

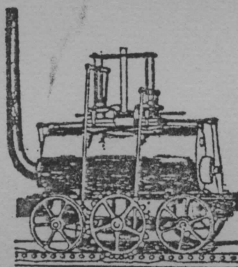
# 1758 MIDDLETON RAILWAY, LEEDS

Garnet Road, Leeds LS11 5JY

*Operated by*

**MIDDLETON RAILWAY TRUST LIMITED**

(Limited by Guarantee and not having a Share Capital)



# STEAM GALA

WELCOME TO THE MIDDLETON RAILWAY! This booklet has been compiled to tell you just a little bit about the Railway and the Locomotives. If you have any queries that are not answered by this booklet, the various members of the Trust will be only too glad to try and answer them for you.

## THE RAILWAY AND ITS HISTORY.

Coal has been mined at Middleton since at least 1646. The mines at Middleton passed by marriage into the Brandling family and Brandling had, by 1755, acquired land for a waggonway from the mines to the River Aire at Leeds. The agreements with the local landowners were re-inforced by an Act of Parliament dated 9th. June, 1758 'For laying down the Waggonway in order for the better supplying of the town and neighbourhood of Leeds, in the County of York, with Coals.' This was the first Railway Act.

By 1808 the total track mileage was nearly  $4\frac{1}{2}$ . The gradients favoured loaded wagons running into Leeds but horses had to be employed for hauling empty wagons back to the Pits. The cost of horses increased considerably during the Napoleonic wars and Blenkinsop, the Agent for the Mines, decided to harness steam power to haul the wagons. The firm of Fenton, Murray and Wood were charged with building the steam locomotives which used Blenkinsops patent rack system. The first locomotive, named Salamanca, entered service on August 12th., 1812, thus becoming the first commercially successful revenue earning steam locomotive in the world. By 1814 four locomotives were in use and continued in service for several years. However, a decline set in and by 1835 horses had replaced the pioneer steam locomotives.

In 1866 another attempt was made to introduce steam traction on the 4'-1" gauge that had been originally laid down. This system continued in use until 1881 when standard gauge was adopted in order to allow connection to the rest of the Country's railway system.

The Middleton Railway carried on its uneventful course, interrupted only by the Nationalisation of the Coal industry in 1947. Following Nationalisation the northern end of the Railway was cut back just over a mile to terminate at the staiths on Hunslet Moor. This state of affairs continued until 1958 when the whole of the Railway north of the G.N.R. Beeston branch was closed and the remainder of the line handed over to British Railways to operate.

At the end of 1959, railway enthusiasts from Leeds University decided to attempt the re-opening of the remainder of the railway and the Middleton Railway Preservation Society was formed (later to become the Middleton Railway Trust Ltd.). A regular goods service was operated for two firms whose premises were served by the Railway and this service is still continued today, although on a much reduced scale.

The last of the Middleton Collieries (Broom Pit) closed in 1968 and the M.R.T. was able, once more, to run to Middleton. Visitors had been carried on the line since the re-opening by the Society although it had never been on a regular basis. However, with the increased length of run it was decided to introduce a regular weekend steam service throughout the summer in order to give people a chance to ride behind a steam locomotive.

The scene at Middleton had for many years been one of spoil heaps and desolation. However, in 1972 the new Leeds urban motorway (M1) was completed and with it came a vast transformation in the landscape. Middleton park has been extended and green grass grows on either side of the line where once only spoil heaps stood. Coal is still mined at Middleton, but only just. As you travel up the line you will be able to see a small Opencast site where the last vestiges of Middleton coal are being mined. Soon this work will be complete and we will have reached the end of an era.

THE LOCOMOTIVES.

The Middleton Railway Trust owns ten locomotives and is host to three others. Details of these locomotives are given below.

PECKETT.

Originally supplied by the well known Bristol firm of Peckett and Sons in 1941 to the Ministry of Supply. It was originally put into service at R.O.F. Swynnerton, Staffs. and shortly after the war it was transferred to R.O.F. Salwick, Preston where it remained until the end of its working life.

