

The Middleton Railway Trust

in conjunction with

The Leeds & District Traction Engine Club

incorporating The British Fairground Society



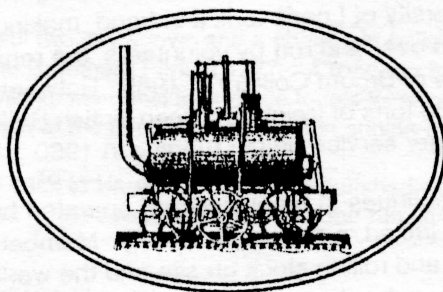
proudly present



The Leeds Steam Festival

and Vintage Transport Day

Sunday, 3rd June 2001



**INFORMATION
BOOKLET**

50p

50p

**About the
organisers**

The Leeds Steam Festival and Vintage Transport Day is being promoted by The Middleton Railway Trust Ltd and Steam Rally Promotions Ltd., the operating company of the Leeds & District Traction Engine Club.

The Middleton Railway Trust

Some historical details:

Established by the first Railway Act of Parliament in Britain in 1758 to carry coal from Middleton to Casson Close near Leeds Bridge in the city centre, the Middleton Railway has operated continuously since that date! It has never closed - to be reopened at a later time - and can claim to be 'the World's oldest working Railway!'

Originally, wagons were hauled by horses, but, in 1812, the Railway played host to the first commercially successful (as opposed to purely experimental) revenue earning steam locomotives. These were designed by John Blenkinsop, the colliery manager and built by Matthew Murray. Matthew Murray owned the Round Foundry in Holbeck, Leeds and thus began the Leeds locomotive industry. This was some years before George Stephenson began his well acclaimed work in the north east. Matthew Murray started an industry whose steam locomotives can still be found world-wide and many other similar steam engine building factories sprang up soon afterwards, such as Todd, Kitson & Laird, E.B. Wilson's, Manning Wardle & Co, the Hunslet Engine Company and Fowler's and McLarens.

In 1841, the Middleton Railway was connected to the main line of the Midland Railway at Hunslet East sidings (a connection which still exists today) and converted from the unique gauge of 4ft 1in to the standard gauge of 4ft 8½in. In 1960, a major part of the Railway was facing abandonment and a group of students and some staff from the University of Leeds took it in hand, making it the first standard gauge railway to be taken over and run by volunteers; the remaining section of line was taken over to the site of Broom Colliery in 1965. Between 1960 and 1983, the Railway transferred 10,000 tons of freight between British Railways and local firms and vice versa; a passenger service began running in 1960.

The Middleton Railway continues to be owned and operated by its volunteers as the Middleton Railway Trust Limited, a registered charity. Members undertake all major rebuilding of locomotives and rolling stock on site and the workshop at Moor Road, some two miles south of Leeds city centre, adjacent to M621 (junction 5), has now some excellent facilities to enable them to do so.

Published jointly by the Middleton Railway Trust Ltd., The Station, Moor Road, Leeds LS10 2JQ and the Leeds & District Traction Engine Club - Membership Secretary, Cambridge House, Calverley Lane, Bramley, Leeds LS13 3LR. Details of the respective organisations and membership fees can be obtained from these addresses.

The Leeds & District Traction Engine Club - a brief history



In the early 1960s, enthusiasm for traction engines was in its infancy in West Yorkshire. To promote this interest, in 1963, a few engine owners and others decided to form the Leeds & District Traction Engine Club. This title and location was most appropriate, for the area is rich in Industrial Archeology and contained a large number of steam vehicle manufacturers. The new Club incorporated the British Fairground Society, a dwindling body whose main interest in fairs and mechanical organs combined well with the aims and objectives of the new Club.

The first rally was held in the autumn of 1963 at Harewood House, between Leeds and Harrogate, and home of the Queen's cousin and was attended over the two days by an astounding 25,000 visitors. The fledgling society held similar events in the following years, although 1966 was a blank year and in 1967, an alternative site was found at Pudsey.

