

MIDDLETON RAILWAY TRUST LTD

February 1977

NOTICE is hereby given that the annual general meeting of the Trust for 1977 will be held on Saturday March 26, 1977, at Cockburn School, Burton Road, Leeds 11, at 2.30pm, for the transaction of the business listed below.

By order of the Council

John D. Edwards, Secretary  
55 Village Way, Pinner, Middlesex

A G E N D A

1. To received and approve for the year ending December 31, 1976:
  - Profit and loss account
  - Balance sheet at year end
  - report of the Council
  - report of the Auditors
2. To receive the reports of the MRT officers for 1976.
3. To appoint a Chairman, Secretary, Treasurer, and not less than four nor more than thirteen other members of Council.
4. To appoint auditors and to provide for the fixing of their remuneration.  
(Recommendation by Council: Messrs Volans, Leach & Schofield, remuneration to be fixed by Council.)
5. To consider the amount of the annual membership subscription. (Recommendation by Council: no change.)
6. To receive a report from the Middleton Railway Association.
7. To deal with any other competent business.

Notes:

The following are eligible and offer themselves for re-election:

Chairman, J. K. Lee ; secretary, J. D. Edwards; treasurer, G. W. Lunn; Council members, B. W. Ashurst, Dr A. L. Barnett, N. A. Brampton, A. J. Cowling, D. J. Hebden, W. E. Holliday, J. A. Lodge, P. Nettleton, S. J. Roberts, C. Rogers.

The following is recommended by the retiring Council for election to the Council: D. Hill.

In accordance with the Articles of Association, any other nominations for election to the Council, together with the consent of the nominee, shall be given in writing to the secretary prior to the meeting.

Report of Council for the year ending December 31, 1976

1. The following have served as members of the Council: Thomas W. J. Apperley, Brian W. Ashurst, Arthur L. Barnett, Noel A. Brampton, Anthony J. Cowling, John D. Edwards, Raymond G. Edwards, David J. Hebden, Clive A. Hirst, William E. Holliday, Joseph K. Lee, James A. Lodge, George W. Lunn, Peter Nettleton, Stephen J. Roberts, Christopher Rogers, Brian Rushworth, Sheila Young.

(Companies Act, 1967, Section 16(i))

2. The company has continued to maintain and operate the Middleton Railway, Leeds.

(Companies Act Section 16(i))

3. The company has had no employees. (Companies Act Section 18(i))

## MIDDLETON RAILWAY TRUST LTD

MINUTES of the annual general meeting held on Saturday, March 13, 1976, at Cockburn High School, Leeds 11.

PRESENT: J. K. Lee (chairman) and 27 other members.

APOLOGIES were received from MRS Cooper, Mrs Hebden, Dr Lawrence, Messrs Bushell, Hampton, Hebden and Thorndike.

ACCOUNTS for 1975

The income and expenditure account for the year ended December 31 1975, and the balance sheet as at the same date, had been circulated. The audit had not yet been completed. The railway operations had roughly broken even for the year, and the large figure for scrap sales represented both rail chairs and non-railway items. Monies due to Dr R. F. Youell were still in the Trust's custody. The unaudited accounts were accepted and a vote of thanks passed to Mr R. G. Edwards, who was retiring as treasurer.

### OFFICERS' REPORTS

Mechanical engineer: Mr Lodge's reports had been published in The Old Run. Mr Carr congratulated Mr Lodge on the excellent condition of the locomotives.

Civil engineer: Mr Cowling's report had been circulated.

Membership secretary: Mr Ashurst's report had been circulated. Delay in receiving notification of payments by bankers' order had again resulted in delay in despatching some membership cards. Dr Barnett suggested that, despite the extra work, deeds of covenant should be encouraged even for annual amounts less than £5. It was noted that a number of members added donations to their subscriptions.

Sales officers: Mr Rogers' report had been circulated. IT WAS NOTED FROM THE ACCOUNTS that profit had declined compared with 1974.

