

WELCOME TO OUR VISITORS

Saturday, 27th. September, 1969.

Railway Correspondence and Travel Society, Merseyside, Lancs & N.W. Branch

We hope that our visitors will find their long journey has been worth while. We are not going to blow our own trumpets, but would ask visitors to suspend any pre-conceived notions they may have about the Stockton and Darlington Rly., the Liverpool and Manchester, Stephenson and the Rocket. Middleton Railway Trust does NOT claim to be a big Society, nor to have the cleanest rolling stock, nor to be well-known or to carry more passengers than anyone else, or have more of anything than anyone else -- we haven't.

Our reputation rests on being safe and reliable operators of heavy goods traffic, aided by a good historical background.

1758 marked the first Act of Parliament authorising a railway.

1812 marked the first complete takeover of a railway by steam locomotives, using Blenkinsop's Rack rail and Matthew Murray's locomotives.

1958 marked the closure of the line, except for the short section to the colliery, relaid and operated by B.R. Attempts to erect memorial failed.

1960 marked the reopening in June as the first successful 4'8½" gauge line to be got on its feet again by an amateur society.

1963 marked the opening of a new branch line for goods traffic and more are on the drawing board.

1965 marked the Matthew Murray bicentenary celebrations and naming of a Bagnall steam locomotive after Murray by Canon Treacy and Mr Gerard Fiennes.

Our timetable for today's visit is as follows:-

12.05. Arrive Leeds City Station.

12.10 Board 'buses by kind co-operation of Messrs. Stink, Bump, and Rattle, otherwise Leeds City Transport.

12.10 Leeds Bridge, Meadow Lane (pause but do not alight) where on right see building formerly Hudson's Railetrux House, of the rolling stock Company. On left see original building of Casson Close Middleton Railway terminus, behind demolition site.

12.15. Dewsbury Road. Sulzer works to left, formerly Hathorn Davey of Leeds. We then turn left and pass site of level crossing over Middleton line, now a road to Gas Works to left, and a disused bridge over B R to the right. We then pass over North Midland line to the original terminus, now Hunslet Goods Depot. A road diversion takes us past the Fowler McLaren group of Engineering works to the left (makers of locos until recently), Hunslet Engine Company to the right, whose Chief, Mr John Alcock, O.B.E. is a Vice-President of Middleton, and has one of the locos he built named after him. To the right is also Hudswell Clarke's works.

12.25 Hunslet Station (pause but do not alight). Site of old passenger station to right, also building of Hunslet Moor coal staith, now being demolished for an extension of the M1 motorway.

12.30. Balm Road arrive. Alight beyond bridge and walk to train along foot-path on right of road. Board train hauled by Henry de Lacy II (Hudswell Clarke) and LNER Y1 Sentinel (ex Darlington) Note New branch line to Gas Engineering works on right, opened 1963. Pass Gas Factory Junction, Hunslet Vicarage

(on left) Note antique level crossing iron gates. On to 1881 main line at point where it joins old 1758 route. Turning South, the train climbs at 1 in 50 then steepening to 1 in 27. We regret that if the weather is wet, we may have to use a stinkpot loco. as banker. It will emit 'bus type smells and 'bus type noises. Visitors requiring Gas-masks should send a 4/9d stamped addressed parcel to our Clean Air Officer. Pass under the Great Northern Bridge of the Hunslet branch 1899-1967. Note viaduct subsidence on right due to mining proximity. The section here was extensively repaired and relaid by our Chief Civil Engr. specially in preparation for this visit, reopened to Middleton June 30th.

13.00 Middleton Park Gates. Alight here. Ahead and to left are the Middleton Broom Pit buildings, coal being mined since 1549 at least. Ahead is remains of 1824 incline to high level pits. To right are Fireclay and Brickworks buildings, separated from Colliery at Nationalisation, now used by small firms and scrap dealers. Parts of the branch line are visible.

When the Colliery buildings are vacated by the N C B we shall use them as our depot, museum and offices.

13.20 Board train. Return to Tram Crossing Junction (reverse) where note the tram/rail junction at site of "Middleton Light Railway" which was a tram route. Headshunt (reverse). This dead end is used for most of our goods traffic in view of the awkward topography and the need to avoid blocking access to the nearby football ground.

13.50 Arrive Dartmouth Works depot and alight. Of the members who will be at your service, we may mention Sales Manager John Edwards, Membership enrolment Secretary John Bushell, Historian Sheila Young, Chief Civil Engr Patrick McAskie, Train arrangements by Chief Mech. Engr. Jim Lodge, New Works Engr. Chris Metcalfe, Secretary David Jones. Catering by Traffic Manager Joe Lee, and Goods Guard Diane Quigley. Menu Poisson Frites Carte Blanche Blenkinsop, Pommes de Terre Incendiare Chateau Murray, Sauce Charbon de Terre Poudrees Garni Brandling, Boire a choix acide carbonique. Plates a manger Yorkshire Post, Fourchettes a main, Cafe au Lait Abercorn Rooms.

On view, Pit tips, industrial refuse, scrap iron by the square mile. Inwards and outwards goods traffic. Loco's and rolling stock under restoration & overhaul. 1890 Middleton Estates and Colliery Company Wagon.

14.40 Depart from Garnet Road/Burton Road Junction by 'bus.

14.45 St Matthew's Church, renamed as such 2 years after Matthew Murrays burial there. Alight and inspect Cast Iron Tombstone, repaired and repainted by MRT permanent way team.

14.50 Board 'buses.

15.00 Ninevah Street, to left Holbeck Midland loco sheds.

15.05. Water Lane. Alight. Walk to Site of Fenton Murray and Wood's locomotive works, arrive 15.08. Inspect Memorial plaque, and site of first centrally heated building, Steam House, 1804, near B R overbridges, to West.

15.10 Return along Water Lane.

15.25 Arrive Leeds City Station.

15.27 Train Leaves for Keighley.

At any time during the visit please ask our guides or other members for information if there is anything not fully explained in this timetable. We shall be very pleased to help. More detailed information is available in our history and loco. stock book which will be available with other publications on the Sales Stand.

The main course for lunch has to be ordered in advance, and we must know the total required on arrival at Leeds City Station.