The Club returned to Harewood in 1968 and several successful three day events took place. The attendance peaked in 1970 at 48,000 when some visiting showmans engines were invited from the Home Counties, thus cementing relationships with similar clubs in the South.

Some less than successful two day shows and a change in policy at Harewood resulted in a new venue being found at Bramham Park in 1977. A road run in conjunction with the unveiling of the Fowler Works Memorial took place at this location in 1979, commemorating the largest and best known of the Leeds-based traction engine makers.

In 1984, the rally moved back to Harewood where it flourished again for some years. The thirtieth anniversary event in 1993 included a further road run, similar to the Silver Jubilee event in 1988.

In 1998, the August Bank Holiday event moved, for financial considerations, to the Great Yorkshire Showground at Harrogate but a combination of the population's changing leisure activities - and other reasons - made a change of date necessary and in 2000, the event was held in June. This proved not to be a financial success and the Club decided not to promote a traditional traction engine rally in 2001.

It is hoped that a combined event of the nature of the Leeds Steam Festival and Vintage Transport Day will thus prove very beneficial and it may therefore become the forerunner of similar 'city centre' Steam Engineering related events in Leeds in years to come.

The steam engine builders of Leeds

There were probably more steam engine builders in Leeds than in any other city in Britain. The ones which are likely to be best remembered are the Hunslet Engine Company and Hudswell Clarke for their railway locomotives and John Fowler and J. & H. McLaren for their traction and steam ploughing engines and steam rollers.

However, in numbers, these were only the tip of the iceberg, for there were several other railway locomotive manufacturers - E. B. Wilson's Railway Foundry, Kitson & Co.'s Airedale Foundry and Manning Wardle's Boyne Engine Works, for example, as well as the three other major road steam engine builders of Thomas Green & Co., Yorkshire Patent Steam Wagon Co. and Manns Patent Steam Cart & Wagon Co. - which went to make up what are more often than not somewhat colloquially referred to in the road steam engine world as the 'Big Five'.

In addition to the above, many somewhat more obscure makers of steam engines also were to be found in the city and its environs. Many of today's steam enthusiasts will never have heard of the firm of Fiskens & Co. in Hunslet but they also made a road steam engine in the late 1870s and Joseph Whitham built a traction engine in around 1870. There was also Mann & Charlesworth of Canning Street, which firm preceded the Manns Patent Steam Cart & Wagon Co.

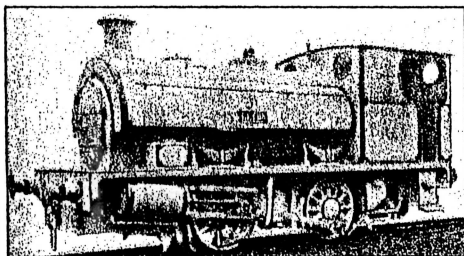
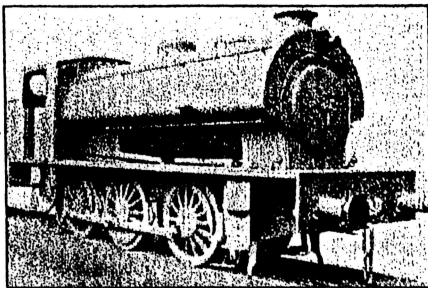
From a railway point of view, the 'grandfather' of them all was, of course, the Round Foundry of Matthew Murray in Holbeck. Later, many men who trained there went out and started their own businesses and produced other forms of steam engine. In the miscellaneous section can be listed such firms as Greenwood & Batley of the Albion Works, Armley Road, who made both horizontal and vertical steam engines for driving machinery as well as De Laval steam turbines. Large steam engines were also made by McLaren's and Fowler's and by Joseph Whitham and Son, Perseverance Iron Works, Kirkstall Road. Steam pumps were manufactured by Tyler, Hayward and Co. and also Hathorn Davis, Campbell and Davey at the Sun Foundry. This firm later became Hathorn Davey & Co. and made winding engines. Other makers of steam plant were John Bastow and Co., Oak Road; Easton and Tattersall, Alexandra Foundry, Kirkstall Road and J. and L. Horsfield, Saxton Lane. Carrett & Marshall built a steam carriage in 1861.