No.2003 is a standard Peckett W7 class locomotive with 14" Dia. cylinders. It exhibits all the features of design (such as cab, high set saddletank and wing plates ) that were the hallmarks of latter day Pecketts.

The engine had a very easy life at Salwick and was eventually offered for disposal by its then owners, British Nuclear Fuels Ltd. When inspected by Middleton members it was found to be in excellent condition and too good an opportunity to miss. A successful bid was made for the locomotive and it is now jointly owned by the M.R.T. and member Sheila Bye.

The locomotive has no official name but is universally referred to at Middleton as 'Peckett' after its builder. 'Peckett' has, since its arrival in 1972, been the mainstay of the steam fleet and it is held in high regard by the loco. crews.

HENRY DE LACY II.

Built by Hudswell, Clarke & Co., Leeds, (works no.1309), 'Henry de Lacy II' was one of two locomotives supplied by them to Kirkstall Forge in 1917. It spent all its working life at Kirkstall and the locomotives were a familiar sight to passengers on the Midland main line and they were always immaculately turned out.

Changing circumstances caused the Forge to abandon its internal railway system in 1968 and the locomotive was kindly donated to the Trust by the Directors of Kirkstall Forge. After a formal handing over ceremony, the loco. travelled the short distance to Middleton under its own steam. This was all the more remarkable as at that time the B.R. steam ban was at its height.

The loco. had, at some time, been converted to oil firing. However, this did not suit Middleton operating requirements and the loco. was quickly returned to coal firing.

'Henry' is a very typical Hudswell, Clarke locomotive and similar 0-4-OST were produced by them in large numbers over many years. It is, like 'Peckett', a 14" engine and, although of earlier origins, it can be compared directly with it.

WINDLE.

This is a neat 14½" 0-4-OWT and was one of a number supplied to Pilkington Bros., the well known glass manufacturers, by E. Borrowes and Sons, St. Helens. Borrowes continued and developed a design of well tank originally built by the little known firm of James Cross, also of St. Helens. Although comparatively few of this type of locomotive were built they became quite familiar in Lancashire and three of them have survived to be preserved.

The design is somewhat unusual for a standard gauge locomotive in that a well tank is employed, using the mainframes for the tank sides. Because a well tank is employed, the valve gear (which is Stevenson link motion) has to be accommodated outside the frames and it is most unusually placed between the frames and wheels.

Windle, (works no. 53) was the last of Pilkingtons stud of Borrowes engines in service and, on being withdrawn in 1961, was presented on permanent loan to the Middleton Railway. The locomotive was stored out of use for fourteen years, being returned to service

in 1975. At present it is believed to be the only working Borrows locomotive in the World. Because of its very restricted water capacity its use is usually confined to Gala days and other special occasions.

### '59'

Originally supplied by Sentinel Ltd., Shrewsbury, to order of the L.N.E.R., no. 59 spent its entire working life at Geneva permanent way depot, Darlington. The Sentinel loco. is by no means orthodox, having a vertical water tube boiler and vertical cylinders inside the cab, the crankshaft being connected to the wheels by two roller chains. They were a very successful type, especially on small cramped industrial systems, and continued to be built in various forms until the mid 1950's.

No. 59 was withdrawn from service by B.R. in 1961 and came to Middleton on 23rd. Sept that year becoming the first steam locomotive to operate on the line after its takeover for preservation.

### '1310'

No. 1310 was one of the N.E.R. class 'H' shunting engines, introduced in 1888. They were designed for use in docks and other places with sharp curves. No. 1310 itself was actually built in 1891 and after forty years service with the N.E.R. and its successor, the L.N.E.R., it was sold to the Pelaw Main Collieries Ltd., working at various pits in the North East. When it eventually reached the end of its working life in 1964, it was purchased from its then owners, the N.C.B., by a group of enthusiasts known as the Steam Power Trust. The locomotive came to Middleton in 1965.

