

= Cleveland Railway (England) =

The Cleveland Railway was a railway line in north @-@ east England running from Normanby Jetty on the River Tees , near Middlesbrough , via Normanby and then via Guisborough through the Eston Hills , to Loftus in East Cleveland . It carried minerals from numerous iron ore mines along its route to the River Tees for shipment to Tyneside and elsewhere . The line was jointly proposed by the West Hartlepool Harbour and Railway (WHH & R) , who provided half its capital , together with various landowners . The WHH & R lay on the north bank of the Tees , to which it had a cross @-@ river connection via a jetty at Normanby .

The Cleveland Railway was built as a freight railway and provided no passenger services during its brief existence as an independently owned railway . It was built in a number of stages , bypassing the centre of Guisborough , and opened in November 1861 . Its construction was repeatedly held up by disputes with its main rival , the Stockton and Darlington Railway , which attempted unsuccessfully to use all means at its disposal to maintain its rail monopoly south of the Tees . However , the Cleveland Railway remained independent only until 1865 , when the company and its rivals were bought out by the North Eastern Railway (NER) . The new management linked the line with an existing coastal railway via Saltburn , running north of the Eston Hills , and closed the line west of Guisborough in 1873 after only twelve years of service , though part of the line continued in service until 1966 as a freight route for a brickworks and carried passengers to Eston between 1902 and 1929 . The NER constructed four passenger stations at the eastern end of the line in the 1870s . These were closed between 1958 ? 1964 along with the section of the line from Guisborough to Brotton , but the easternmost part of the line is still in use today as a mineral railway .

= = History = =

= = = Origins of the line = = =

The construction of the line was prompted by the need of mine owners around Guisborough and East Cleveland to transport their iron ore to the River Tees . Guisborough was already served by the Middlesbrough and Guisborough Railway (M & GR) , a subsidiary of the Stockton and Darlington (S & D) , which had built a line (opened in 1854) running along the south of the valley in which Guisborough sits . However , the line was an inconveniently long distance from the lucrative iron ore mines in the north of the valley , along the south flank of the Eston Hills , and provided no connection at all for mines east of Guisborough . The M & GR had been built by a group of industrialists based in Stockton and Darlington who used it to service their own mines , deliberately avoiding the estates of their rivals . It only provided a minimal passenger service to Middlesbrough ? one train a day each way ? and the line had originally not even been planned to have a passenger station in Guisborough .

The M & GR was unpopular with local people and mine owners who saw it as a would @-@ be monopolist that served narrow commercial interests rather than the wider public good . During Parliamentary discussions into the Cleveland Railway 's proposed route , a Select Committee of the House of Commons was told that the M & GR was " unwilling to give facility for people carrying traffic not connected with the furnaces with which they are connected . " The M & GR 's attitude aroused strong local resentment . When one of those testifying to the Select Committee was asked what the local landowners would think of a new railway independent of the S & D , he replied that " they would all jump at having such a proposal made to them . "

The West Hartlepool Harbour and Railway (WHH & R) and a number of landowners struck an agreement to construct a line from the Tees at Cargo Fleet via Normanby , Upsall and Guisborough to Skinningrove , with connecting links and branches to Staithes and Skelton @-@ in @-@ Cleveland . The line would connect to the WHH & R 's own route north of the river via a crossing of the Tees . Several local landowners through which the proposed line ran were key to the scheme ? Captain Thomas Chaloner of Guisborough , J.T. Wharton of Skelton Castle , Anthony Lax Maynard

of Skinningrove and Ralph Ward Jackson of Greatham Hall , Normanby . Ward Jackson , who was the chairman of the WHH & R , was the driving force behind the project and envisaged making West Hartlepool into the industrial heart of Teesside .

The construction of the line was strongly opposed by the S & D , which put forward a rival proposal that led to a Parliamentary enquiry . The two companies each had part of their schemes accepted and part rejected . The Ward Jackson group was allowed to build a railway east from Guisborough to Skinningrove with a branch at Slapewath to reach the mine at Skelton . They were not permitted to build their own separate line to Middlesbrough and had to rely instead on the M & GR for their connection to the Tees . The S & D was allowed to build an extension from Redcar to Saltburn but was not allowed to build a new bridge across the Tees . An Act permitting the construction of the railway was passed in July 1858 . The company was capitalised with £ 120 @, @ 000 , half of which came from the WHH & R , with Ward Jackson as its first chairman .

= = = Extension of the line to Normanby = = =

Ward Jackson continued to seek independence from the M & GR and put forward a fresh proposal in 1859 to extend the line from Guisborough to the Tees at Cargo Fleet , so that the increasing demand for iron ore shipments to Tyneside could more easily be met . The S & D again opposed it . Although the House of Commons unanimously approved the Cleveland Extension Bill , it was rejected by the House of Lords . However , this left the door open for a private railway on the lands owned by Ward Jackson and his supporters . They began to construct it in 1860 under the auspices of the " Upsall , Normanby and Ormesby Railway " . Once again , the S & D opposed it , this time on the grounds that the new line had to cross the S & D 's Redcar branch line , but it eventually gave permission for the construction of a bridge to cross its line .