Yet another branch of steam engineering was in relation to steam cranes. Thomas Smith and Sons, Rodley was started in 1820 by Balmforth, David Smith and Booth as general iron founders. Booth sold his share in 1847 and moved to an adjacent site where he produced steam cranes in the Old Foundry as Booth's of Rodley. David Smith and Balmforth both died and in 1861 the business was acquired by Thomas Smith, who went on to produce his first steam crane shortly afterwards. The firm later made dock cranes, excavators, pile-drivers and mortar mills, as well as locomotive type steam cranes and overhead gantry cranes, all steam driven. Another firm which made steam cranes was Isles of Stanningley.

Railway locomotive makers in Leeds

Hunslet Engine Company

Hunslet's second locomotive was supplied to Waterloo Main colliery, Leeds in 1865. Since then, the firm became world renowned for their small locomotives. The largest steam engine built was an 0-8-0 tender locomotive which was sent to India in 1935. It weighed 132 tons. During World War 2, one of Hunslet's best known engines was put into production - the 'Austerity' 0-6-0 saddle tank and many of these are still to be seen at work on preserved railway lines around the country even today.



Hudswell Clarke

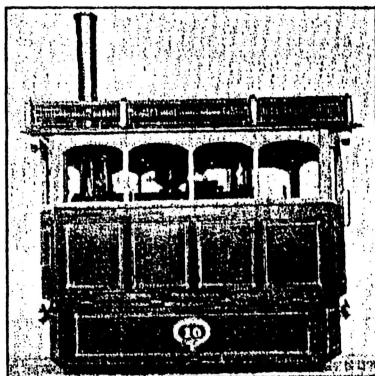
This firm made many types of industrial and contractor's locomotives in a wide variety of gauges. Some remarkable 4-8-0 tender locomotives were built for the narrow gauge Londonderry and Lough Swilly Railway in Ireland in 1905.

E. B. Wilson, Manning Wardle and others

Following the success of Murray's Round Foundry, Kitson & Hewitson started in business in Hunslet Lane and then Todd built locomotives at the Sun Foundry, Dewsbury Road. E. B. Wilson also started in Pearson Street, Hunslet. Wilson's were very successful for a time and then, when they began to wind down, Manning Wardle took over the production of E. B. Wilson's range of small industrial locos in 1858 and eventually went into voluntary liquidation in 1927. Their goodwill went to Kitson's and their premises eventually to the Hunslet Engine Company. Fowler's and Green's also produced steam locomotives.

Todd, Kitson & Laird; Kitson and Co.

Up to the 1850s, they were builders of many of the then express locos in Britain. Many of their later products went for export, although they did manufacture steam locos for main line companies here as well. A class of 'Atlantic' (4-4-2) locomotives was built for the L.B. & S.C.R. in 1905 and their largest was a Kitson-Meyer articulated 2-8-8-0 type on the 3'-6" gauge for Spain which weighed 101 tons. They also made many steam tram engines for city streets both here and abroad.



The locations of the Leeds steam engine build

The Royal Armouries

There is a display of traction engines and similar vehicles, a vintage fairground and fairground organ and several steam miniature engines. This is presented by the Leeds & District Traction Engine Club.

