongside the railway to convey gas from the colliery coking ovens to the gas works near the northern terminus is now used to supply gas from the gas works to the ever-increasing population in the Belle Isle area!

By arrangement with the National Coal Board, John Fowler & Co. used the colliery line for test purposes. When the northern section of the line was closed in 1958, this arrangement terminated. Subsequent to re-opening by the preservation group, Hudswell Clarke & Co. have used the line for testing purposes.

Of the development of the track and sidings around Broom Pit and New Pit and the Coke Ovens, Brickworks, Clay Pits and Quarries thereabouts, little factual record remains beyond that shown on the larger scale Ordnance Survey maps and plans. Three commercial sidings on Hunslet Moor call for notice in that access to and from the Midland line is obtained over the Colliery line and the National Coal Board or their predecessors have dealt with quite a vast amount of traffic for these 'customers' over their line.

The oldest is that of Wagon Repairs Ltd., now the Acme Engineering Co., on the south side of the Midland connecting line. This dates back to just before the first war and was in regular use until the 1958 closure. The second serves three premises on the west side of the line which are reached by a dead-end shunting neck connected with the main line by a north facing curve. These were laid in during 1919/20 and serve:- Clayton, Son & Co. Ltd., who were presumably the first so connected as the crossing of the connection with the tramway is called 'Clayton's Crossing'; Robinson & Birdsell, Metal Merchants and John King & Co., Ironfounders. All these are still intact with the exception of the siding into the latter firm's premises which was lifted in 1964. The third connection to the Hunslet Foundry of Samuel Denison & Son, Ltd., appeared officially at about the same time as the Clayton connection, though it is difficult not to believe that there must have been a connection many years before to the foundry which, whilst in other hands, cast the iron rails to Blenkinsop's patent design. In those days, of course, the line was on Old Run Road and through the recreation ground in front of the premises. The modern connection to the new alignment was taken out some years ago though it had not been deleted from the 1956 Handbook of Stations.

One more siding appears on 1932 and 1949 Ordnance maps. It left the main line immediately north of the bridge carrying the Branch to Northern branch to Hunslet and proceeded for a quarter of a mile in a N.N.E. direction upon substantially flat ground which was formerly a slag heap for the New Pit. This is understood to have been a stack yard. Like Conyers Spring, it is now better contemplated upon the map than in reality.

The visitor to the neighbourhood of Day Hole End and Conyers Spring will find disappointment indeed. The little covert has become a public rubbish dump and the spring is encumbered with the rejects of civilization at its lowest. No trace remains of the Day Hole and the present dead-end shunting neck terminates against virgin rock, affronted by more of civilization's cast-offs.

The Middleton Light Railway is sometimes confused with the Colliery line. Built by contractors for Leeds City Tramways under the Leeds Corporation Act of 1919, it was an electric tramway laid mainly on a reserved track and built to serve the Middleton housing estate. The first section from Dewsbury Road was laid in the highway along Moor Road until it reached its reserved track parallel and adjacent to the colliery line. From Clayton's Crossing, both routes were together within the same fences as far as the point of divergence just short of the Great Northern Railway bridge. Here the tramway track struck off through the woods by Middleton Lodge, quite away from any public road until it reached the Ring Road on the plateau. The line was opened for passenger traffic to its original terminus at Middleton Park Circus on 12th November, 1925, and was extended to Lingwell Road just short of the old Venture Pit on 28th November, 1927.

The existing tramway to Balm Road was extended to serve the Belle Isle housing estate and tracks were laid along Belle Isle Road to the Belle Isle Circus and opened to traffic on 22nd July, 1940. Under the Leeds Corporation Light Railway Extension Order of 1945, this was extended to Middleton Road on 24th February, 1946. A further extension to the junction of Belle Isle Road and Middleton Park Road was opened on 6th March, 1949, and the final length to the Middleton Light Railway at Lingwell Road was opened on 28th August, 1949. The whole of the tramway was abandoned on 28th March, 1959.

It is interesting to note that the original plans brought the tramway close alongside the Broom Pit and a physical connection of one furlong and one chain in length was intended to be made with the Colliery Railway. This plan antedates the Belle Isle housing estate but it is interesting in view of the fact that Leeds City Tramways used to handle mineral and goods traffic over its system. A heavy mineral traffic between the Gipton Pit at Harehills and the Leeds Fireclay Company at Wortley survived until late in 1930.

