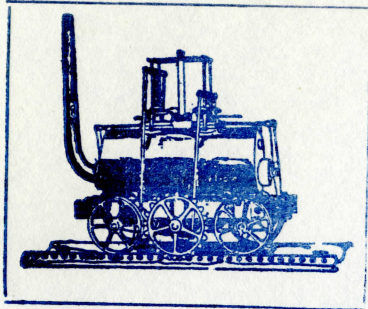
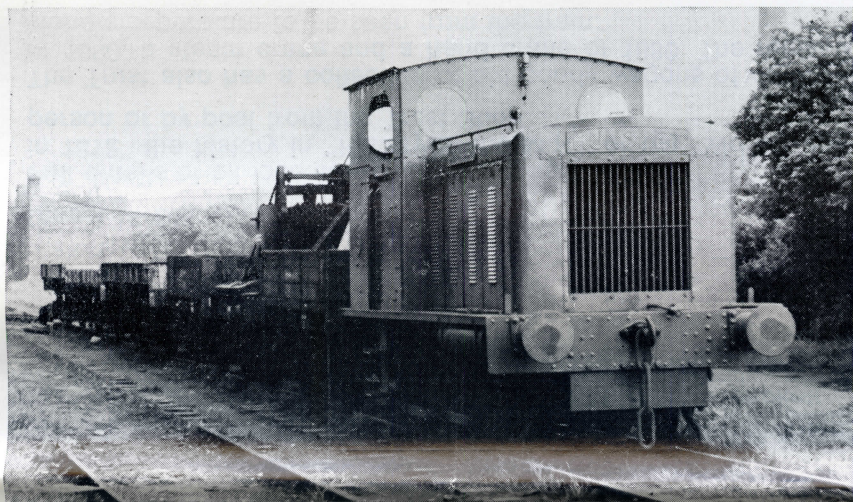


**1758 Middleton
Railway Trust**



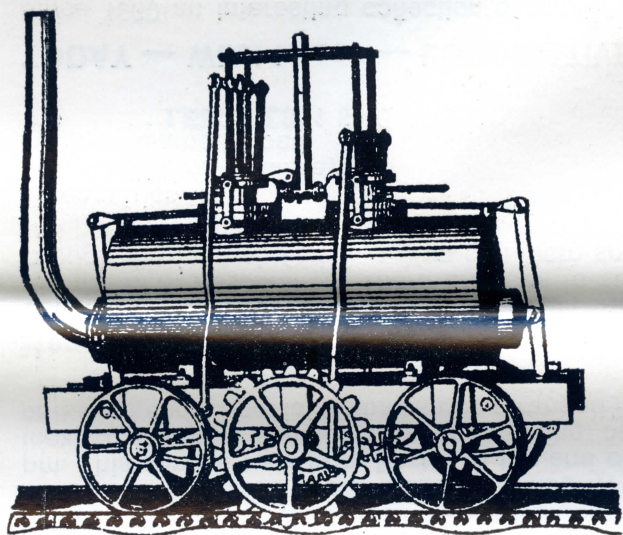
**1960 - June 20 th. - 1970
10th. ANNIVERSARY
of Reopening**



