

MIDDLETON RAILWAY TRUST LIMITED

Minutes of the Meeting of the Council of the Middleton Railway Trust Limited, held at Leeds Polytechnic on Tuesday 30th July, 1974, commencing at 19.30.

Present Messrs. T.W.J. Apperley (in the Chair), B.W. Ashurst, A.J. Cowling (for part of the Meeting), J.D. Edwards, R.G. Edwards, J.A. Lodge, P. Nettleton, Mrs. M. Apperley, Miss S. Young, and as an observer Mr. Brian Rushworth.

1. Apologies for absence had been received from Messrs. D.J. Hebden, J.K. Lee and C. Rogers.

2. The Minutes of the previous Meeting held on 17th June, 1974, were taken as read and were adopted as a true and accurate record. There was still some confusion, however, as to the exact status and rights of the Meetings at present. Certain decisions could only be taken as by the pre-Company Committee until the assets were handed over by the Trustees, and some decisions needed to be by the new Council. After some discussion, it was proposed by Mr. J. Edwards and carried:
 "That the meetings of this body held on 3rd May 1974, 17th June 1974 and today 30th July 1974, and future meetings of this body until the dissolution of the Trust upon the transfer of assets by the Trustees to the Middleton Railway Trust Ltd., are in each case meetings both of the Committee of the unincorporated Middleton Railway Trust and of the Council of the Middleton Railway Trust Ltd.; and that resolutions passed at the meetings are resolutions variously of the Committee and of the Council, in accordance with their respective powers and duties."

3. Officers' Reports

A. Chairman/Deputy Chairman Mr. Apperley said he had met Councillor Atha, Chairman of the Leisure Services Committee, at the line for informal discussion of the Company's plans. The following points had been raised:

- i) There would now be no diversion of the line at the southern end.
- ii) There were no immediate plans to enlarge the Park area.
- iii) There was no immediate danger of eviction from any Corporation ground over which the line runs, but the position was extremely vulnerable as the railway was ~~in~~ in the centre of a proposed redevelopment area. Plans for ~~the~~ Park sites have been approved, and adverse comments had been made by some members of Councillor Atha's committee concerning the 'untidiness' of the railway area. In addition to this, Councillor Atha was giving up the Chairmanship of the committee very shortly, and the succeeding Chairman had already stated that he had no interest in the Railway.
- iv) Planning permission could be sought for a maximum of 4 years, but only for land for which a long-term lease was held, and Councillor Atha had stressed that we should apply for planning permission as soon as possible for anything we required. The lease of the southern part of the trackbed was due to end in 1975. It was necessary to settle our tenancy and put forward firm plans for development.

Mr. Cowling joined the Meeting at this point.

The 5-year easement ~~from~~ from the Council for the trackbed south of the G.N. bridge would end in 1975, and the track above the tunnel and round to Clayton's belonged to Clayton's.

Mr. Apperley agreed to enquire who should be approached for leases of Council land, and he also agreed to write to Councillor Atha thanking him for his help and advice.

TA

B. Secretary i) Registered address - Mr. Hellewell would probably be retiring
 office address used. so Mr. Edwards'

advice.

B. Secretary i) Registered address - Mr. Hellewell would probably be retiring before long and would prefer not to have his office address used, so Mr. Edwards' home address would be the registered address of the Company.
ii) Dispensation was being sought from listing Council members' names on the note-paper.
iii) Sentinel - Mr. J. Edwards had written to the S. & D.R. organisers stressing that the locomotive would be loaned for exhibition only and not for the parade.
iv) It was not necessary to quote Council Members' names on histories, stockbooks etc. Reprinting of stationery should be deferred until it was known whether dispensation was allowed.
v) Liability insurance - a representative wished to call and make a routine liability survey. Mr. Apperley would be available to meet him. TA

C. Treasurer i) Mr. R. Edwards now had the Company seal and registers of members and council. Mr. Ashurst would take charge of the register of members and Mr. J. Edwards would take charge of the Council register and seal.
ii) There was a balance of about £880 in the current account. Mr. Apperley warned of exhibition purchases to be made soon. It was agreed to wait before transferring any of the balance to the Depot Appeal Account.
iii) M.R.A. subscriptions - about £15 was to be transferred to the MMA.
iv) Platform expences - Mr. Rushworth asked for about £50 for the purchase of paving stones or gravel etc. to make surfacing slabs ourselves. The prefab sections

were suggested for this, but Mr. Rushworth thought that with about £30 worth of extra materials and sections he could use these to construct a new shop. Mr. Apperley had no objection to this. Mr. and Mrs. Apperley and a group of other people had organised a model railway exhibition at Horsforth and the profits from this would probably be about £70 - Mr. Apperley offered the money for use for platform materials purchasing and this was agreed upon. It was further agreed that the Council's gratitude should be recorded to the Apperleys and their helpers for the exhibition profits and to the Rushworth family for the profits of the jumble sale they had organised for platform funds.