The Middleton Estate & Colliery Company is understood to have anticipated nationalization and to have separated its coal, fireclay and other interests in the early days of the last war. Thus, it would be about this time when the Middleton Fireclay Company came into existence.

Traffic north of Moor Depot, recently known as Whitaker's Staithes, was discontinued on and from 13th September, 1948, the bridge over Holmes St. having been demolished by the National Coal Board on 1st February, 1948. The bridge was barely high enough to walk under, being of 7' 6" headroom. However, not all traces of the bridge have disappeared, as the capstans are still in place on each side of the road.

Most of the line, except that portion between Parkside Great Northern Junction and Middleton Broom Pit had been closed for two years when the Middleton Railway Preservation Society gave the section below the Whitaker's staithes a new lease of life (see Appendix).

## THE END OF THE LINE ? 1958

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The Yorkshire Evening Post (Sat., 1-2-58) headlined the news that "Coal Board is to abandon Pre-Stephenson Railway in Leeds". This, their report explained, was because of heavy maintenance costs. Renewal of the track would prove too expensive for a Colliery that was losing money and would probably be only marginally profitable after reconstruction. As most of the coal was transferred to lorries at Hunslet Moor, it would reduce handling costs if road vehicles had access to the pit. The land on which the railway stands was owned by the Middleton Estate Company and the lease was soon to expire.

The Post's competitor introduced a personal angle after a Yorkshire Evening News reporter visited the line (Mon., 3-2-58). He describes an alarming trip on the saddletank locomotive "Blenkinsop". Dai Parry, Traffic Foreman, is quoted: "If we had this railway at Blackpool, we could make a fortune by offering rides at a bob-a-time on the Big Dipper!" The illustrated article continues with some facts and figures. 'Eight hundred men employed at Broom Pit produce four thousand tons of coal each week, all of which is despatched by rail.'

The proposal to build a road to the colliery evoked a storm of protest from the nearby Belle Isle Estate. The danger of heavy lorries passing on narrow residential roads was clearly undesirable. Their suggestion that the railway should be converted into a road (though it would have gladdened the hearts of the 'Railway Conversion League') was declared impracticable by Mr. Saul (N.C.B. Area General Manager) on the ground of expense. The opposition, which now had the support of the City Council, if successful would threaten the existence of the Colliery, endangering eight hundred jobs.

Whilst the battle between the Council and Coal Board continued, railway enthusiasts and historians celebrated the bi-centenary of the line. A special passenger train ran in June 1958, when "Blenkinsop" hauled open wagons from Moor Road Staithes to Broom Pit and back, and over the Balm Road and Claytons (Dartmouth) branches. This loose-coupled train was, for safety reasons, followed by a new Fowler prototype diesel shunter. (Although the line was never dieselised, it has welcomed new motive power from the nearby locomotive works for test and demonstration purposes.) The more agile members of the tour walked the disused incline to Middleton (Town Street) whilst others discovered the delights of the Colliery canteen.

Seldom, if ever before, had the line carried official passengers and those gliding past on the tramcars on the 'Light Railway' watched in



wonder the sooty, coal-dust-covered cargo.

The tour was organised by the Railway and Canal Historical Society and the Railway Correspondence and Travel Society West Riding branch. At the same time an exhibition "Salute to Steam" depicting the history of the oldest railway in the world was held in the Leeds City Museum, Park Row.

The "last rites" had been performed, and the line seemed doomed. Middleton however was to outlive its obituary notices!

The battle between the City of Leeds and the Coal Board raged on until eventually a compromise solution resulted in the retention of the railway from Parkside Junction, where Middleton joined the G.N.R. Beeston Junction to Hunslet East branch, up to the Broom Pit. Thomas W. Ward of Sheffield relaid this section during the holiday fortnight in August 1959, thus avoiding disruption to rail-borne traffic. The layout in Broom Colliery Yard was modified to allow British Railways locomotives to manoeuvre there, while at Parkside the loops at the interchange gave flexibility in cases where trains routed Ardsley-Parkside-Middleton or vice-versa had to reverse. The rail monopoly of two centuries was now broken and a percentage of total output left by road. The following figures illustrate this:-

