

MIDDLETON RAILWAY TRUST

Annual General Meeting: Saturday 26th February 1972

Secretary's Report

1. In the last year the Trust's status and relations with other bodies changed almost as greatly as the actual line of railway. The most important developments were:-

- Significant further progress towards incorporation, to be dealt with as a separate item of business at this meeting.
- Completion by Mr Brampton of registration of the Trust as a Charity.
- Appointment of four Trustees as provided for in the Constitution.
- Signature of the agreement with the National Coal Board for the lease of the land under the line from Parkside (GN) to Middleton Park Gates. Thanks are due to Mr Hellewell for his services with this matter.
- Conclusion of improved boiler insurance with Scottish Boiler.
- Encouraging preliminary discussions with H.M. Inspectorate of Railways about formalisation of our relations with them.
- Moves by the National Trust to act upon their view, recently communicated to us, that it is no longer necessary or appropriate for them to hold the protective covenants.
- Membership of the newly revived Association of Minor Railways.
- Agreement with Leeds University Union Railway and Transport Society upon the sale to them of Hunslet diesel 1786 and upon the terms and conditions of its continued use on the railway.

2. The Committee met ten times during the year, using premises kindly made available by Leeds Education Committee. Thanks are due to Mr A.J. Cowling for his handling of Committee administration matters during recent months.

3. As I now live in London, I am clearly no longer able to take part in the week-to-week running of the Trust. I have been persuaded to offer myself for re-election on the basis that I can still contribute to the important longer-term activities such as incorporation and relations with, for example, the Railway Inspectorate.

John D. Edwards

MIDDLETON RAILWAY TRUST

Annual General Meeting, 26th February 1972.

Motion:

"That the approval by members of the Trust of all necessary procedural steps for the incorporation of the Trust, and the election by members of the first Council of the incorporated body, may be executed by postal ballot, providing that:-

- a) ballots shall be returnable to the Trustees of the Trust by a specified date to be not less than four weeks from the despatch to members of ballot forms;
- b) any motion to be voted on by ballot shall be carried only by a two-thirds majority of ballots returned;
- c) notwithstanding the result of any such postal ballot, the normal right of members and of the Committee to call a Special General Meeting shall ~~xxxxxxx~~ remain, and in the event of such a meeting being called to deal with any matter related to the subjects of a postal ballot, the decision of the Special General Meeting shall prevail;
- d) before being invited to vote for the adoption of Articles and Memorandum of Association, all members shall have been sent copies of the same."

Motion drafted by J.D. Edwards and J.D. Carr by direction of the Committee, 19th February 1972.

Motion:

"This Meeting approves the draft Constitution of the Middleton Railway Association, and authorises Mr J. Bushell to take all necessary steps, including the convening of an inaugural meeting, to establish the Middleton Railway Association."

Motion by the Committee.

TRAFFIC MANAGERS REPORT TO A.G.M. 1972

Traffic from Robinson & Birdsell has decreased slightly this year, the quarterly tonnage being 1776, 1140, 1279 and 1165, total 5360, compared with 1192, 1356, 1518 and 1766, total 5832, last year, a net decrease of 472 tons. The figures reflect an increasing depression of the steel trade and could well have been much worse. The small amount of scrap carried from Clayton's (Moor End) to Robinson & Birdsell's has actually increased from 22 tons to 60 tons.

Traffic has been moved on four or five days every week except for the closure for tunnel building, during which Robinson & Birdsell's had thirteen wagons stored in their yard to be filled over the period. The new alignment makes working more difficult because now loaded wagons have to be taken up hill over the points above the tunnel. At present we have a great shortage of drivers and little prospect of more in the immediate future. This has led us to run almost all our trains in the evening, in darkness in the winter.

The visitors trains were also disrupted by the tunnel construction and the service has not this year covered its costs. The average number of passengers on one afternoon is about 40. If these were all adults, which of course they are not, they would just about pay for the coal.

G.D. Crapper.

PUBLICITY REPORT 1971

Responsible
Officer

Derek Plummer.

Ian Smith.

The reorganisation of Publicity on a delegated basis has functioned satisfactorily on the whole, in spite of there being no Publicity Officer until January 1972 (when Clive Hirst took up duties). Here is a summary of activities.

1. Exhibitions (10) - Leeds (2), Harrogate (2), Harewood, Wakefield, Normanton, Todmorden, Batley (2). At some of these the new sales stand was in use, and a new model railway layout was on display. The Yorkshire Post Railway Exhibition, where our "Great Marquess" was on display was particularly useful.

Tom Apperley

2. Sales have continued to prosper, both on the line and at exhibitions. There has been an increase in number of lines offered and in the profits.

Bill Baraclough

3. Press & Radio. Regular mention of activities has been made on Radio Leeds (good response), in Local Press, Railway and Model Rly Journals, Worlds Fair, Dalesman etc. Full length articles have included those in Leeds Topic, and the Yorkshire Railways. There is growing difficulty in making the national press, due to the proliferation of railways now operating. Numerous contacts have been made with Authors writing on the subject.

John Bushell

Clive Hirst.

4. Lectures at Schools, Youth Groups, Courses etc have continued.
5. Advertising in Yorkshire Evening Post has continued with a very limited response. Over 10,000 coloured handbills, 500 invitations to Schools and, 300 13 x 5 Posters, have been produced, Assistance would be welcome with display/distribution.

University
Visits Officers

6 Special Events - Included the Yorks. Railway Exhibition, and our own "Dartmouth Dawdler". Special Trains have been run for Groups, with particular financial success. - Can you help 'sell a Train'?
7. Summary The COST of advertising is very high, our budget very limited. Further difficulties were caused by the uncertainty of closing dates on the main line. Members of the public expressed disappointment/dissatisfaction at the shortened service. The majority of our visitors still hear of us by word of mouth. We must endeavour to see that they are impressed.

We hope that the visitors service will become profitable in '72 an interrupted season.

(NB Most of the £64.22 (Publicity) was spent on Visitors Service advertising).

J. Bushell
C. D. Hirst

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G.D. CRAPPER

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- Ian Smith
- Tom Apperley 2. Sales have continued to prosper, both on the line and at exhibitions. There has been an increase in number of lines offered and in the profits.
- Bill Baraclough 3. Press & Radio Regular mention of activities has been made on Radio Leeds (good response), in Local Press, Railway and Model Railway Journals, World's Fair, Dalesman etc. Full length articles have included those in Leeds Topic, and the Yorkshire Railways. There is growing difficulty in making the national press, due to the proliferation of railways now operating. Numerous contacts have been made with Authors writing on the subject.
- John Bushell 4. Lectures at Schools, Youth Groups, Courses etc. have continued.
- Clive Hirst 5. Advertising in Yorkshire Evening Post has continued with a very limited response. Over 10,000 coloured handbills, 500 invitations to Schools and 300 13 x 5 Posters, have been produced. Assistance would be welcome with display/distribution.
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JOHN BUSHELL

C. D. HIRST