

## MIDDLETON RAILWAY TRUST

Minutes of the Annual General Meeting held on  
Saturday, February 26th.1966  
at the University of Leeds, Leeds 2

Present were Dr. Youell in the chair and 37 members.

Apologies were received from Lord Garnock, Dr. Lawrence, Mr. Carr, Mr. Marlow, Mr. Mitchell, Mr. Worsfold.

Minutes of the Annual Meeting held on Saturday February 27th.1965 had been distributed by post and Mr. Ashurst proposed and Mr. Lee seconded that they be taken as read. This was agreed nem. con.

Business Arising none.

Secretary's Report had been circulated by post.

Treasurer's Report The balance sheet had been circulated.

The Treasurer said that due to a typing error 1965 had been typed as 1964. He continued that the year had been one of financial consolidation. Traffic receipts were up by 33%. Much hard work had resulted in the selling of scrap to the value of £360. The breakdown of the diesel and its resulting repair accounted for most of the maintenance costs. Loans had been reduced by £265 and a small locomotive had been purchased from Cphen's of Stanningley. At the present time only one account was outstanding. Pilkingtons had been paid off completely and the balance stood at about £900, thus further loans could be reduced. The Treasurer suggested that a reserve fund be set up to pay for any further major breakdown of any locomotive. He concluded that if the same policies are followed with traffic being maintained then a little money might become available for small projects. Loan repayments are paramount and on no account should the members of the Trust have a spending spree.

Operating Report had been circulated by post.

Permanent Way Report was circulated. The Chairman said that too large a burden was placed on a handful of members. Two major junctions were ready to go in but manpower was insufficient. Out of 300 yards of track only just over two 60' lengths had been put in. The Society may well collapse if more members do not come down on Sundays to help with P.W. In a Society of 100 members there should be more than three regularly available.

Membership Report Mr. Bushell reported that in 1965 a total of 152 members was reached, this being a slight overall improvement. 42 new members were enrolled but 33 failed to renew. A direct comparison with previous years is no longer possible as the Trust has four corporate members (including Leeds University Railway Society which originally had large numbers of student members.) Another corporate body is considering joining at present. Membership is still far from satisfactory and bears no comparison with that of other Railway Preservation Societies, some of which have not yet commenced operation. Looking back over the last years, little progress can be noted, the principal reason being non-renewal. This year, however, with no requests for subscriptions despatched before the end of January, the following numbers can be reported :- Life, 6 ; Corporate, 4 ; Honorary, 9 ; Junior, 29 ; Full, 49 ; leaving 47 to rejoin.

Every member can assist in this field by reminding old members to rejoin, and enrolling new ones. Many prospectuses have been distributed in answer to postal enquiries, at exhibitions, and to parties visiting the line. Posters have been prepared for display but the personal efforts of present members remains the best way of attracting new members.

Old Run report had been circulated by post.

### Discussions on reports.

Mr Roberts asked if traffic could be moved during Saturday morning so that P.W. work could be done in the afternoon when many members are present. More competent drivers could be passed so that traffic could be cleared earlier in the week. He felt that more people than necessary worked trains on Saturdays. The Chairman thanked Mr. Roberts for his observations and promised that the Committee would do what they could to allow P.W. work to be done on Saturdays. Mr. Fearnley said that it would not be possible to move traffic by midday every Saturday as the volume of traffic varied so much.

Mr. Wade said that it was obvious to him that some parts of the Avonside would be most expensive and make it uneconomic to repair the loco. The space it was standing on was needed for a working loco. and he wondered if it would be possible to amalgamate it with another Avonside to make one working loco. Conversely, engines in much better condition were being scrapped and there were two other Avonsides already preserved, therefore it might be best to sell it.

Mr Lee said that if it were sold a larger engine might be purchased.

Dr. Youell pointed out that this was the last surviving engine of the Swansea and Mumbles Railway and that it was presented to us thus making it a gift that must not be sold. Mr. Lodge suggested that it would cost at least £1000 to make one loco. out of two- on top of the cost price of the second loco. although the sale of spare scrap parts would help to pay this. Also the Society was not in a position to tackle the bigger jobs.

Mrs. Youell said that some doubt had been expressed about the claim that it was the last surviving S & M engine. Mr. Wade said that the photos were not indetical. Dr. Youell said that this was because various modifications had occurred as parts wore out.

Mr. Crew proposed and Mr. Wade seconded that the Avonside should be made available for indefinite loan to any other Society.

Mrs. Youell proposed an amendment that the members should be asked to vote whether they wished the Avonside should be either sold, left as it is, amalgamated with another Avonside, or loaned to another Society. Mr. Bushell seconded this. After a show of hands it was apparent that the majority present wished that the loco. should be loaned to another Society, failing this to sell it. Mrs Youell was asked to inform the A.R.P.S. of this decision.

It was asked if there was any truth in the rumour that the Y7 was to be removed from Middleton. All that was known was that it might go to Darlington to an exhibition there.