YEAR	WEEKLY AVERAGE	% CONVEYED BY RAIL
	COAL PRODUCTION (tons)	
1948	2,200	100
1958	3,400	100
1960	3,000	45
1967	5,400	3

British Railways used a wide variety of tank locomotives to operate this traffic. Up to 3 trains a day went out headed by G N R J50 0-6-OT's, then Thompson L1 2-6-4T's of late LNER origin. These were followed by Stanier and Fairburn 2-6-4T's including the LMSR "Tilbury Tanks". Upon the closure of Ardsley shed, Wakefield became responsible for the work, using similar locomotives from the L&Y depot. When this was closed, Healey Mills diesels operated the line for the last few weeks. Occasionally other types appeared including some giant 2-8-0 and 2-10-0 tender locomotives.

#### RE-OPENING AND RESTORATION - 1960

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In September 1959, the Leeds University Union Railway Society members had the idea of acquiring or building a short stretch of line for the preservation of railbourne museum pieces. After considering some sites on University land, the members decided that Middleton was the obvious choice, particularly in view of its outstanding history and that it was lying abandoned save for the colliery end of the line. The Leeds University Union consultative panel made it clear that they did not approve of a Union Society running a railway - it must be admitted that in 1959 this did seem rather an outrageous thing to do! At a meeting in the University in December 1959, the Railway Society met and voted unanimously to found the Middleton Railway Preservation Society for the purpose.



This inaugural meeting was chaired by Dr R F Youell, then Staff President of the University Society. The two Societies were different virtually only in name, but the Middleton project was no longer subject to University control, even though carried out by University members. In the long run it was of course an advantage to include interested parties who were not University staff or students. Nevertheless the University group has remained very active and their major contribution to the Civil Engineering side still continues.

Negotiations for the acquisition of the line were rather involved. The Fireclay Company could not allow us to run over the Colliery section which was now a British Railways concern. A proposal to acquire the Fireclay works old building as a museum was rejected by the Leeds City Museums Committee. The rest of the line had been sold to a number of private firms, or was in the hands of sections of the Leeds City Corporation. The major landowner was Clayton, Son and Company Limited, who were informed by British Railways that the line was completely unworkable without complete relaying. Leeds City Highways Dept owned the level crossing sections, Leeds City Parks Department the section where the tram route crossed the line, Robinson and Birdsell Limited (scrap metals), John King and Co (Leeds) Limited (Fabricated steelwork) Parkfield Metals (scrap metals), Acme (the old Wagon Repairs Sidings) and a short section at the Balm Road end had been sold in 1881 and was now British Railways.

Fortunately the Preservation Society was the only common denominator with the prospect of restoring and reopening the line irrespective of ownership.

The regular operation of the railway was not envisaged when the Society was founded. A ceremonial reopening as part of the University Rag Week 1960 would however have the merite of being unusual and spectacular. The Society began to acquire usable railway relics. Hunslet Engine Company loaned their 1932 diesel 0-6-0 No 1697, the first to run on a main line company in this country. The closure of the Swansea and Mumbles Railway (built in 1804 as the first passenger railway) made it possible to acquire one of their double deck carriages which looked like a cross between an electric tram and a Southern Railway double decker coach. These Swansea and Mumbles vehicles ran in trains of up to 4, and it was found that though unwieldy they had been transported by rail from Brush of Loughborough to Swansea. The Mumbles Coach came back to Leeds by train, the roof travelling on one bogie wagon, the bottom deck on another, and the motor bogies on a third. The full account was published in the June 1960 "Old Run" Journal. On 18th June the Hunslet diesel, polished up for the occasion, hauled the Mumbles coach on to the Middleton Railway as the first train to run since the abandonment by the Fireclay Company. The passenger coach was reassembled and at 4.45 p.m. on the 20th June, passenger operation commenced. "Free rides at your own risk" carried 7700 passengers on the 106 seat vehicle between Moor Road level crossing and Parkside G N bridge.

By running slowly and carefully we stayed on the rails, looking back on the conditions at the time, this was a major achievement. What had started as a purely demonstration run gave rise to the further idea -- why not run the line as it had always been run -- for goods traffic. At a meeting of the firms concerned, two of them, Robinson and Birdsell, and Claytons, agreed to take rail traffic, in the form of scrap metal and heavy steel raw materials. This was a tougher task than an exhibition run in midsummer. The customers laid down no conditions other than a reliable daily service. Extensive repairs at that stage could only be described as a patching up operation. By using one of the two tracks from Moor Road to British Railways Hunslet Yard, and using the

other for spare parts and later a short exchange loop at the B R end, we were able to give ourselves running conditions with some chance of successful operation.