### '385'

A foreigner to Britain, No. 385 is a Danish State Railways (D.S.B.) class Hs. This particular loco. was built by Richard Hartmann AG., Germany in 1895 although others were built by British manufacturers to the same design. These locomotives were used to shunt wagons and coaches on and off the train ferries and for work in goods depots and factories. The exceptionally tall chimney was fitted to ensure that the smoke was exhausted through the smoke troughs when the loco. was standing in the sheds.

At the time it was purchased in 1972, the locomotive was at Odense and was scheduled to become part of the Danish national collection. The locomotive is owned by the Steam Power Trust and arrived at Middleton in September, 1972.

### '6'

The largest of the steam locomotives presently at Middleton, No. 6 came from the Swanscombe works of Associated Portland Cement Manufacturers in 1971. The locomotive is officially Hawthorn, Leslie No. 3860 of 1935 but as A.P.C.M. made a habit of swapping the parts of their various locomotives around, it is in fact a hybrid of the six identical Hawthorn, Leslie's owned by them.

The locomotive is fitted with two 15" x 22" cylinders and weighs 33 tons in full working order.

### 'MATTHEW MURRAY'

In direct contrast to No. 6, 'Matthew Murray' is the smallest of Middletons stud of steam locomotives, having only 10" diameter cylinders and weighing just 16½ tons - exactly half that of No. 6.

Built by the well known Stafford firm of W. G. Bagnall Ltd. (works No. 2702) in 1943, the locomotive was supplied to Thos. Firth and John Brown at Barnsley. After passing through several changes of ownership, the loco. ended its working life with George Cohen, Sons & Co. Ltd. of Stanningley from whom it was purchased in 1966.

'COURAGE'

This diminutive machine (by far the smallest on the railway) was built by the Hunslet Engine Co. and spent its entire working life at the Alton Brewery of John Courage. It arrived at Middleton in 1968 and is the property of Leeds University Railway Society. The lack of power (only 22 h.p.) restricts its use to engineering and very light goods trains.

'CARROLL'

'Carroll' was one of a small fleet of diesels which used to shunt at Laisterdyke gas works. The coming of natural gas made these locos. redundant and 'Carroll' was purchased by the Middleton Railway in 1969. It is another product of the Leeds firm of Hudswell Clarke, being built in 1946 (works No. D631). It is powered by a Gardner 6LW engine derated to give 60 b.h.p.

'3900002'

Another gasworks locomotive, this time originally from Keighley gasworks to where it was supplied in 1945. It was acquired by the Middleton Railway from George Cohen & Sons, Stanningley, in December 1967 and has been in regular use since.

No. 3900002 came from yet another of the Leeds locomotive builders - John Fowler & Co. Ltd. and was one of their standard range of small diesel locomotives.

'JOHN ALCOCK'

The first diesel locomotive to be operated by a British main line railway and the pioneer of a successful range of Hunslet diesels. It was built in 1932 and was taken into L.M.S. stock as No. 7401, subsequently being renumbered 7051. After several periods of loan to the War Department it was withdrawn from service and sold back to Hunslet's. Hunslet used it as their works shunter and hire loco. until 1960 when it was sold to the Middleton Railway, becoming the first of the stock of locos. now owned by the Trust. 'John Alcock' is presently away from the railway, being on loan to the National Railway Museum at York.

'LORD MAYOR'

The last of the stud of Middleton locomotives, 'Lord Mayor' is actually kept on the Keighley & Worth Valley Railway where it is on loan. Built by Hudswell, Clarke (No.402) in 1893 the locomotive worked for several firms before ending its days at George Cohen & Sons, Stanningley. It was donated by Cohens to the Middleton Railway in 1967 but there was no space for it at Middleton and the K.& W.V.R. kindly offered a home for it.

MIDDLETON RAILWAY VISITORS SERVICE.