Old Run Editor: Mr Leah's report had been circulated. Mr Ian Smith thanked Mr Leah for the help he had given the Middleton Railway Association. The loss on Old Run production during the year had been about £100.

Publicity officer: Mr Lee's report had been circulated. He added that the railway was now more widely noticed, and that interest had been shown by the Yorkshire and Cleveland Tourist Board and by railway publications and by organisations as far away as IRELAND.

Secretary: (a) Mr J. D. Edwards had explained to the Railway Inspectorate that progress towards a Light Railway Order was being hampered by uncertainty as to possible diversion of the line. Under the Health and Safety at Work Act, the Inspectorate would now exercise authority over all private railway operations, and the MRT would take the initiative in inviting them to visit the railway. Pressure to install continuous automatic braking on the passenger service was expected.

(b) Mr Lodge had broken a leg in an accident while on railway business. In order to provide against future such mishaps, it was proposed and agreed to arrange personal accident insurance for all MRT members at a proposed premium of 20p per member per annum to be collected with the annual subscription. The MRA would be invited to include its members in the scheme.

The officers' reports were adopted with thanks.

#### APPOINTMENT of Council

The following were appointed to the Council: Chairman, J. K. Lee; secretary, J. D. Edwards; treasurer, vacant; other members, B. W. Ashurst, Dr A. L. Barnett, N. A. Brampton, A. J. Cowling, D. J. Hebden, W. E. Holliday, J. A. Lodge, P. Nettleton, S. J. Roberts, C. Rogers. Mr Rogers agreed to act as treasurer until the post could be filled

#### APPOINTMENT of auditors

In view of reported difficulties with the audit, it was agreed that the Council should consider what appointment should be made for the current year.

#### MEMBERSHIP SUBSCRIPTION

After much discussion, and the defeat of a proposal to increase the annual subscription to £2.50, it was resolved that the subscription should be raised to £2, to include the previously agreed personal accident insurance. It was also resolved to increase the life membership fee to £35.



## MRT Annual meeting 1976 (continued)

### OTHER BUSINESS

(a) Middleton Wagon: the Armley Industrial Museum was interested in taking the wagon on loan, and would hope MRT members could do some restoration work on it. It was resolved to offer the wagon on loan on specified terms.

(b) Steam Power Trust: Mr K. Cockerill thanked the MRT for its help in the past year, and suggested that a locomotive should be on display at the platform during passenger train operation.

(c) Shop: Help was needed for the coming season.

(d) Guards: Mr G. Parkin had offered to roster guards for the coming season.

(e) Middleton Railway Association: Mr Ian Smith (chairman) reported that co-operation between MRT and MRA members had improved. The mess section of the hut had been improved. The sponsored walk had raised £30 for the platform fund. It was hoped to run more trips in 1976.

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The meeting closed at 4.30pm.

### CHAIRMAN'S REPORT FOR THE YEAR ENDED DECEMBER 31, 1976

THE Middleton Railway continues to flourish in spite of minor setbacks which have occurred during the past year. Members, being human, are apt to err, in consequence of which one man's omission, neglect, selfishness, prejudice, tend to affect others, creating what might be described as chain reaction.

This affects the morale of those, who, with the right kind of approach, give of their best, producing a family atmosphere within which members can happily strive for a common objective. Sometimes I wonder if we could perhaps have done more to prevent a situation developing which has an adverse effect on members.

The image of the railway is of paramount importance. What the first-time visitor sees or hears will tend to promote or discourage further visits by himself or his friends. Cleanliness (firemen excepted!), courtesy and complimentary gestures do nothing but good for customer relationships. Our aim is to "sell" the railway, giving value for money and the desire to advertise our atmosphere of friendliness and goodwill.

A time of change is upon us at Middleton, revealing in the months to come a new physical change from former decay and untidiness towards pleasant open spaces, trees, grassland, affording the visitor the opportunity to stay, perhaps picnic, photo graph, tape or just enjoy reminiscing about the days of steam, sharing this with younger children who may for the first time be seeing a real live steaming iron horse!