It should be remembered that the Fireclay Company had deliberately run down the line maintenance in the expectation of complete closure. The track was in a very bad condition; sleepers were rotten, the chairs on them were a miscellany - Midland from the 1881 relaying, GNR, SE&CR, LNER, LMSR....the prize specimens were stamped MET & LNE from the Watford to Rickmansworth line -- a short branch and the only one built by this joint railway; a very far-from-home pair was a GWR and GER on the same sleeper.

On 1st September 1960 the first goods train ran. It was 3 empty wooden 4 wheel wagons to Robinson and Birdsells, two of which went out loaded the same day with scrap for the steelworks. Claytons Dartmouth works traffic started a month later.

As we were the first full sized railway to be re-opened in this way, the Ministry of Transport descended on us in our first week, but fortunately there was no offence committed, and we had in fact notified them in writing of our intentions before re-opening. We got good advice rather than reprimands from the inspector sent down to investigate our activities.

The level of traffic has varied over the years, due to the unpredictable industrial needs, we might have a bare wagon or two only on the line, or after a bulk order 30 or more wagons awaiting unloading. This heavy traffic relieved the local roads, which were not ideally suited to such giant loads as fabricated steelwork, or steel plates at 10 tons a piece. Our largest single loads have usually been "Export Orders" for New Zealand gas works, which produced a 21 wagon train for Birkenhead docks. A 3 wagon bogie train with a tare weight of nearly 240 tons from British Railways Doncaster to Claytons works. Parkfields Metals on Whitakers staiths did not take advantage of our services, and the last train ran on 28th January 1961 conveying visitors in open wagons. The line to this firm's property was used for wagon storage, and lifted in 1969 by them, part of it is to be relaid later.

A new curved siding was built at Dartmouth works in 1961, a new and better interchange loop with British Railways in 1962, and a longer branch to the Moor End Works of Clayton's in 1962, this works never before having had a connection. The 3 wagon Midland hand crane and the GWR steam crane were invaluable in heavy jobs, but steady effort by manual labour dealt with normal relaying work.

The locomotive situation gradually improved. When our Hunslet diesel was being overhauled by its makers, we had the loan of a B.R. Drewry diesel D2323. The maintenance of old locomotives is at times long and tiresome, but when our Sentinel LNER Y1 No. 54 from Darlington had been put into working order, we had a useful reserve. From then on, almost every purchase has had to stand the test of not only "Is it historic?" but "Can it be made to work". A museum piece that would not earn money on goods traffic simply could not be afforded in the early years. Even with no covered accommodation and a minimum of equipment, Middleton Railway members have shown that they can keep our property safe, clean, and working. With the gradual increase in our numbers of locomotives and rolling stock, we have at last the luxury of being able to

choose which locomotive to use. In general during the week, when goods traffic takes about 2 hours a day to operate, one of the diesel locomotives from Hunslet, Fowlers or Hudswell Clarke, is suitable, as they can start within a matter of minutes. If steam is used for goods traffic, the Sentinel, with its ability to steam within an hour of lighting up, comes into its own. At weekends, when we are on display and have the public wishing to see us at work, steam locomotives are in their element carrying goods traffic and visitors trains as well. We are unlike most of the other, later, preserved lines in that our busiest traffic is in the winter months, August being the slackest for goods traffic. We are the only one to provide a daily service throughout the year. We have very few locomotives that are not our own property. The exception is NER Y7 1310 owned by our Middlesbrough friends and usually working the first Saturday in the Summer Months. We have (as the case of the 2 Avonsides illustrates) bought a second locomotive to provide spares for an existing acquisition. Until permanent accommodation under cover is available, when we move in to Middleton, some locomotives are stored elsewhere.

The full details of our locomotives appears in the Loco Stock Book, published elsewhere.