D. Membership Secretary i) No membership response had come as yet from the Industrial Railway Society's visit.

ii) Honorary members - there was no provision for such under the Articles of Association, but it was thought to be possible to treat as honorary members for a year or two anyone who had performed some great service to the Company.

iii) Membership list - Mr. J. Edwards asked if a list should be kept for inspection, as well as the card file kept by Mr. Ashurst, but Messrs. Ashurst and R. Edwards thought this would be unnecessary.

iv) Mr. R. Edwards suggested inviting members of the public to become members of the Company in order to have regular free rides. It was thought there would be no difficulty regarding the vetting membership applications and such members could begin their rides straight away.

v) Miss Young expresses concern about the number of long-standing members ~~xx~~ who apparently failed to renew each year but who were later found to have paid by Bankers Order which had been received late or had not realised that ~~x~~ renewal was due. She proposed that a final letter be written to selected members among those whose membership had lapsed, pointing out that this had happened and asking them to contact Mr. Ashurst if they had received no reminder of renewal or had made a payment which might have gone astray, and after some discussion Mr. Ashurst agreed to do this. BWA

E. Civil Engineer i) Track subsidence - the City Council had stated that they were already overspent on the motorway project, but had agreed to construct a french drain (a concrete pipe in a trench) at their expense. Realigning etc. would have to be done by the Company at our own expense.

ii) Rails were still being removed for use on the Moor Road/Balm Road section.

iii) ~~The work on the new platform was progressing well.~~

F. Mechanical Engineer Henry de Lacy II would require retubing before a further

F. Mechanical Engineer Henry de Lacy II would require retubing before a further boiler certificate could be issued. Mr. Lodge was at present removing the tubes. He said that the Company could face bills for retubing all the locomotives periodically. Mr. Smith, the inspector, said that the boiler was sound and warranted retubing.

G. Traffic Manager Mr. Rogers had sent a written report. i) Freight - April to June had been 1,000.345 tonnes out, 110.405 tonnes in, cash to come £111.08p.
ii) For a trial period of 2 months Robinson & Birdsell were receiving 120 tonnes a week of scrap iron from Longbridge, and only empty wagons were going out.
iii) Goods crews were more available, but passenger crews were hard to roster.
iv) A lot of school requests had had to be refused because of lack of daytime help.

4. Other Reports A. M.R.A. There was no report.

B. Publicity Committee There was no report from Mr. Hirst. i) Miss Young said there had been a large number enquiries following the T.V. Times promotion. These had included two from children's reference book authors.

ii) Special visits - 2 requests concerning special arrangements for weekend holiday tours had been received. It was agreed to accept Mr. Peter Baldwin's party on Saturday 8th March between 13.00 and 18.00 at a cost of £10 steam, £5 diesel. Mr. Peter Broadhead's ~~series~~ ^{perhaps} of parties/could be accepted on weekdays at a cost of £20 steam (to provide for possible remuneration of crew) and £5 diesel, or £10 steam, £5 diesel on weekends outside the season. It was decided that the fares for 1975 would be 15p, 8p, 8p, and 4p.

C. Sales Sales receipts were about £60 up on the same period last year.

D. Rules and Disciplinary Committee Driving passes were approved for Mr. M. Midgley (steam), and Messrs. P.A. Hobbs and B.A. Hancock (diesel - 'Courage').

5. Forward Planning i) Mr. Apperley proposed that another model railway exhibition should be planned, with semi-official backing from the Company for obtaining charity discounts. It was agreed that full backing could be given to such a venture.
ii) Light Railway Order - as the situation at the top end of the line was apparently now clarified it was agreed that we should now approach the Railway Inspectorate. The continuance of freight traffic was uncertain, but Mr. Cowling pointed out that an L.R.O. was required for operating passenger trains without continuous brakes. Mr. J. Edwards agreed to enquire about a Light Railway Order for the passenger line. There being no further business to discuss, the Meeting closed at 21.15.