Finally, thank you all for your loyalty and support during 1976, no matter what part you played. I am sure, like me, it gives you all a sense of satisfaction to know that your contribution has helped keep alive the name of the Middleton Railway.

Joseph K. Lee

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#### PUBLICITY REPORT

Generally this has been a good year for publicity. Steam special s, party visits, literature distributed far afield, new posters available for this meeting. Reference has been made to the Railway in several preserved steam publications, and there have been inquiries from abroad, including French TV.

The aim is to use such methods which will stir up interest, imagination, and the feeling that the Railway offers good value. The friendliness of the train crew: "The driver let me see the fire", the free car park, and so on are all essential features of our publicity. We have to get across what we have to offer to the media - but it also means YOU the members. The spoken word, what you see and hear is always worth telling someone about, especially the publicity team! Don't hesitate to get in touch with us, your idea may be completely original and certainly newsworthy.

Yes, we have posters, histories, exhibitions, and so on but, if members talk to their friends about Middleton this is the best publicity of all.

Joseph K. Lee

## MIDDLETON RAILWAY TRUST LTD

### Treasurer's report for the year ended December 31, 1976

It would be a pleasure to be able to report that we have had a good year, but we have not. However, the loss of £692 is after charging the following:

	£
Formation expenses	174
Unverified floats	161
New braking system charged to maintenance	323
Goods stolen from shop	55
	<u>713</u>
Loss per the accounts	692
Without the above there would have been	21 Profit

Although the above table shows that if we had not written off the above items there would have been a profit of £21 for the year, this is negligible to the needs of the company, and we must examine the accounts to find the reasons for the company's poor performance.

### Traffic

A loss of £264 was made on traffic per the accounts but this is after charging £323 for the new braking system. Without the braking system, therefore, a small profit would have been made in this area, despite the drop in receipts from goods traffic.

### Sale of Goods

This is the area which has caused most concern in 1976 and it is the first time since 1972 that the company has not received a contribution after sundry expenses from this operation. The committee have taken steps to rectify the loss for the 1977 operating year.

### Old Run Magazine

The net cost of publishing the magazine was £106 in 1976 compared with £91 in 1975.

### Sundry Income

Scrap sales fell to £86 in 1976 from £510 in 1975. Donations and subscriptions increased in 1976 by £42.

## Expenses

Publicity was £106 in 1976, £61 in 1975 and £271 in 1974.

Administration costs increased in 1976 to £336 after charging the write-off of unverified floats of £161, which relates to previous years, and without the write-off they would have been £175 for 1976 against £191 for 1975.

## Balance Sheet

During 1976 the Council took an inventory of the company's fixed assets and revalued them, which resulted in a £30,660 uplift in the fixed asset value of the company and the creation of a Capital Reserve for this amount. The fixed assets of £34,745 at December 31, 1976, is a "Directors' Valuation" and the council wish to notify members that this figure is within its "real" value.

I should like to thank the Council and the Auditors, Messrs Volans, Leach and Schofield, for the help and assistance I have received in 1976.

George W. Lunn

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## OLD RUN EDITOR'S REPORT

ONCE again the statutory three issues of The Old Run were produced in the year, and all being well the Spring 1977 issue should reach you at around the time of the AGM. My sincere thanks go, as always, to those who have contributed to the magazine's contents during the year, whether a few lines of news or a full-scale article. The fact that most of the contributions are submitted voluntarily makes my job a great deal pleasanter than it might otherwise be, and probably makes for a higher standard of work.