#### DAY TO DAY PROBLEMS

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Operating and Motive Power problems are more manageable than the unforeseen crises. Vandals and drunken intruders have smashed panes of glass on the brake van. Men with horses and carts steal rail and chairs. Wooden keys vanish for firewood. Small children endanger their safety and ours by playing with the switches at junctions, or by putting bricks and bottles to jam the turnouts. A small minority in the half million population of Leeds can cause constant headaches. Football supporters from the nearby Rugby Football ground throw bricks at our train crew. Gas, Electricity, Water, and Telephone Authorities dig happily away under the line without permission and bring trains off the line. Gypsies camping nearby stole sleepers for firewood and strung washing across the line. On one occasion our GWR steam crane stopped for water to find that the local standpipe had been stolen, leaving a muddy puddle. Local residents with buckets and bowls were called in to fill up the tank in a real life "Titfield Thunderbolt" effort. Sometimes in heavy snow, we have had to use a shovel to find whether the railway is still there, or hard ice has to be chipped away from the level crossings. The reputation of "Daily Service in All Weathers" takes a lot of maintaining in such conditions.

In 1965, our existence was threatened by a British Railways scheme to close the GNR line and take us over to run all Colliery traffic via Middleton Railway, leaving us there on sufferance. The closing down of the Colliery took away this nightmare threat. Rail traffic from the pit ceased in July 1967, the last few months coal traffic going out by road. The last shift was 16th May 1968.

#### FULL STEAM AHEAD! --- THE FINAL STAGE..

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In view of the Outstandingly Historic nature of the line, Middleton is protected by the National Trust against demolition or closure. The Preservation Society was converted into a Charitable Trust in 1962 under 4 Trustees. The Trust applied for the rest of the line and usable Broom Pit buildings in 1967.



The disposal of old mining property is a complicated matter. Long negotiations between the Coal Board and the local authority are usual in such cases, and an historic railway right in the middle of the derelict area caused complications. The final agreement for the future of the area was that the City of Leeds should take over and as a long term scheme clear away the pit refuse and landscape the area as a public open space extending to Middleton Park. The Colliery buildings are to become offices museum and rolling stock depots. The winding gear and unadaptable buildings have been demolished, and the pits filled to ground level. The National Coal Board asked the price of £4000 for the rest of the line and a rent of £100 a year for the buildings, the property being eventually transferred to Leeds Corporation. The Trust would be tenants with a desire to purchase when the future of the area had been settled.

The Trust is working very hard to raise the purchase price, at £20 per member this is not easy, but other preserved lines have surmounted similar tasks and failure is not anticipated. The Coal Board left the Broom Pit on 20th February 1970, and on Saturday 21st March 1970, the Chief Engineer, Mr. McAllister handed over the key to the Rt Hon Merlyn Rees, M P for the area, on behalf of the Trust. The long task of repairing the buildings, providing water and electricity supplies, caretaker's accommodation, storage and exhibition space, and generally tidying up, started at once.

The handicap of our first 10 years was the industrial scenery, losing us popular esteem and public support with higher membership. Fortunately the whole atmosphere will be improved with the imminent arrival of the Motorway across Middleton on an embankment, with protective fences and landscaping, with the lowering of the risk of vandalism damage. Covered accommodation for visitors and a permanent exhibition of relics will put Middleton on the same level as other preserved lines.

In ten years a derelict overgrown and dirty railway has been transformed into a safe regularly operated line, with facilities for visitors to travel, replacement of track over whole sections, and the certain prospect of better accommodation and surroundings as the new centre of our activities.

We have not allowed the excellent prospects for the future to obscure the *raison d'être* of the Oldest Firm in the Business. We shall carry visitors on the trains in increasing numbers - a brake van passenger train is more attractive to the public than we expected. We shall have a good Museum and Depot. We shall be known more widely than in our first ten years. A good basis of publicity is not to blow your trumpet until you have something to blow it about. No-one is going to be wildly excited about a goods train, but our future really is worth shouting about. By our 1758 Act of Parliament, it is obvious that our line was built to carry goods traffic from Middleton to Leeds.

And we are still doing just that. Within a week of connecting up the main line to Middleton in 1969 we already had a new customer for goods traffic at the Fireclay Works. Moreover it is still possible to see at the head of a train - making the echoes sound - a steam locomotive climbing uphill on a route over 2 centuries old and at the birthplace of the locomotive steam engine. But for the Middleton Railway Trust there would be no Railway and no Locomotives. The hard work of 10 years has been well worth it.

