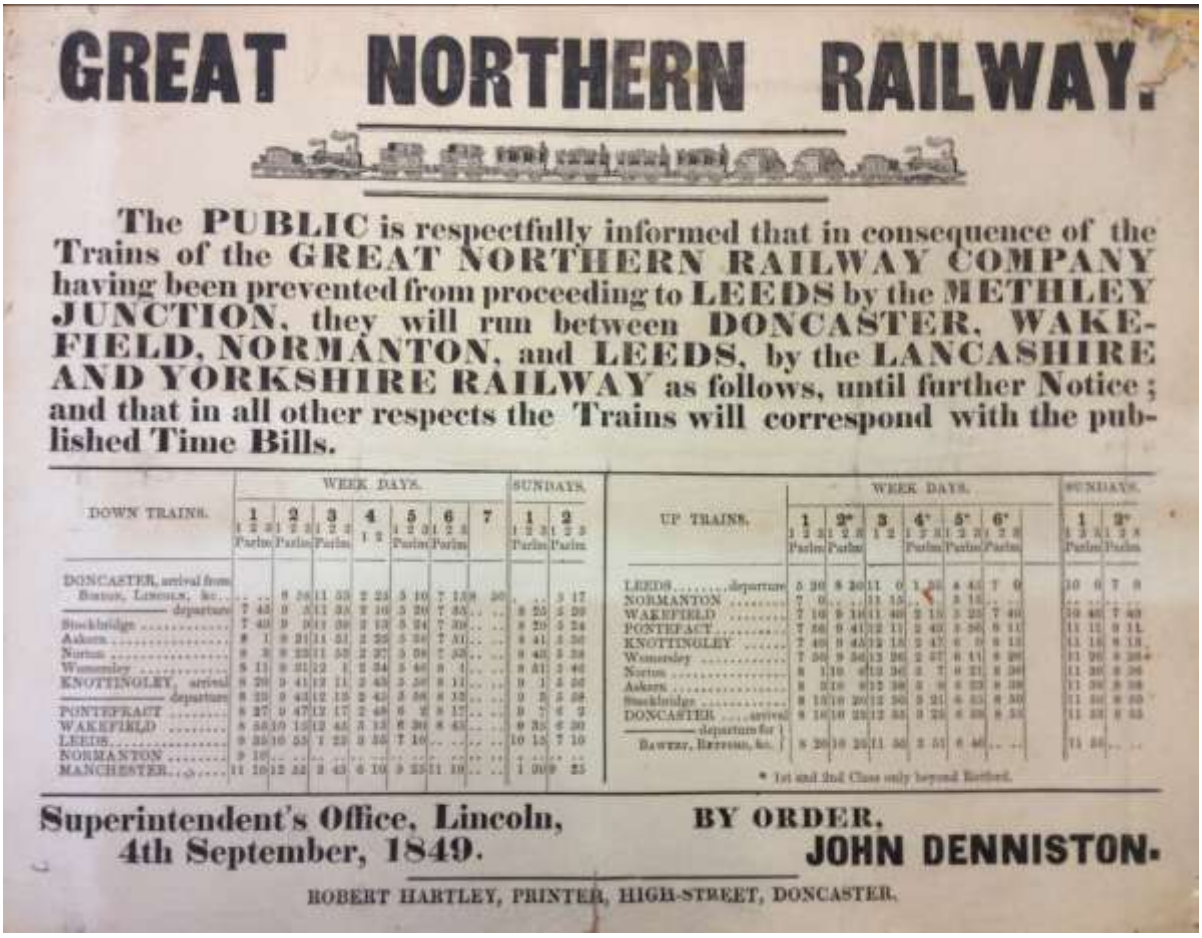
The Great Northern reaches Leeds....

after a fashion

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GREAT NORTHERN RAILWAY.

The PUBLIC is respectfully informed that in consequence of the Trains of the GREAT NORTHERN RAILWAY COMPANY having been prevented from proceeding to LEEDS by the METHLEY JUNCTION, they will run between DONCASTER, WAKEFIELD, NORMANTON, and LEEDS, by the LANCASHIRE AND YORKSHIRE RAILWAY as follows, until further Notice; and that in all other respects the Trains will correspond with the published Time Bills.