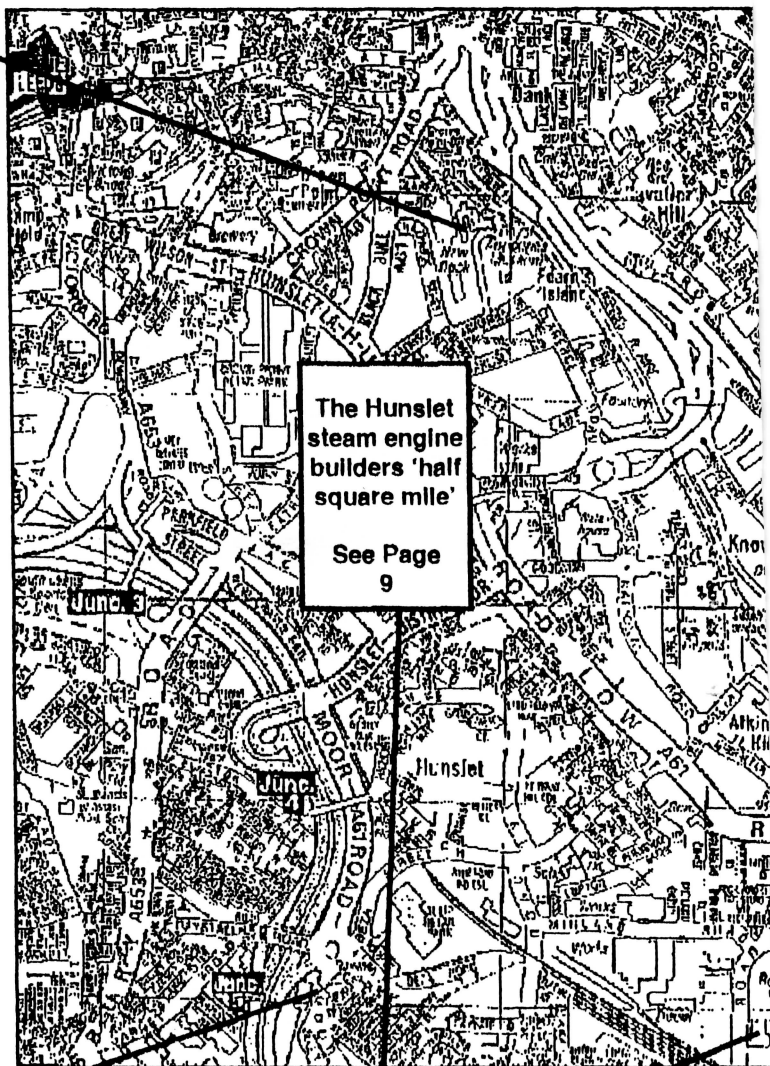
Shuttle bus services

Shuttle buses will run between the three sites. The fare is £1.00 and tickets are obtainable at any of the three sites.

The shuttle bus service starts at approximately 11.00 from the Royal Armouries and continues until 17.00. It will run at frequent intervals in a clockwise direction from the Royal Armouries to Thwaite Mills and then to Middleton Railway before returning to the Armouries, passing some of the steam engineering sites of Leeds on the way.

The Middleton Railway See Page 1

Train rides can be taken from here (see last page for fares) and there is an exhibition of steam and diesel locomotives - some of which were built in Leeds - together with rolling stock and photographs, a fairground organ and other static displays.



The Hunslet steam engine builders 'half square mile'

