

Middleton Railway Trust Appeal 1968/69

SPONSORED WALK, SATURDAY, JANUARY 18th. 1969

Thank you very much for participating in this fund-raising venture and for giving up your time to assist The Middleton Railway Trust Appeal.

For those who are unfamiliar with this part of Leeds, Society Stewards will be taking part and others will be stationed at strategic points. A route guide is below and overleaf and a map attached.

At the termination of your walk you should have your form of sponsorship signed by the authorised steward.

From midday onwards, the Middleton Railway Trust invite you to an Open Day at their depot in the Dartmouth Yard of Messrs. Clayton, Son and Co. Ltd., Garnet Road, Leeds 10. Weather permitting there will be steam in action. Hot drinks etc. will be available to walkers as a small gesture of our appreciation of their support. At a moderate cost they will be on sale to non-walkers.

Monies, when collected from sponsors should be sent, as soon as possible to :-

M.R.T. (Sponsored Walk), 11 Drummond Court, Leeds LS16 5QE
or taken in cash to either :-

D. Hebden, J. Lodge or N. Short at the M.R.T. Headquarters (address above)
between 2p.m. and 4 p.m. on Saturdays January 25th., February 1st. or February 8th.

The Middleton Railway Trust cannot be held responsible for any injury to any persons taking part in the sponsored walk or loss or damage to any property of persons taking part in the sponsored walk and the participation of the walkers is taken as recognition of this fact.

ROUTE GUIDE

(numbers in brackets refer to corresponding numbers on the map)

Starting from Hunslet Moor at Dewsbury Road Traffic Lights (1), proceed along Moor Road to the abandoned Middleton Light Railway Tram Track. Follow the track in a Southerly direction for 2 miles. In the course of these 2 miles, the following items are of interest.

- (2) On the left, Whitaker's Staithes where coal from the 1758 Middleton Railway was unloaded and sold.

The cast-iron gates at the level crossings (of the present-day Middleton Railway Trust with) Burton Road and Moor Road.

- (3) The obtuse crossing of the tramway with the present-day Middleton Railway. This is the last remnant of the Middleton Tramway Track.

- (4) The viaduct of the abandoned Great Northern branch from Beeston Jct. to Hunslet going over the Parkside branch of the Middleton Railway.

- (5) Beyond the viaduct the section of line which it is hoped to purchase from the N.C.B. with monies from this appeal diverges to the left

In Middleton Woods are to be seen the sites of numerous 'bell-pits' from which coal was mined from the 16th. Century.

- (6) Middleton Lodge, on the left, home of Charles Brandling, owner of the Colliery and founder of the Railway in the 18th. Century.

100 yards before the tipped obstruction on the tramtrack- and just below Middleton Lodge, bear left up the footpath to join the tarmac roadway through the Park. Proceed to the right and take the right footpath when the roadway bears left uphill.

At the exit to the Park cross Town Street and walk down the ginnel to the Ring Road.

Cross the Ring Road (CARE NEEDED) and proceed down Middleton Park Grove.

At the first crossroads, turn right along Sissons Road.

The reason for this part of the walk is that several pits once existed on the site of this housing estate (see notes on pits at end)

After approx. $\frac{3}{4}$ mile, turn left up Middleton Park Avenue and proceed for a further $\frac{1}{2}$ mile.

Recross the Ring Road at the Circus and go down St. Philip's Avenue (i.e. straight across Ring Road)

Turn right into Town Street and proceed for $\frac{1}{2}$ mile, then left down steps

(7) On opposite side of Town Street to steps is the site of the Old Middleton Village Staithes

(8) the winding house and old wall are on left of steps.

THE STEPS ARE BUILT ON THE SITE OF THE OLD INCLINE

At the bottom of the steps, turn right along Manor Farm Drive, then left along Newhall Road

Notice the COLLIERY on the left, now abandoned and waiting for us to inhabit the large buildings below the shaft wheels.

Proceed down dirt track, which is a continuation of Newhall Road, skirting the colliery wall on left. At the junction of various tracks and roads below the Colliery take the dirt road between the railway line (which we are hoping to buy) and the tip (which we aren't!)

In the stone wall on the left are some very good examples of ancient stone sleepers

The dirt road becomes surfaced and named Old Run Road

The dirt road and Old Run Road are the original alignment of the Middleton Railway - named the Old Run

(9) The SITE OF THE FIRST INCLINE is the gradient under the Great Northern Bridge .

(10) The Engine Inn - here one of Matthew Murray's engines would wait to work the 'runs' of wagons from the foot of the incline to Leeds. It is the site of a spectacular boiler explosion in 1818 of one of the original locomotives.

The original 'pub' was called 'The Locomotive Engine' and was contemporaneous with the railway.

At the Engine Inn, turn left into Moor Road, then left across the level crossing over Burton Road, then right to rejoin your outward route along the tramtrack and back to Dewsbury Road.

Don't forget to have your form signed at the end !

Below are listed the names of the Coal Pits in the Middleton Area , the letters corresponding to those on the map.

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|----|--|----|------------------------------|
| A. | Jane West Pit. | F. | Pocket Pit. |
| B. | Henrietta Pit, Engine House,
Charles Pit. | G. | Glasshouse Pit. |
| C. | Engine House, Venture Pit. | H. | Bleachground Pit and Engines |
| D. | Acre Pit. | J. | Conyers Spring. |
| E. | Fanny Pit. | K. | Day Hole End. * |
| | | L. | Fire Engine + |

* A 'day hole' was an early method of mining : simply an inclined adit driven into the ground.

+ This name points to the existence of an early steam pumping engine at this site.