DOWN TRAINS.	WEEK DAYS.							SUNDAYS.	
	1 1 2 3 Parlrs	2 1 2 3 Parlrs	3 1 2 3 Parlrs	4 1 2	5 1 2 3 Parlrs	6 1 2 3 Parlrs	7	1 1 2 3 Parlrs	2 1 2 3 Parlrs
DONCASTER, arrival from Bawtry, Lincoln, &c.	...	9 26	11 53	2 23	5 10	7 159	30	...	5 17
——— departure	7 45	9	11 53	2 23	5 10	7 55	...	8 25	5 20
Stockbridge	7 49	9	11 57	2 27	5 14	7 59	...	8 29	5 24
Askern	8 1	9 21	12 11	2 39	5 26	8 11	...	8 41	5 36
Norton	8 3	9 23	12 13	2 41	5 28	8 13	...	8 43	5 38
Womersley	8 11	9 31	12 22	2 49	5 36	8 21	...	8 51	5 46
KNOTTINGLEY, arrival	8 20	9 41	12 32	2 58	5 46	8 31	...	9 1	5 56
——— departure	8 23	9 43	12 35	3 0	5 48	8 33	...	9 3	5 58
PONTEFRACT	8 37	9 47	12 47	3 12	5 58	8 47	...	9 17	6 12
WAKEFIELD	8 58	10 15	1 12	3 37	6 23	9 12	...	9 42	6 37
LEEDS	9 35	10 53	1 50	4 15	7 1	9 50	...	10 18	7 15
NORMANTON	9 10	...	...	...	...	...	...	...	...
MANCHESTER	11 10	12 52	3 43	6 10	9 25	11 10	...	1 209	25

UP TRAINS.	WEEK DAYS.						SUNDAYS.	
	1 1 2 3 Parlrs	2* 1 2 Parlrs	3 1 2	4* 1 2 3 Parlrs	5* 1 2 3 Parlrs	6* 1 2 3 Parlrs	1 1 2 3 Parlrs	2* 1 2 3 Parlrs
LEEDS ..... departure	5 30	8 20	11 0	1 25	4 45	7 0	10 0	7 0
NORMANTON	7 0	...	11 15	...	3 15	...	...	...
WAKEFIELD	7 10	9 10	11 40	2 15	5 25	7 40	10 40	7 40
PONTEFACT	7 56	9 41	12 11	2 43	5 56	8 11	11 11	9 11
KNOTTINGLEY	7 49	9 45	12 15	2 47	6 0	8 15	11 15	9 15
Womersley	7 58	9 54	12 26	2 57	6 11	8 26	11 26	9 26*
Norton	8 1	9 57	12 29	3 0	6 14	8 29	11 29	9 29
Askern	8 3	9 59	12 31	3 2	6 16	8 31	11 31	9 31
Stockbridge	8 15	10 11	12 43	3 14	6 28	8 43	11 43	9 43
DONCASTER ..... arrival	8 19	10 20	12 52	3 23	6 37	8 52	11 52	9 52
——— departure for Bawtry, Retford, &c.	8 20	10 25	11 56	3 55	6 46	...	11 56	...

* 1st and 2nd Class only beyond Retford.

Superintendent's Office, Lincoln,
4th September, 1849.

BY ORDER,
JOHN DENNISTON.

ROBERT HARTLEY, PRINTER, HIGH-STREET, DONCASTER.

This handbill represents the extemporised service the GN managed to offer – at very short notice on 4 September 1849 – when they endeavoured to implement the extension of their service to Leeds, in conjunction with the opening that same day of their line between Retford and Doncaster. The service was to have run via the L&Y (erstwhile Wakefield, Pontefract & Goole) route between Askern, Knottingley, and Pontefract to reach the Midland (erstwhile North Midland) at Methley, thence to gain access to Leeds Central via the Midland's Water Lane Junction (later replaced by Engine Shed Junction) to Whitehall Junction link line and a reversal at Wortley. But the Midland demurred and took out the junction at Methley - the saga is dealt with by David Joy's *Regional History… vol. 8* at p.113 of the 1975 edition, quoting from *Doncaster Chronicle* of 7 September.

Endeavouring to interpret the connecting details shown on the emergency handbill for points west of Knottingley, it seems the GN trains ran to Wakefield (today's Kirkgate), with L&Y connections thence to Normanton, Manchester, and Leeds. The handbill does not specify whether these L&Y connections would have used Hunslet Lane (like their few regular trains) or Central (as the GN's own trains would have done from this date) – but the former seems the more likely.

Joy assures us the GN service did eventually reach Leeds Central via its intended route via the L&Y Methley branch from 1 October 1849 and this is affirmed by minute 373 (2 Oct 1849) of the Executive Committee of the GNR which includes a report "… to the effect that the Trains of the Great Northern Company began yesterday to work into the Central Station at Leeds …." (RAIL 236). That route continued to be used until 1 November 1857 when GN services from the south were diverted instead to reach Leeds Central from Wakefield via Ardsley.

Richard Maund