See Page 9

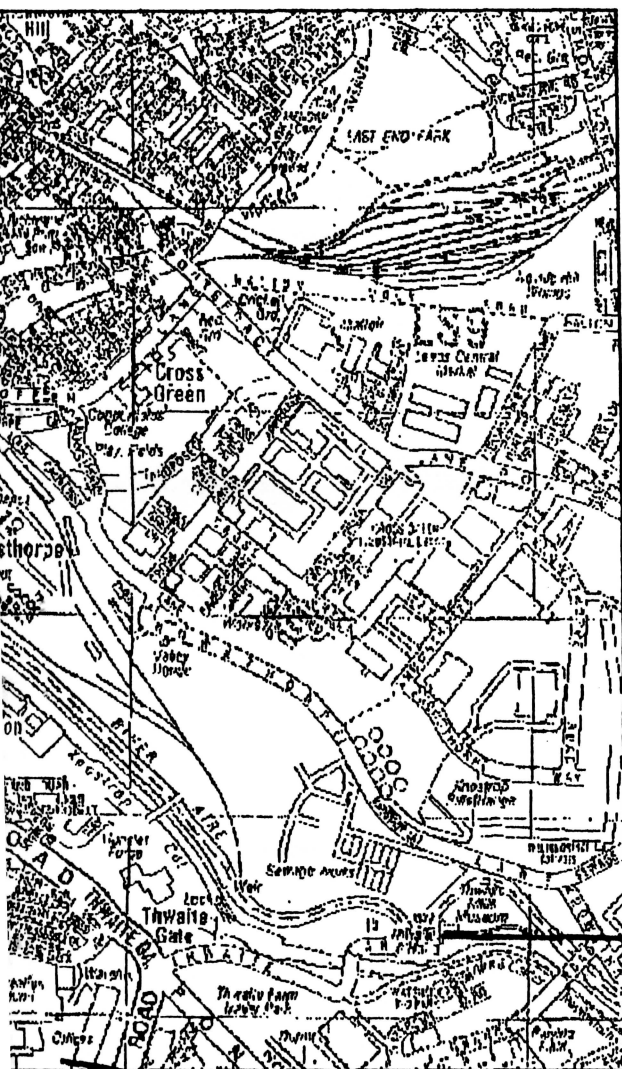
Hunslet

Most of the Leeds steam engine builders were situated within this half square mile - please see page 9.

Manns Patent Steam Engine

Moved here from Cannik. The works was built in 1811. The premises are now over a doorway which fr

ers and the three Leeds Steam Festival sites



Note:

Not shown on this map are The Round Foundry, which was located in the Water Lane area of Holbeck and also the Smithfield Ironworks premises of Thomas Green & Son which was on North Street. The Offices of this Works, previously the Smithfield Hotel, are still standing and a commemorative Blue Plaque is to be unveiled on these by the Leeds Civic Trust in conjunction with the Road Roller Association on Sunday, July 15th 2001 at 14.00. All are welcome to attend.

Car Parking



There is a Council 'Pay and Display' car park at the Royal Armouries. Parking is free at Thwaite Mills and at the Middleton Railway. If using the latter, please park in the adjacent Tulp Retail Park.

Thwaite Mills Museum

A display of classic and vintage cars, commercial vehicles, vintage motorcycles, vintage tractors and stationary engines etc. The Mill itself is open and tours around may be taken at regular intervals. The entrance fee is £2.00. Inside can be seen two huge waterwheels, remnants of power from days gone by.

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g Street, Dewsbury Road.
02 and closed around 1930.
cupled by Pontifex and the
above one of the arches
nts onto Pepper Road.

Yorkshire Patent Steam Wagon Co. Ltd.

Part of the building today is occupied by Pickersgill Kaye although not much remains of the original premises where many steam wagons were built.

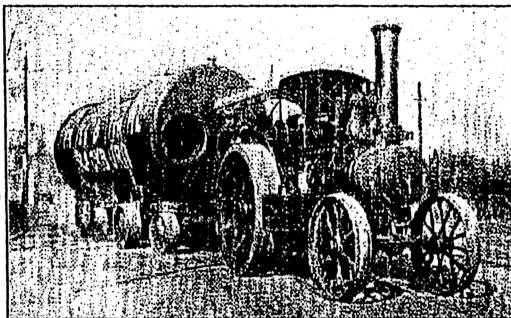
The Traction Engine Builders

John Fowler & Co. Ltd., Steam Plough Works, Leathley Road

Probably the most famous of all the road steam engine builders in Leeds and makers of the most diverse range of vehicles. Founded by John Fowler in 18xx who developed the two engine system of ploughing. Originally, engines were built by Kitson & Hewitson in their adjacent works before Fowler opened his own next door. Many engines went overseas and the firm had its own works in Magdeburg, Germany where not only ploughing engines were sent but also steam rollers and road locomotives. Traction engines were one of the mainstays of the firm which also built showman's road locomotives, steam wagons, portable engines and narrow gauge locomotives and stock.