The Middleton Railway operates a steam hauled service from Tunstall Road Halt to Middleton Park Gates (about  $1\frac{1}{2}$  miles). The service operates on every Saturday Sunday and Bank Holiday Monday from Easter till the End of September. Trains run at half hourly intervals from 2.00 until 4.30 pm.

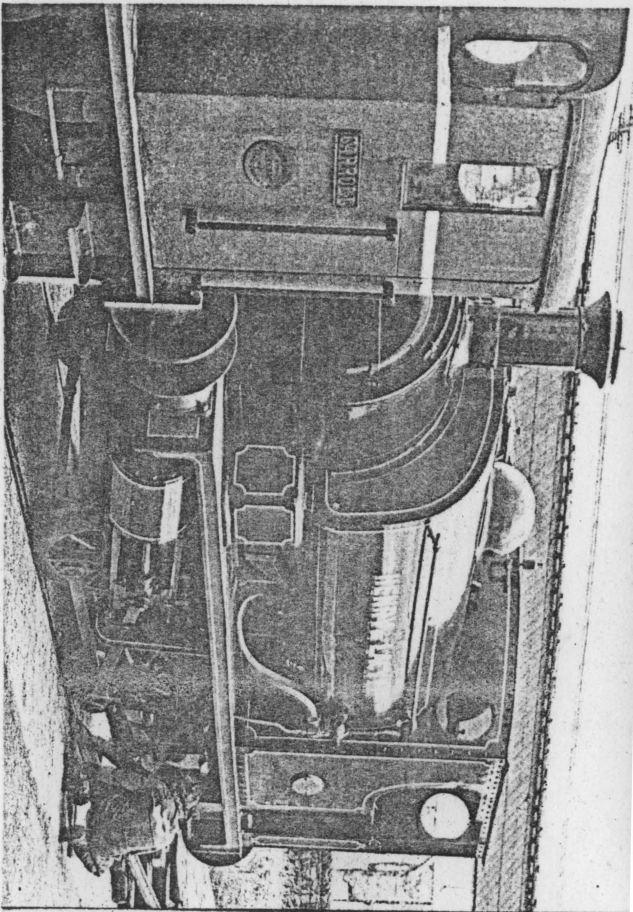
A special service operates for Steam Galas when a half hour service is maintained from 11.00 am. until 5.00 pm.

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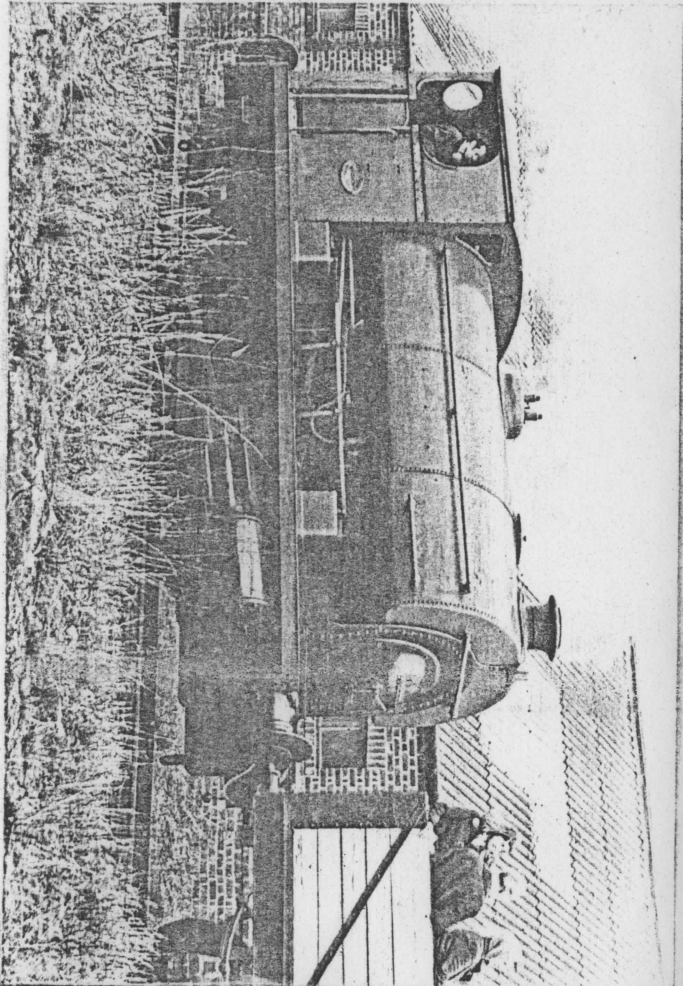
Have you enjoyed your visit to Middleton? We hope so. If you have and would like to join us why not drop a line to the membership secretary at:

71, Knightsway,  
Whitkirk,  
Leeds LS15 7BL

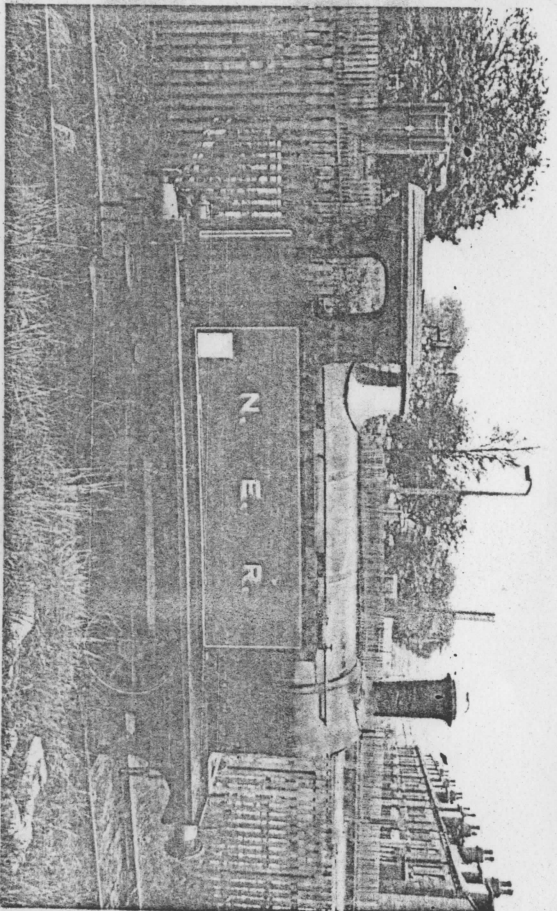
New members are always welcome and are encouraged to take an active part in the operation of the railway, whether it be driving locos., laying track or the other thousand and one jobs that have to be done to keep the worlds oldest railway in steam well into its third century.