Within a mile of the line lies Matthew Murray at Holbeck Churchyard, his cast iron tombstone repainted and overhauled by our engineers at the time of his bicentenary celebrations. We are proud to have carried on the work he started.



# APPENDIX 1

## Locomotive Stock

up to 1960

### A. 4' 1" Gauge

Salamanca	2-1-2 rack loco built Fenton, Murray & Wood *
Prince Regent	ditto* (1812)
Marquis Wellington	ditto, built 1813 *
Lord Willington	ditto, built 1813 *
Blenkinsop	O-4-OST built Manning Wardle 220/1866 *
Matthew Murray	O-4-OST built Manning Wardle 284/1869 ∅

### B. 4' 8½" Gauge

Name	Works Number	Company Number	Type	Builder	Date	Notes
Blenkinsop No. 2	797	-	O-6-OST	Manning Wardle	1881	*, A
Niger	1262	-	O-6-OST	Manning Wardle	1892	0, A
---	---	6	O-6-OST	---	---	≠, A
Matthew Murray No. 2	1752		O-4-OST	Manning Wardle	1909	#
Gladstone	491		O-6-OST	Hudswell	1898	0, A
---	1175	69	O-6-OST	Hudswell	1916	@
Jean		LNER 407	O-6-OT	Gateshead N.E.R.	1897	≠, A
Blenkinsop	1871		O-6-OST	Hudswell	1954	M
Edith	1482		O-6-OST	Hunslet	1925	N, A
Nostell No. 2			O-6-OST	Hudswell	1889	Z, A (?)
Nostell No. 4	1789		O-4-OST	Peckett	1929	P
St. Johns No. 1	1763(?)		O-4-OST	Peckett	1921	Q
St. Johns No. 2	1597		O-4-OST	Peckett	1922	R

## Notes

- \* Locomotives built at the Round Foundry, Holbeck, Leeds, and all scrapped by 1835
- ⊙ Note \* applies. Whilst it is almost certain that two locomotives were supplied in 1813, there is still some doubt as to the authenticity of the names stated: the fourth locomotive has been ascribed the name 'Lord Wellington' by the historian Charles E. Lee et al. It was supplied on 4th August 1813. 'Marquis Wellington' delivered on 23rd November, 1813
- ∅ This loco, originally built in 1869, was rebuilt to standard gauge in 1881
- \* Rebuilt in 1910 and scrapped by G. Cohen's, November 1953.
- ⊙ Scrapped by 1947.
- ≠ Originally a N.E.R. 0-6-0, this was rebuilt as a 0-6-OST in 1912 and scrapped by 1947
- ‡ Scrapped by G. Cohen's, November 1953.
- ⊘ From Price, Wills and Reeves in 1916, this loco was scrapped by Robinson and Birdsell's during August, 1950.
- @ From Appleby Frodingham Steel Company (No. 69) in 1950.
- ‡ Ex-L.N.E.R. No. 407 in June, 1937; ex-Whitwood Chemical Company in 1943; ex-Briggs Collieries Company, Saville Colliery, in October 1947. Dismantled by 1949.
- M To Lofthouse Colliery in 1960
- N From Charlesworth Colliery in 1953; thence to Lofthouse Colliery in 1960 (December) after repairs by Hunslet Engine Company.
- P Originally Shawcross No. 1, this loco moved from Shawcross Colliery to Old Roundwood Colliery in 1952 and then to Nostell Colliery, also in 1952. Now transferred away.
- Q From St. Johns Colliery in 1953.
- R From St. Johns Colliery in 1952.
- Z Locomotive rebuilt in 1934 and again in 1951.
- ★ Inside cylinder locomotive.

## APPENDIX 2

### Locomotive Stock Middleton Railway Trust

- JOHN ALCOCK (Hunslet 1697/32) First diesel by Hunslet and first to work on a main line railway (acquired 1960)

WINDLE (Borrows 53/09) From Pilkington's of St. Helens. (Acquired 17th October, 1961). O-4-OWT.

SWANSEA (Avonside 1569/09) Used at one time on the Swansea and Mumbles Railway (Acquired 12th April, 1962) O-6-OST.

21 (Avonside 1671/13) From Mersey Docks and Harbour Board - identical to 'Swansea' and broken up to provide spare parts, 1967/8. (Acquired 28th June, 1966) O-6-OST.