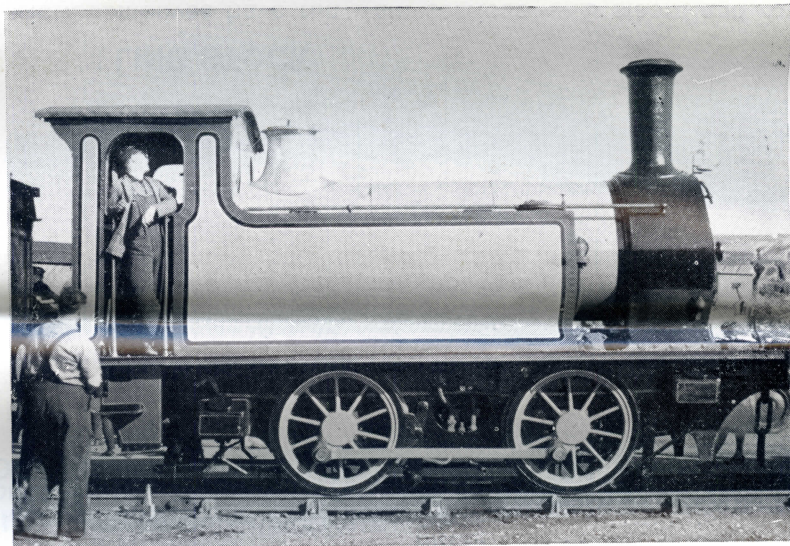
"John Alcock" at work 1960



No. 54 at Moor Road Level Crossing

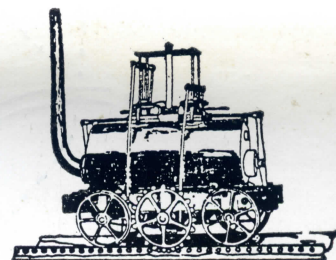


1812 "Salamanca"



No. 1310 built N.E.R. 1891

THE MIDDLETON RAILWAY



STEAM SINCE 1812

TWO HUNDRED YEARS AGO—

The Middleton Railway was busy carrying coal from pits at Belle Isle and Middleton to the growing town of Leeds. Horses were used to pull the wagons over the level parts of the line. To climb the hills, the wagons were fixed to a long rope. A stationary steam engine then pulled the wagons up. The first of these lines was built in 1755, and ran to the River Aire at Thwaite Gate, Hunslet. The direct line to Leeds was the first to be authorised by an Act of Parliament on the 9th June 1758.

Early in the 19th century, the high cost of horse feed forced the manager to think of other ways of hauling trains. John Blenkinsop invented the rack and pinion system, and Matthew Murray of Leeds built steam locomotives for the line. On 12th August 1812 crowds watched a public demonstration in which a 5½ ton loco. pulled a train weighing 26 tons at 5 mph. Named Salamanca and Prince Regent, the first locomotives were later joined by two others and ran until 1835. The Middleton Railway was in 1812 the first on which steam locomotives were a commercial success.

The Railway continued carrying coals to Leeds until 1947, when the line was cut back to Hunslet Moor. In 1960 it was threatened with complete closure. Local enthusiasts decided that in view of the long history, the line should be saved. In July 1960, it reopened, the first standard gauge railway to be run by enthusiasts.

TODAY — Train Services

The Middleton Railway is run by Rail-fans as a working museum. It is the only line of its kind that carries goods for local firms during the week, and on weekends and Bank holidays a steam-hauled visitors service. Trains leave Hunslet Moor (Tunstall Road) for Middleton (Park Gates) half hourly, from 2 pm to 4.30 pm. This service runs from Easter to the end of October. It is an inexpensive and popular way of reaching one of the largest parks in Leeds. Special trains can be arranged for parties.

Membership

Volunteers are always needed to help run the railway, adults joining the Middleton Railway Trust Ltd., under 18s the M.R. Association. There are jobs to suit all interests, and members are kept in touch with progress through the journal. Old Run. You can learn special skills in running and repairing trains, maintaining track, and publicising the line.

All enquiries to:-

Middleton Railway,
Garnett Road,
LEEDS LS11 5JY.

TODAY — What to see — LOCOMOTIVES & ROLLING STOCK

Since 1960 an interesting collection of small historic locomotives have run train services — 8 steam and 4 diesel.