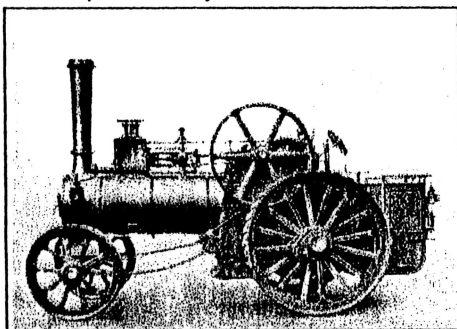
By the mid 1930s, despite venturing into motor wagons, motor rollers and both petrol and diesel ploughing engines as well as rotary cultivators known as Gyrotillers, the firm was in difficulties and became part of the T.W. Ward group of Sheffield who also owned Marshalls of Gainsborough and they continued with the production of tractors and crawler tractors as well as stationary engines.

The Works closed in the 1970s and the site has been commemorated by a plaque which is now in Costco's car park, the mounting of which is formed from part of the stone archway over the work's entrance.



J. & H. McLaren, Midland Engine Works, Jack Lane

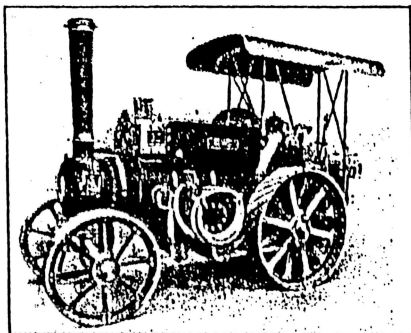
The originators of this works, in 1876, were brothers, one of whom had previously worked for the firm which took over Fiskens'. They made many engines for overseas, particularly New Zealand, where a lot of them are still in existence today.



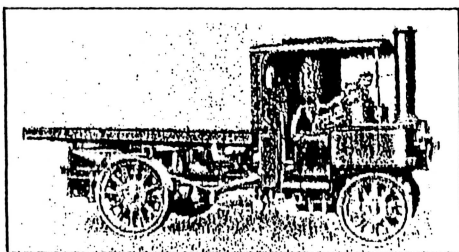
They were the other main constructor of steam ploughing engines in Britain. Their traction engines were very solid machines and popular with farmers for this reason. They were also makers of road locomotives, showmen's engines, steam tractors, rollers and were very early in the diesel engine field under an arrangement with Benz of Germany. Sadly, nothing remains of their works today.

Thomas Green & Son, North Street

Seemingly, this firm were outside the area which is normally associated with engine builders. However, they did start in Hunslet and when more space was required, this was found on the other side of the river. Although they were probably more famous in the late 1800s for their grass cutting machinery, steam rollers, steam lawn mowers, steam trams and several steam-driven electric lighting engines were made. These latter were for showmen when bioscope shows were becoming popular. Unusually, just one traction engine was built but a few light steam tractors were made. Only five steam rollers remain in Britain and the only operable example is at the show today.



Mann's Patent Steam Cart & Wagon Co, Pepper Road



Were well known for their unusual looking steam cart, with its tipping body. They also built some conventional steam tractors. Their wagons were mostly designed to be driven by one man and some of the early ones had two steering wheels, so that they could be driven from either side! For most of their production

time, the wagons remained very similar to the one shown - but in 1926, the firm developed a more up to date version, called the Express. A few of this type were made but they were not popular and were too late to compete with other more well established firms in the market and so the firm closed around 1930.

