



1758 MIDDLETON RAILWAY TRUST

All enquiries to:

Middleton Railway Trust,
Garnet Road,
Leeds
LS11 5JY

Subscription:

£1.25 Adult; 65p. Junior (under 18) & OAP

Approx. Membership:

300

Track Mileage:

approx. 2 miles. Visitors' trains: 1 mile.

ACCESS (to Tunstall Road Halt)

- (i) By car, via M1 motorway from the south to exit no. 45 (Beeston, Hunslet) then turn right along Tunstall Road, then right at the roundabout. The halt is on the right.
- OR via the A653 to Tunstall Road traffic lights, approximately 1 mile from the City Centre and approximately 2 miles from the City boundary, then turn down Tunstall Road to the roundabout and proceed as above.
- (ii) By public transport: LCT bus number 74 or 76 from Park Row (across City Square from BR City Station) to Tunstall Road roundabout, then proceed as above.

SERVICES

Goods services are operated as required between local factories and Balm Road Sidings, British Rail, usually on weekday evenings, and total circa 6,000 tons per annum.

Visitors' services are run every Saturday and Sunday from Easter to October, and on Bank Holidays in the same period. Special trains for parties by arrangement.

FARES for 1973

Adult single:

6p.

Child single:

3p.

TIMETABLE for 1973

		Saturday and Sunday, Easter to end of October inclusive, including Bank Holiday Mondays
Tunstall Road	dep	14.00 then every half hour until 16.30
Middleton Park Gates	arr	14.08 " " " " " 16.38
Middleton Park Gates	dep	14.12 then every half hour until 16.42
Tunstall Road	arr	14.20 " " " " " 16.50

Train services may be altered in accordance with demand

STOCKLIST

* 1310	0-4-0T	IC	NER Gateshead 38	1891	ex NER 1310, LNER NCB 64
** 385	0-4-0WT	OC		1893	ex Danish State Rlys Class HS
+ "Lord Mayor"	0-4-0ST	OC	Hudswell Clarke 402	1893	ex Cohens, Stanningley
++	0-6-0ST	OC	Avonside 1569	1909	ex Bynea Steelworks
"Windle"	0-4-0WT	OC	Borrows & Sons 53	1909	ex Pilkingtons
"Henry de Lacy II"	0-4-0ST	OC	Hudswell Clarke 1309	1917	ex Kirkstall Forge
54	4WT GVB	VC	Sentinel 8839	1933	ex LNER 59, BR 68153 & 54
No. 6	0-4-0ST	OC	Hawthorn Leslie 3860	1935	ex APCM, Swanscombe
"Matthew Murray"	0-4-0ST	OC	Bagnall 2702	1943	ex Cohens, Stanningley
"John Alcock"	0-6-0DM		Hunslet 1697	1932	ex LMS 7401 & 7051 Hunslet Eng. Co. Shunter
"Courage"	4WDM		Hunslet 1786	1935	ex Courage's, Alton, Hants
	0-4-0DM		Fowler 3900002	1945	ex Keighley Gas Works
"Carroll"	0-4-0DM		Hudswell Clarke D631	1946	ex Laisterdyke Gas Wks

c. 1880 Thos. Booth steam crane

c. 1880 Midland Railway hand crane and match trucks

LMSR Brake Van

LMSR and GWR open waggons

++ c. 1890 Middleton Colliery Waggon No. 350

and various industrial waggons, some converted for service use

NOTES

- * Owned by Steam Power Trust 1965
- ** Owned by Steam Power Trust 1965 and due to arrive in the future
- + At present running on the Keighley & Worth Valley Light Railway
- ++ Static exhibits

The Middleton Railway, which can claim to be the direct descendant of Brandling's Railway, authorised by Act of Parliament in 1758 (the first railway legislation), which subsequently saw the first successful commercial use of steam locomotives in 1812, was also the first standard guage railway to be taken over by a preservation society in 1960. The undertaking is now a registered charity, and has acquired a selection of industrial locomotives and stock in keeping with its long history of service. All work is carried out by volunteers, and the society has a good relationship with the local authorities, as witnessed by the relaying of track and building of a tunnel necessitated by the extension of the M1 motorway.

Progress Report

The year has been mainly one of consolidation. Heavy overhauls have been given to several locomotives, including "Carroll", 54 and "Henry de Lacy", the latter making use of re-useable components of Hudswell Clarke 1717 "Chairman". Sales and waiting room facilities have been provided at the Tunstall Road platform by the conversion of an ex-BR 6-ton container. The Trust is at present working towards the erection of a loco shed and other facilities.

Note to Publishers

The Middleton Railway Trust would be extremely grateful if any information other than that contained in these notes was checked prior to printing with a responsible officer of the Trust. In the past some embarrassment has occurred by the publication of misleading comment. In particular, whilst they have been associated with the Trust, neither the N7 locomotive 999E, nor the "Great Marquess" 3442, are owned by or are part of the stock of the Trust, nor are they expected to come to Middleton. In this context, it should be pointed out that the name "Ferdinand F. Brown" appeared for one day only on a temporary wooden number plate produced for private reasons.