A more serious problem was raised by the need to construct a new river crossing at the end of the line in Normanby . The WHH & R had sought to build a bridge across the Tees at that point but had been blocked by the Tees Conservancy Commission , at the prompting of the S & D . The WHH & R instead resolved to build a jetty that would enable loaded iron ore wagons to be transported across the river on barges . The S & D used its influence with the Commissioners to stop the jetty as well . They undertook legal action in the Court of Chancery to stop it but construction proceeded regardless . The dispute led to violent clashes between the two sides on 10 September 1860 in an event dubbed the " Battle of the Tees " , when Tees Conservancy barges sent to blockade the jetty were forcibly removed by West Hartlepool steam tugs . The police had to intervene to restore order . The WHH & R was the clear winner of the confrontation and was able to complete its jetty .

The line was substantially completed by the spring of 1861 . It consisted of two linked private railways running through the estates of Ward Jackson and Captain Chaloner of Guisborough . A bridge was constructed in March 1861 to carry Chaloner 's section of the line over the M & GR just outside Guisborough station , bypassing the town to connect with the Cleveland Railway 's existing eastbound line to Skinningrove . A fresh Act of Parliament , the Cleveland Railway Act , was passed in July 1861 to authorise the Cleveland Railway Company to operate the new line . Although the S & D was still vehemently opposed , Parliament had by now tired of the disputes between the companies and passed the Act over the objections of the S & D .

The line was opened on 23 November 1861 , with a total length of 13 miles (21 km) running from Skelton Mine to Normanby Jetty . Crossing the gorge at Slapewath on the eight @-@ arched Waterfall Viaduct , which still stands today , it skirted the south @-@ west of Guisborough and crossed Chapel Beck on wooden viaducts . From there it ran on a nearly straight embankment across the fields west of Guisborough before curving northwards to Normanby through a gap in the Eston Hills . Branch lines and tramways connected the line to a number of mines along its route . It had no passenger stations and did not offer any passenger services , despite the poor connections from Guisborough that had caused so much discontent with the M & GR .

= = = Mergers , onward connections and closures = = =

Financial irregularities at the WHH & R led in 1862 to the company suffering severe financial difficulties , resulting in the resignation of Ward Jackson from the boards of the WHH & R and the Cleveland Railway . Parliament refused to authorise further contributions from the WHH & R to the Cleveland Railway . Nonetheless , funds were raised to construct new extensions via Boosbeck and Loftus .

The Cleveland Railway , the M & GR and the S & D were all taken over in 1865 by the North Eastern Railway (NER) . The new management authorised the construction of a link from Saltburn (which the S & D had reached in 1861) via Skelton to the Cleveland Railway 's route at Brotton , forking south to reach Guisborough . This connection , completed in 1872 , provided a new connection between Teesside and the East Cleveland mines , running north of the Eston Hills . Further capacity was provided by doubling the tracks on the line running east of Guisborough . This made the former Cleveland Railway 's line west of Guisborough redundant and it was closed in 1873 after only twelve years of service , though the parallel MG & R line to Middlesbrough remained open for a further 90 years .

Although the old Cleveland Railway had not provided any passenger services , during the 1870s the NER built a number of stations at the eastern end of the line . Passenger services began from Brotton , Skinningrove and Loftus in 1875 , plus Boosbeck in 1878 . The tortuous history of the Cleveland Railway had a lasting effect on the provision of rail services to Guisborough . It did not at any time offer a passenger service to the town , leaving that instead to the M & GR , which provided only a single @-@ platform station at the end of its line into the town . This line was bypassed by the Cleveland Railway en route to Skinningrove . After the westbound Cleveland Railway was closed , the eastbound line was joined with the M & GR line , leaving Guisborough railway station at the end of a spur . Trains thus had to reverse out of the station before continuing along the line to Loftus . It remained this way until the line was closed in 1964 .

= = Cleveland Railway today = =

The east end of the Cleveland Railway , from Loftus to Brotton plus the connection to the Tees Valley Line west of Saltburn , is still in use as a mineral railway serving Boulby Mine . There are no passenger services . The short connection from the Tees Valley Line to Normanby Jetty survived until 1966 as the Normanby Branch of the Tees Valley Line , serving the Normanby brickworks and Eston railway station . It is now a public footpath , the South Bank Walkway , which links Flatts Lane Country Park to South Bank . The middle section of the line from Normanby to Guisborough is in private ownership or has been built on , though the former railway 's embankment can still be clearly seen running alongside the A171 Middlesbrough Road . The section from Guisborough to Slapewath has been converted into a public footpath , the Guisborough Branch Walkway .

= = Gallery = =