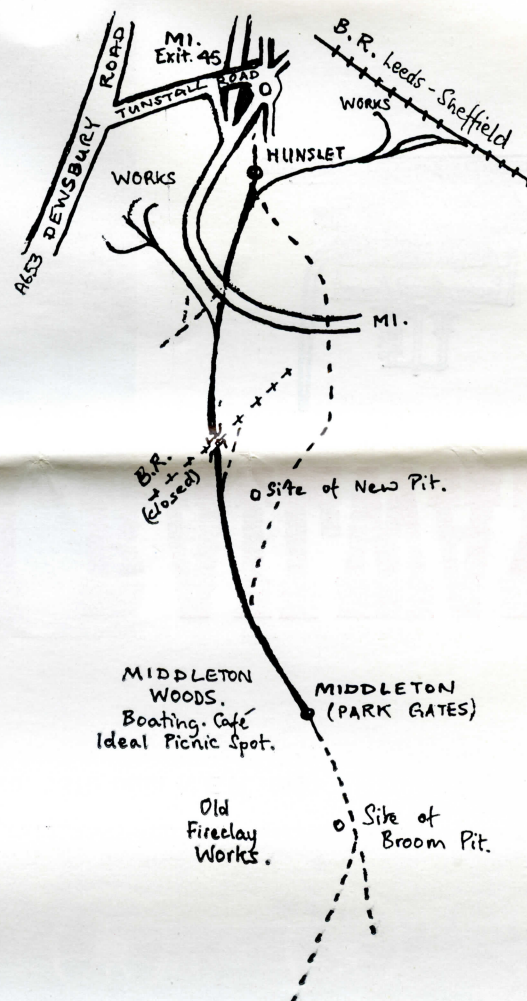
Name/Number	Year	Builder	Type
1310	1891	N.E.R.	0-4-0T
385	1893	Danish State Rly.	0-4-0WT
Windle	1909	Borrows	0-4-0WT
Henry de Lacy II	1917	Hudswell Clarke	0-4-0ST
John Alcock	1932	Hunslet	0-6-0DM
54	1933	Sentinel	4w V.B.
Courage	1935	Hudson-Hunslet	4w DM
6	1935	Hawthorn Leslie	0-4-0ST
	1941	Peckett	0-4-0ST
Matthew Murray	1943	Bagnall	0-4-0ST
	1945	Fowler	0-4-0DM
Carroll	1946	Hudswell Clarke	0-4-0DM

Steam — T: Tank Engine. WT: Well Tank. ST: Saddle Tank. V.B. Vertical Boiler.

Diesel — DM: Diesel Mechanical.

Full details of all locomotives are to be found in the "Stockbook", the first locomotives in "Steam Locomotives in 1812" the history in "History of the M.R." or the "World's Oldest Railway", all of which are obtainable in person or by post from the Trust Shop.

The Trust also has a collection of old goods wagons of various types, the oldest being a Middleton Coal Truck of 1890, a steam crane and a hand crane of 1880. The remains of the old mining days and even some old stone sleepers are to be seen from the train.



A SHORT GUIDE TO THE MIDDLETON RAILWAY

BEFORE YOUR RIDE

From 1758 until 1875 the line from Middleton Colliery to Leeds ran to the left of the present route, past 'The Engine' public house at the foot of the Old Run Road and coming in from the left to join the present alignment just south of the present Halt. From 1812 to about 1833, the Murray-Blenkinsop rack locomotives hauled trains between Leeds and 'The Engine' originally named 'The Locomotive Engine'. Between Belle Isle and the inn was a rope-hauled incline which is now Old Run Road. Engine drivers changing wagons patronised the inn whilst they waited, and according to the inquest evidence of George Stephenson liquor consumed here was responsible for a fatal accident in 1818 when an engine driver was killed and a number of children scalded as an engine boiler exploded. One story is that the driver screwed down the safety valve to increase pressure before moving off!

At the Halt, the Saxby and Farmer level crossing gates were installed at the turn of the century (dates can be seen on the gateposts).

The branch line on the left leads to the interchange sidings with British Rail at Balm Road, used for the Trust's freight traffic conveyed from local firms.

Construction work taking place at the present platform is the first stage in building a new, more substantial platform to house a larger shop building with more amenities. It is hoped that the land at present used as a car park will, in the not too distant future, house a depot building to preserve our collection of locomotives. Current estimates for building and track are in excess of £20,000 a great deal of money for a small society to acquire.