I could, however, do with a lot more photographs of the line. The lack of photographs in some recent issues, and the preponderance of my own work among the photos I do publish, has nothing to do with economy in the first case, or vanity in the second. I just print what I have available, and with the local scenery once again in the throes of a major overhaul, I am sure most members would like a better record of the passing events than The Old Run has recently been able to give. There must be

## SALES REPORT for 1976

THE expected profit on sales has not been as high as it could have been, due to (1) the overall profit margin between buying and selling not being maintained at the set percentage; (2) the loss due to theft of stock from the shop to the value of £55, This takes about three times that amount to recoup, that is £165 in purchases; (3) losses from exhibitions, £25 - another £75 in purchases; (4) losses from the shop other than the previously referred to.

All these eat into our profit and action can be taken against them all. (1) can be rectified easily by more perseverance when pricing the constantly changing costs on the items to keep the correct profit. (2) is something that we have to live with and try to see that it does not happen again, or to a much lesser degree. (3) and (4) - we have very little control over these losses as they occur mainly from items being stolen. The small part that we have a hold on is selling at the correct price - has the customer given the right amount? Are we giving the correct change? The customer is only too quick to point out any short change - does it work the otherway round?

All this paints a poor picture. We have found the mistakes in 1976 but now know where to look. The outlook is to get our sums right for a more profitable 1977.

Chris Rogers

## VISITORS' SERVICE STATISTICS

DAILY averages of visitors and cash for each month, 1971-1976:

	1971	1972	1973	1974	1975	1976
March: Visitors	25	73				
Cash	£1.55	£5.37				
April: Visitors	48	49	140	159	165	299
Cash	£2.07	£3.58	£10.03	£15.35	£18.20	£49.19



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May: Visitors	38	58	90	171	143	114
Cash	£1.82	£3.87	£6.87	£16.31	£14.90	£16.00
June: Visitors	10	72	88	143	116	117
Cash	£0.82	£4.66	£7.03	£14.63	£13.78	£22.02

Continued

	1971	1972	1973	1974	1975	1976
July: Visitors	65	76	102	148	132	103
Cash	£3.45	£4.52	£8.02	£14.34	£16.03	£19.91
August: Visitors	44	79	116	157	104	89
Cash	£3.39	£5.93	£9.93	£15.96	£14.25	£19.48
Sept: Visitors	37	45	62	80	88	77
Cash	£2.75	£2.90	£5.14	£8.08	£12.72	£16.13
October: Visitors	54	66	59	75	69	46
Cash	£3.27	£4.96	£5.17	£8.08	£10.28	£9.28

Once again, as in 1975, there was a drop in the number of visitors during the 1976 season, apart from the phenomenal Easter crowds. It is difficult to define the real reason for this, if there is only one reason: the decline seemed to begin about the time when the fares were raised, but this was also the time when the weather became hot and sunny every weekend and people were inclined to either stay sunbathing in the garden or go out for the whole day to the coast. Our best trade is always done on days when the weather is fine but changeable - too nice to stay in all day but too unsettled to go very far from home.

Also, once again, there were far too few members helping to look after the visitors. If you have any ideas for advertising gimmicks etc (preferably legal, moral and above all free or at least cheap!) send them to Joe Lee, 71 Knightsway, Whitkirk, Leeds 15, and if you have just a little spare time at the weekends, why not go down to the line and lend a hand? Thanks are due to the gallant few who did give their valuable help in 1976.

Sheila Bye

## CIVIL ENGINEER'S REPORT FOR 1976

READING my report to the last annual meeting, there seems to be very little that has changed, although some of the predictions made there now appear a little optimistic. The installation of the turnout in the main line was completed, but not until the middle of the summer, and the second has not even been started. This results partly from the visit of Major Olver of the Railway Inspectorate, who made it abundantly clear that he could not countenance the continuation on a permanent basis of the practice of propelling trains, which has meant that we are having to alter our plans for this site so as to include provision of a run-round loop.

We have also had to spend substantial sums of money on other projects with higher priority, notably the provision of equipment for the continuous brake, with further expenditure to come on the provision of facing point locks and lever frames, and so we have not felt able to replace the parts of the second turnout which were stolen.