The question of an engine shed and general headquarters was raised. It was felt that the wooden hut purchased three years ago was in too bad a state to erect. Anything more permanent would need planning permission but nevertheless it was essential for an engine shed. The matter had been raised at the last meeting of the Committee and estimates of various types of building would be obtained. As the financial situation of the Trust was somewhat better it was felt that some money could be spent on employing labour for this project. It was asked if Windle would be used if and when the shed was erected. It was pointed out that this loco. could only be used



on special occasions at the request of Pilkingtons. It was asked if a temporary shed could be erected round Windle but it was felt that this would take as long as to build a permanent shed. Other Societies had erected asbestos sided sheds and the cost of these might be investigated.

Mr. Crew proposed that the existing form of Old Run be scrapped and a return be made to the original monthly duplicated magazine. Mr Ashurst observed that much material and advertising had been obtained for the next three issues and a return could not be made under 6 months or so. He felt that the non- appearance of the Old Run was due to difficulties which should soon be eliminated. Mr. Crew said that he would withdraw his proposition and in place of it he proposed that Mr Ashurst be given a free hand to produce the Old Run as expeditiously as possible. This was seconded by Mr. Lodge and passed nem con.

It was asked what was the position regarding the disposal of the remaining tramcars. The Chairman said that he had read in the local press that the City Council had instructed the Museum Curator that the tram owned by him (160) would be too expensive to repair. It was hoped to sell the Feltham for a nominal sum and a Halifax member and some friends were hoping to restore the Swansea and Mumbles coach if it could be moved to Cullingworth.

It was proposed by Mr. Crew and seconded by Mr. Lee that the Secretary's Report be accepted. This was agreed nem.con.

It was proposed by Mr Wade and seconded by Miss Young that the Treasurer's Report be accepted. This was agreed nem.con.

It was proposed by Mr Hubble and seconded by Mrs Youell that the Operating Report be accepted. This was agreed nem. con.

It was proposed by Mr. Ashurst and seconded by Mr. Wolstenholme that the P.W. report be accepted. This was agreed nem. con.

It was proposed by Mr. Roberts and seconded by Mrs Youell that the Membership Report be accepted. This was agreed nem.con.

It was proposed by Mr. Lodge and seconded by Mr. Wade that the Old Run report be accepted. This was agreed nem. con.

### Chairman's Report

Dr. Youell felt that too much work was being done by too few people. He was appalled that membership was less than 100. The Ministry of Transport new regulations had been sent to us giving us a rigid code of conduct on the Railway. Dr Lawrence had made an abstract of the parts relevant to Middleton which would be duplicated and sent to all members.

Dr. Youell thanked all the members of the Committee for their continued support. He particularly thanked Mr. Fearnley for his unstinting efforts.

He congratulated Mr Wade for his work in converting two trams to one locomotive. Also Mr Bushell for his very fine posters.

Finally he sent good wishes to the Keighley and Worth R.P.S. and the hope that they would be able to start operation this year as planned.

### Election of Officers

	Nominee	Nominator	Seconder
Vice President	Dr. R. Lawrence	P. Hubble	S. Youell
Chairman	Dr. R.F. Youell	N. Fearnley	J. Lodge
Vice Chairman	Mr. S. Wolstenholme Dr. R.C. Lawrence	M. Crew R. Youell	B. Wade J. Lodge

Secretary	Mrs S Youell	M.Crew	N.Fearnley
Treasurer	Mr N Brampton	S.Youell	M.Crew
Minutes Sec.	MR.M.Teale	S.Youell	N.Fearnley
Membership Sec.	Mr.J Bushell	F.Youell	J.Lodge
Publicity	Mr.A Naylor	S.Youell	J.Bushell
Operating Superintendent	Mr.N.Fearnley	M.Crew	J.Bushell
Civil Engineer	Mr.J.Lodge	F.Youell	S.Youell
Committee	Mr.B.Ashurst	S.Youell	M.Crew
Members	Mr.G.Lee	B.Ashurst	P.Hubble
	Mr.S.Roberts	M.Crew	B.Wade
	Mr.P.Walton	J.Lodge	S.Roberts

After a vote, Mr.S Wolstenholme was elected Vice Chairman. All other nominees were returned unopposed.

#### Non-committee posts.

Old Run Editor	B.Ashurst
Goods Agent	G.Taylor
Swansen Engineer	B.Wade
Windle "	S.Roberts
Diesel "	P.Nettleton
Bagnall "	B.Wade
Sentinel "	B.Wood
Steam Crane "	D.Hebden
Hand Crane "	S.Roberts
P.W.Maintenance	J.Lodge
First Aid	A.Wrathall
University OP.Sup	P.Hubble
C and W	D.Hebden
P.W.Advisor	Dr.Lawrence
Wickham Engineer	P.Walton

Hon.Auditors	Mr.S Wolstenholme	Prop. T.Cox	Sec. Mrs Youell
	Mr.T.Cox	Prop J.Lodge	Sec.Dr.Youell

Mr Cox proposed and Mr Bushell seconded a vote of thanks to the Chairman.

The meeting ended at 4.15 pm.