MATTHEW MURRAY (Bagnall 2702/53) From G.Cohen's, Stanningley, Leeds. Typical industrial shunter with Price-Bagguley Valve gear. (Acquired January, 1966) O-4-OST. Named 1968.

LORD MAYOR (Hudswell Clarke 402/93) From G.Cohen's, Stanningley, Leeds. Temporarily stored and undergoing restoration away from Middleton. (Acquired latter end of 1967) O-4-OST.

HENRY DE LACY II (Hudswell Clarke 1309/17) Oil burning steam loco supplied to Kirkstall Forge in 1917 and obtained from them direct. (Acquired 1st February, 1968) O-4-OST.

JOHN COURAGE (Hunslet 4786/35) Small 40 h.p. diesel loco from the Courage Breweries, Alton, Hampshire. (Acquired 9th March, 1968) O-4-OD.

54 (Sentinel 8839/33) Supplied originally to Geneva Yard, Darlington where it spent all its working life. L.N.E.R. Class Y1. numbered 59, 8153, 68153 and finally 54 in the Departmental List. (Acquired 23rd September, 1961) O-4-O.

1310 (Gateshead, N.E.R. 38/1891) N.E.R. class H, LNER class Y7. Owned by the 'Steam Power Trust '65' (Acquired 16th June, 1965) O-4-OT.

69621 (Stratford, G.E.R. ---/1923/4) L.N.E.R. class N7 originally numbered 999E, later 7999, 9621 and finally 69621. Worked on the G.E. suburban services from Liverpool Street. Owned by the Chairman (Acquired Jan., 1964). O-6-2T. Temporarily stored away from Middleton.

3442 THE GREAT MARQUESS (Darlington, L.N.E.R. ---/38) L.N.E.R. class K4 originally numbered 3442, later 1994 and 61994. Now fully restored in original livery. Worked on the West Highland Line. Owned by the President of the Trust, Lord Garnock. (Acquired April, 1963) 2-6-0. Stored away from Middleton.



Rolling Stock of  
Middleton Railway Trust

Former LNER Wickham 4 wheel petrol Trolley.

**Cranes:-**

Vintage "Broad Gauge" crane built for Bristol area about 1880 by Clyde Crane and Booth of Rodley who have loaned the crane to the Trust. Could run on both GWR and Stephenson Gauges as built.

Midland Railway Hand Crane (with Associated Match Trucks) built about 1880.  
Smiths (of Rodley, Leeds) Crane, about 1930.

Swansea and Mumbles Railway electric Coach, No. 2.

L M S R Brake Van (M 158760) Built Derby 1926.

Middleton Estate and Colliery Company Wagon, about 1890. Brought back from Walton Colliery Railway, Wakefield, with original owners plate intact.

6 Acid Tank wagons ex Laporte Acids Limited of Hunslet, 4 wooden frames 2 steel. Built by Roberts of Horbury and other firms. Converted to flat and bolster wagons for internal traffic on line.

3 open wagons ex GWR and LMSR, 4 wheel, for general use.

1 covered van, LMSR, used as engineer's van.

John Courage (see over) is actually Hudson-Hunslet with 20/22 h.p. Lister motor.

CHAIRMAN (Hudswell Clarke) a Hudswell Clarke locomotive very similar to Henry de Lacy II was given by the Yorkshire Tar Distillers of Stourton when their works closed. Arrived 1969.

CARROLL (Hudswell) Gardner engined diesel acquired from North Eastern Gas Board when they ceased rail services to Laisterdyke Gas Works, Bradford. Arrived by road lorry (Pickfords) as rail access severed.

APPENDIX 4

Traffic Carried by Middleton Railway Trust.

1961	12,468 Tons	1964	8,822	1967	4480
1962	6,764	1965	9,781	1968	3661
1963	6,624	1966	5,700	1969	1667
1970 1000 tons to March 20th.					

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We invite our readers to contact our officers who will be delighted to give them further information.

Joining the Trust. Membership Secretary, Mr J Bushell, 12 Trelawn Crescent Leeds 6.  
Sales and Publications. Mr White, 66 Weetwood Lane, Leeds 16  
Visits to the line. Visits Organisers, Middleton Railway, University Union, Leeds 2.

In case of Difficulty, Trustee, M.R.Trust, 5 North Grange Mount, Leeds 6.