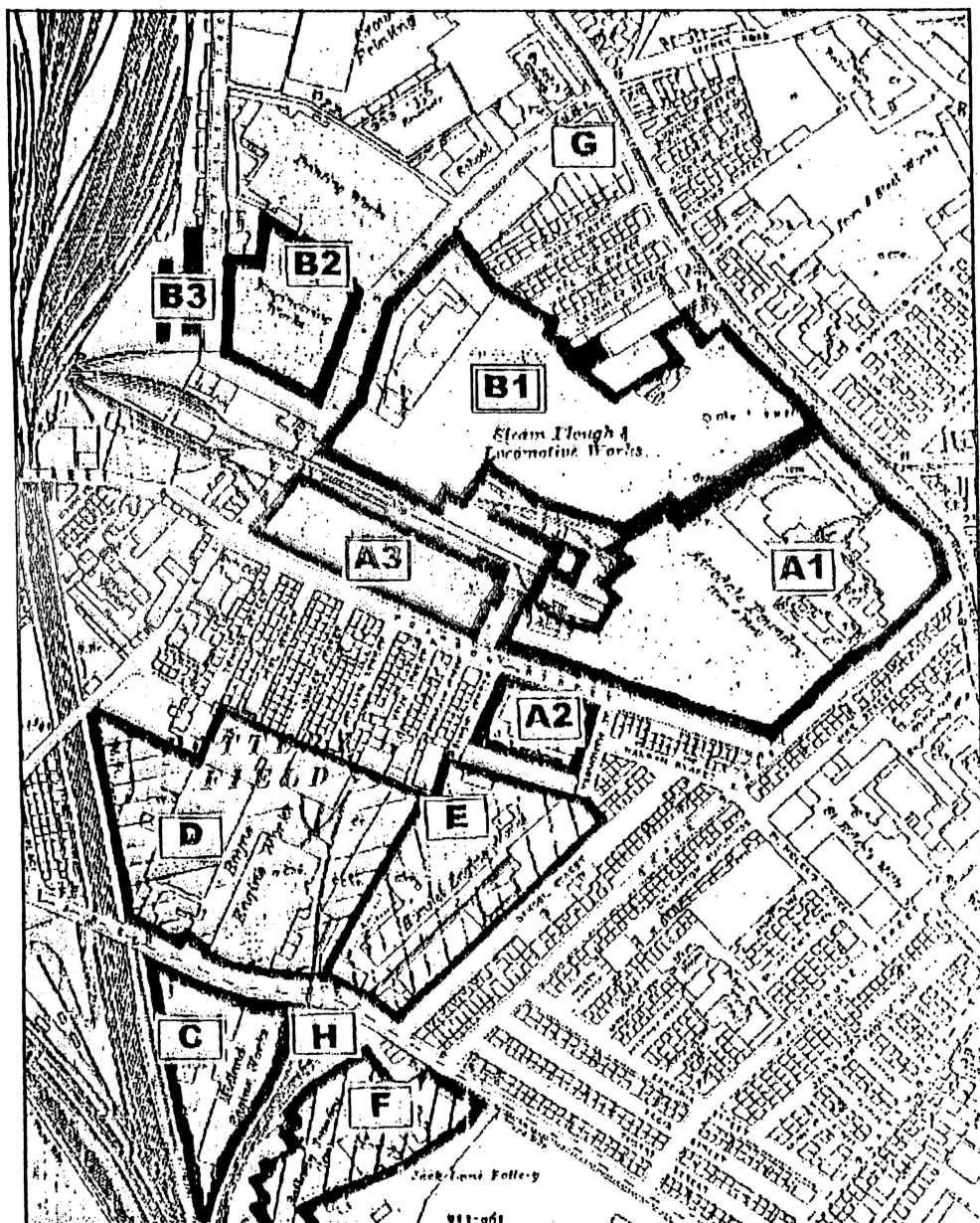
Yorkshire Patent Steam Wagon Co. Ltd., Pepper Road

A unique boiler - having two ends - and mounted transversely in the wagon at the front was an interesting feature of this manufacturer's wagons. Originally chain drive, they went on to shaft drive and made tippers, tankers and even articulated vehicles, the last steam ones being from 1933 - although the firm continued in business well into the 1970s, rather anachronistically with the same name, making council vehicles such as dustcarts and gully emptiers. There are only six Yorkshire steam wagons left in Britain and one or two more down-under. It has not been possible to have a representative in Leeds today.



STEAM ENGINEERING IN HUNSLET, LEEDS in 1908

The area between Hunslet Road and either side of Jack Lane was half a square mile of the most intensive Steam Railway Locomotive and Traction Engine manufacture anywhere - certainly in the City of Leeds - and probably in the world.