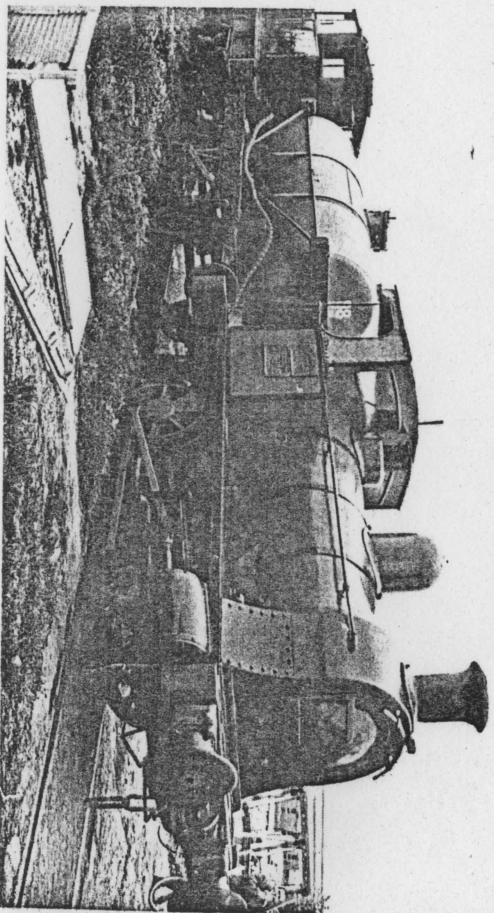
Henry de Lacy II



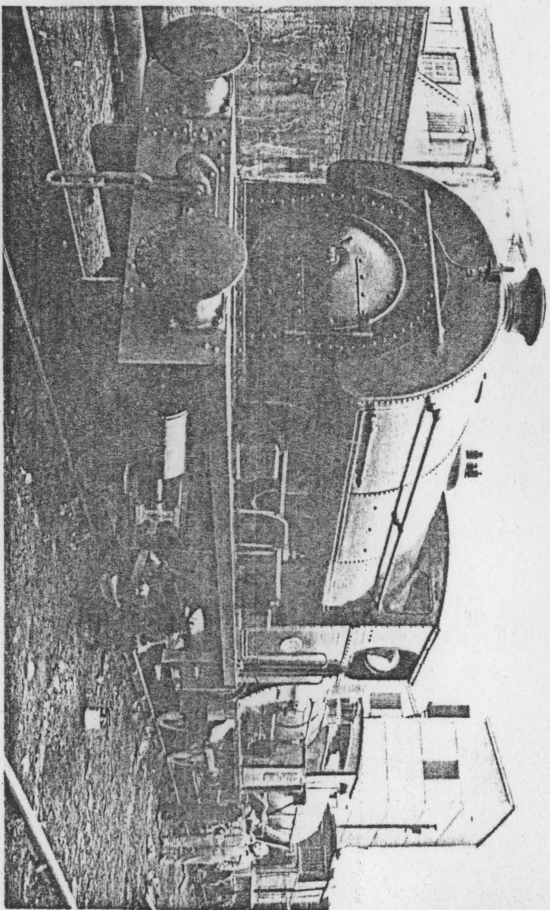
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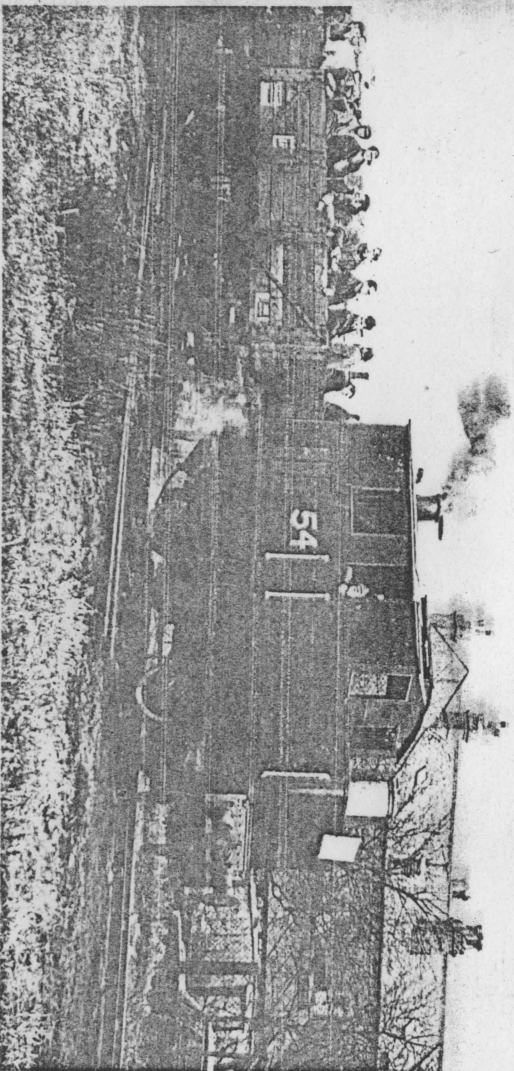
1310



Windle



Peckett



No. 59