DURING YOUR RIDE

Before approaching the tunnel, carrying the M.1. motorway to the South, you will observe modern factory premises on the left the descendent of the firm which cast the first rails for the rack system used by the Murray-Blenkinsop locomotives in 1811. The pedestrian tunnel to the right follows the alignment of the old branch-line to the works served by the railway. The footpath can be followed to Middleton Woods. Emerging through the tunnel, the new branch-line going away to the right, was necessitated by the construction of the Motorway 1971-2. This new branch-line to Messrs. Robinson & Birdsell's scrap metal yard, the Trust's freight customer, and Messrs. Clayton's Dartmouth Works yard, where the Trust's locomotives and rolling stock are kept, replaces a sharp curve and headshunt-features of the original branch alignment.

The remains of Hunslet Rugby ground are evident by the row of tall Poplar trees which formed the eastern boundary, a landmark which it is hoped will not disappear.

For about half a mile from Tunstall Road Halt, the railway adjoins the former course of the Middleton Light Railway - a reserved tram track which was in use from 1925 until 1959. The route leaves the railway through the remains of the bridge which carried the Great Northern railway to Beeston junction.

On the left, just passed the bridge is the site of the exchange sidings between the colliery line and the Great Northern. Until 1967, British Rail locomotives ran over this section to the terminus, including W.D. 2-8-0s.

Further on the left is the site of the New Pit closed after the 1926 General Strike. About 300 yards from the bridge the route of the 1758 alignment is joined, evidence of stone sleepers can be seen in the wall, boundary to the Old Run Road.

The spoil on the right covers the old village of Belle Isle, the roofs of cottages being at rail level and it is said that mischievous boys jumped from track to roof to place slates on chimney tops to smoke out inhabitants.

At the end of the line is MIDDLETON PARK freely accessible to everyone. There is a small boating lake, children's play area, golf course, rose garden and cafe' about $\frac{3}{4}$ mile up the Park road (entrance through the three white posts)

Beyond the Halt, which incidentally will be replaced by a better station nearer the park entrance, is the remains of Middleton Broom colliery and the Middleton Fireclay Works. The site of the colliery having been cleared and the shafts capped.

The whole of this area is scheduled for controlled tipping, after which, it will be graded and landscaped to be pleasing on the eye for years to come.

FINALLY We hope that you as a visitor or railway enthusiast to the line have enjoyed your short stay with us, resting in the knowledge that you have helped support the World's Oldest Railway which played a very important part in developing the engineering industries of the City of Leeds.

PLEASE DO VISIT US AGAIN - THANKYOU FOR YOUR INTEREST.

SOME FIRSTS IN OUR HISTORY

- 1758 The Middleton Colliery Railway was built by authorisation of the first railway Act of Parliament, to convey coal in horse-drawn wagons from the pits at Belle Isle and Middleton to Leeds. The colliery owner, Charles Brandling, was enabled to undercut his rivals' coal prices as his transport was now cheaper.
- 1812 The world's first commercially successful steam locomotives, designed by John Blenkinsop and Matthew Murray, commenced working on the line. They were named 'Salamanca' and 'Prince Regent' employing the rack and pinion method of adhesion. Amongst the many people who came to observe them at work were George Stephenson (who copied some of their features in his own first locomotive in 1814) and the Grand-Duke Nicholas, later Tsar of Russia.
- 1960 The line became the first standard (4' 8½") gauge to be preserved by amateurs. Dr. R.F. Yeuell of Leeds University was one of the first names to be associated with attempts to preserve the line. During Rag Week a Diesel locomotive built by Hunslet Engine Company drawing an ex-Swansea & Mumbles railcar gave pleasure rides to hundreds of people.

INFORMATION ABOUT THE MIDDLETON RAILWAY TRUST

Until a few years ago the preserved line operated freight traffic only when the weekend visitors service began. This service operates all weekends and Bank Holidays from Easter to the end of October. It has increased in popularity and undoubtedly will be even more popular when the landscaping is completed along the whole length of the line. Freight traffic however still continues weekdays to suit customer requirements. Whenever possible steam engines are used at weekends between 14.00 and 17.00. The Railway is operated by the Middleton Railway Trust Limited, which is a registered charity. It has a membership comprising representatives of all sections of the Community. Work on the track, locomotive maintenance, train operation and all the attendant administrative and sales duties are carried out entirely by volunteers aided by members of the Middleton Railway Association which caters for those members under the age of 18 years. New members are always welcome to help run the railway in any way which appeals to them most. All members receive a copy of the 3-a year Old Run magazine which keeps members informed of current affairs. The locomotives are stabled in private factory premises in Messrs. Clayton's yard, Garnett Road, where admission is generally limited to members. This generosity has existed for many years for which the Trust is extremely grateful. Two vintage steam engines, owned by the Steam Power Trust are amongst the collection, one an ex-Danish locomotive recently acquired.

