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THE NATIONAL TRUST

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Railway Preservation Societies

VISIT OF "CLUN CASTLE" EXCURSION -  
SUNDAY 17th SEPTEMBER 1967

IMPORTANT NOTE TO VISITORS

TO GIVE YOU THE LONGEST TIME AT MIDDLETON  
RAILWAY, WILL PASSENGERS PLEASE ALIGHT FROM  
THE TRAIN VERY PROMPTLY AND BOARD THE 'BUSES.

As you board the 'bus, you will receive an information leaflet showing which train you will travel on. The leaflets will be labelled A B C D E etc, and trains will run in that order carrying 36 passengers per trip. Please do not board or alight from a moving train, or try to ride on the steps. Keep the safety bars closed during the journey. Your Guide on the 'bus, or the Loudspeaker Announcement will tell you when to alight or proceed to the train. The trains will depart from the headshunt siding at the end of the curve out of Dartmouth Works goods yard.

The 'buses have been routed to pass the Jack Lane bridge carrying Middleton Railway over the York and North Midland line, Hunslet Engine Works, Hudswell Clarke's, and Whitaker's Staiths on Hunslet Moor, where coal was distributed since very early times. This is to compensate for the shortage of time in Leeds making it impossible to visit these places. Note also the unusual steel and cast iron level crossing gates at Moor Road.

SOUVENIRS AND PUBLICATIONS

While at the Middleton Depot, visit the sales counter for any of the following:-

BADGES PENCILS BALL-PENS BIROS INSCRIBED WITH OUR NAME

"THIRD CENTURY AT MIDDLETON" by Susan M. Youell

"THE STEAM LOCOMOTIVE IN 1812" by Charles E. Lee.

"THE OLD RUN" - MIDDLETON RAILWAY JOURNAL

"THE GREAT MARQUESS" FOLDERS AND PHOTOGRAPHS.

PHOTOGRAPHS OF PRESENT DAY ACTIVITIES

SWANSEA AND MUMBLES RAILWAY HISTORIES

COLOUR SLIDES

See also "Locomotives ancient and modern" and other illustrated displays.

## FOR RAILWAY HISTORIANS AND CONNOISSEURS

### DUNCAN'S 1847 ENGRAVING

Since today's excursion train is hauled by a Great Western locomotive very far from its home country, visitors may legitimately recall Frith's work on Paddington 1862, recently reproduced as a collectors' piece.

One of Middleton Railway Trust's oldest museum pieces is an engraving of Paddington's Eastern Counterpart, Shoreditch Terminus, Eastern Counties Railway. This is of course not a Broad Gauge illustration, though the Eastern Counties did start off on a 5 feet gauge. There is, however, an uncanny similarity in some respects to Frith's work. A platform packed with passengers, luggage being unloaded from rooftops and luggage van, ornamental gas lamps, the arch of the station roof, and the tall chimneys of locomotives in the distance outside the arch of the station roof, set the scene.

The station was renamed Bishopsgate in 1848, turned into a goods depot when Liverpool Street was opened in 1874/75, and destroyed by fire in 1965.

After a great deal of work by experts, we have managed to produce copies of Duncan's work slightly smaller than the original, 8 by 11 inches in size. Larger reproductions could be made to special order.

Middleton Railway Trust's interest in the lines which formed the Great Eastern Railway in 1862 is shown by relics dating from Duncan's picture to the last locomotive ever built at Stratford works, including signal box diagrams, chairs, pieces of "Claud Hamilton", and many small items kept by the Chairman at his home, Hamilton House. Middleton Railway, like the Great Eastern started near Bishopgate, in the centre of Leeds, and finished at Thorpe, near Middleton!

Copies of Duncan's Shoreditch 1847 will be given to anyone donating 10/6d or more to the Middleton Railway Historic Relics Fund. All such gifts will go to the acquisition or restoration of G.E.R. line relics.