Some of the locations shown on the Hunslet map

A1: Kitson's *Airedale Foundry* - later McLaren's diesel engine works. Had a connection to Leeds City Tramways at one time (top right hand side). Kitson's built large railway locomotives in the early 1900s as well as many steam tram engines and shunting locos.

A2: Here was the Todd, Kitson & Laird old Quadrangle - later Todd & Shepherd's *Railway Foundry*. This also was the original site of E. B. Wilson's *Railway Foundry* - the 1838 archway is still standing in Pearson Street. This factory closed in around 1860 and part of the site was later taken over - in 1863 - by the Hunslet Engine Company. E. B. Wilson's built the first steam road engine to be constructed in Leeds - in 1842. This engine was known as 'The Farmer's Engine' and was designed by Willis of Ransomes & May of Ipswich, Suffolk.

A3: Part of Kitson's works

B1: The extent of John Fowler and Co's *Steam Plough Works* - which later encompassed most of the housing in Ward, Dresser and Leathley Streets.

B2: Some of this part of Fowler's works is still standing, although nothing remains to link the present with the past.

B3: Part of Fowler's works.

C: J. & H. McLaren's *Midland Engine Works*.

D: Manning Wardle's *Boyne Engine Works*. The 1858 gateposts of this factory still stand. It was here that a steam roller was built in 1865 to the design of Monsieur Gellerat, a Frenchman, for work in Paris.

E: Hunslet Engine Company's *Hunslet Engine Works*. This firm produced many industrial shunting and other types of locomotives, both steam and diesel.

F: Hudswell Clarke's *New Railway Foundry*. This firm also made many industrial shunting locomotives, both steam and diesel.

G: Present location of the Fowler Works Memorial, erected by the Leeds & District Traction Engine Club in 1979 to commemorate the site of the *Steam Plough Works*. This memorial originally stood at the corner of Leathley Road and Hunslet Road but a recent redevelopment of the area, on behalf of Costco, has necessitated it being moved to its present location.

H: The 'Works Triangle' area. From here, one can see the sites of four of the major steam engine builders of the area. These all fronted onto Jack Lane, with Manning Wardle in front and to the left; Hunslet Engine Company in front and to the right - now Schnelder Electric (Merlin Gerin); McLaren's, now Equinox - a company who make exhibition stands for shows etc. - to the left and behind and finally, Hudswell Clarke to the right where the light industrial units now stand.

What's happening today?

The Leeds Steam Festival is taking place on three separate sites - The Royal Armouries, Middleton Railway and Leeds Industrial Museum's Thwaite Mills Museum at Stourton.

We are celebrating the Steam Engineering history of Leeds.

At the Royal Armouries, there is a display of traction engines and similar vehicles, a vintage fairground and fairground organ and several steam miniature engines.

The Middleton Railway is in full operation at their site close to Junction 5 of the M621 and train rides can be taken to the terminus at Middleton Park. The fare for a return ticket to Middleton Gates is £2.50 Adults, £1.50 Children and Concessions. The return journey time is approximately 25 minutes. There is also an illustrated display in the Railway Workshop depicting the history of the Line and a fairground organ and other static displays on site.

Thwaite Mills is hosting a display of classic and vintage cars, commercial vehicles, vintage motorcycles, vintage tractors and stationary engines, entrance to which is free. The Mill itself is open and tours around (£2.00) may be taken at regular intervals. Inside can be seen two huge waterwheels, power from days gone by.

The three sites are connected by shuttle buses from the Keighley Bus Museum whilst for those lucky enough to book in advance for the Round Trip Ticket, a canal tour is also another way of getting between the Royal Armouries and Thwaite Mills.

The shuttle bus service starts at approximately 11.00 from the Royal Armouries and will run at frequent intervals in a clockwise direction from the Royal Armouries to Thwaite Mills and then to the Middleton Railway before returning to the Armouries. The cost of a shuttle bus ticket is £1.00, obtainable at any of the three sites. Enroute, the bus will pass some of the steam engineering sites of Leeds which are shown in this booklet. The last bus leaves at approx. 17.00.