The Trust hopes very shortly to have its own Depot providing covered accommodation for the whole stock - your small donation for this information sheet will go towards the Appeal Fund for such premises.

IF YOU HAVE ANY QUESTIONS OR WISH TO JOIN THE TRUST:

Please ask the guard on the train or write to: The Middleton Railway Trust Ltd
Garnett Road, Leeds LS 11 5JY.

FOR INFORMATION ABOUT OUR HISTORY AND STOCK:

Publications may be obtained very reasonably at Tunstall Road Halt.

ONCE AGAIN, THANKYOU FOR YOUR INTEREST, HOPING YOU WILL CONSIDER MAKING SOME FUTURE CONTRIBUTION IN ANY WAY AT ALL.

The Membership Secretary's address is:

~~XXXXXX~~XXXXXX
~~XXXXXX~~XXXXXX
~~XXXXXX~~XXXXXX

Mrs. E.M. Lee
71, Knightway
Whitkirk LEEDS LS 15 7BL

What you get when you join the

MIDDLETON RAILWAY TRUST

- 1 Free travel on all passenger trains (subject to room available)
- 2 Illustrated magazine The Old Run
- 3 Opportunity to learn useful jobs under supervision
- 4 Friendship in working with other members
- 5 Free insurance cover on all our activities
- 6 The knowledge that you are helping to develop the oldest railway in the world
- 7 Opportunity to take part in outings of railway interest

WHAT DOES IT COST? Only £2 a year! We charge so little because we badly need members to help realise necessary projects and to maintain and operate the trains, look after track and buildings, and publicise Middleton at rallies and exhibitions. Everyone can do something! Every something is useful!

Your name alone is valuable to us in lending strength to the Trust in its continual negotiations with Leeds City Council on the future of the railway.

The Middleton Railway is operated strictly in accordance with rules and procedures approved by the Department of the Environment (Railway Inspectorate). It has an unblemished record of safe operation.

If you are 18 or over, please complete the form below and send it with your £2 to: Middleton Railway Trust (Membership), Garnet Road, Leeds LS11 5NY. If under 18, please ask for a separate form of application to the Middleton Railway Association (company law obliges us to ask this).

APPLICATION FOR MEMBERSHIP OF THE MIDDLETON RAILWAY TRUST

To the secretary of the Middleton Railway Trust:

I desire to become a member of the Middleton Railway Trust, and I hereby agree, if elected, to become a member of the said Trust and to be bound by the Memorandum and Articles of Association and by-laws and rules and regulations of the Trust for the time being. I declare that I have attained the age of eighteen years. The following particulars are correct:

FULL NAME OF CANDIDATE

ADDRESS Tel: . . .

RANK AND PROFESSION OR OCCUPATION

. (Signature of candidate)

Dated the . . . day of 197

Please indicate here if you have any particular skill which would be of value to the railway:

Please send me . . more of these forms to give my friends.

INDUSTRIAL LEEDS
OF
STILL SERVING THE NEEDS



MIDDLETON
PARK GATES HALT.

MIDDLETON
WOODS

To M62 (for M1)
(South)

MIDDLETON
RAILWAY

Former
GNR

Parkside
H Rugby Ground

CRESCENT
"BINGO"

WORKS
SERVED
BY
M.R.

DENSBURY ROAD A653

GARNETT ROAD

To LEEDS
(North)

NEW
MOTORWAY

WORKS

HUNSLET
MOOR HALT

TUNSTALL

MOOR ROAD

BALM ROAD
To LEEDS

To B.R. (LEEDS - SHEFFIELD LINE)

1758 Middleton Railway Leeds