The other major project, the replacement of the Hunslet Moor platform, has progressed very well under the direction of Malcolm Midgley. The extension section is complete, as is most of the replacement for the old sleeper-built part, and unless we are very unfortunate with the weather all will be ready for the start of the passenger season, including the new double-size shop.

We have also been able to do a certain amount of re-ballasting, using material reclaimed from the old Parkside Bridge before it was demolished. This has proved far superior to the colliery shale on which much of the track is laid, particularly as regards drainage, and in the long term it will probably be as well to think in terms of purchasing sufficient ballast to do the whole line in this way, however "un-Middleton-like" that idea may sound!

Anthony J Cowling

# MIDDLETON RAILWAY TRUST LTD

Balance Sheet as at December 31:

1975

£

## FIXED ASSETS

2400	Locomotives and Rolling Stock at Valuation
1588	Track at Valuation
-	Tools and Spares at Valuation
<u>3988</u>	

## CURRENT ASSETS

-	Stock on hand - Fuel	129
1200	Sales	939
-	Sundry Debtor	19
175	Payments in advance	-
261	Cash at Bank - Appeal Account	327
553	Eastern Account	594
1123	Current Account	958
89	Cash in hand - Verified	183
210	Unverified	--
<u>3611</u>		<u>3149</u>

## LESS CURRENT LIABILITIES

<u>108</u>	Sundry Creditors and provision for accrued charges	<u>195</u>
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3503 NET CURRENT ASSETS

174 FORMATION EXPENSES NOT WRITTEN OFF

7665

1976

£

13500  
12533  
8712  
34745

2954

37699

Financed by:

WORTH OF FUNDS

General Fund

Reserves

6435

Revenue

-

Capital

5743

30660

Appeal Fund

1453

Balance ast at January 1, 1976

261

169

Add Funds received during year

66

1622

327

1361

261

Less Transfer to General Fund

-

327

6696

36730

500

CONTINGENCY RESERVE

500

469

LOAN ACCOUNT - Dr R F Youell

469

7665

37699

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REPORT of the Auditors to the members of the Middleton Railway Trust Ltd

WE have examined the annexed accounts and report that, in our opinion, the annexed balance sheet, profit and loss account and notes give a true and fair view of the state of the company's affairs (SUBject to the Directors' valuation of the Fixed Assets) as at the 31st December 1976 and of its loss for the year ended on that date and comply with the Companies Acts 1948 and 1967.

Dated this Twenty fifth day of February 1977

Volans, Leach and Schofield  
10 Blenheim Terrace  
Woodhouse Lane  
Leeds LS2 9HX



# MIDDLETON RAILWAY TRUST LTD

TRADING ACCOUNTS for the year ended December 31:

1975  
£

1976  
£

## SALE OF GOODS

1732	Sales	1183
1158	<u>Less</u> Cost of Sales	1089
<u>574</u>		<u>94</u>
103	<u>Less</u> Sundry Expenses	146
<u>471</u>	Profit/Loss carried to PROFIT & Loss account	<u>(52)</u>

## TRAFFIC

	<u>Income</u>		
131	Goods Traffic	45	
<u>1082</u>	1231 Passenger Traffic	<u>1258</u>	1303
	<u>Less</u> Operating costs		
963	Fuel	375	
862	Mechanical maintenance	791	
<u>268</u>	2093 Insurance	<u>400</u>	1566
	<u>(830)</u> Loss carried to Profit & Loss account		<u>(263)</u>

## "OLD RUN" MAGAZINE

177	Publishing cost	126
<u>86</u>	<u>Less</u> Revenue	<u>20</u>
<u>(91)</u>	Loss carried to Profit & Loss account	<u>(106)</u>

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PROFIT & LOSS ACCOUNT for the year ended December 31:

		<u>Income</u>		
	471	Profit from sales of goods		-
	510	Sales of scrap		86
	276	Donations and subscriptions		318
	45	Bank interest		41
	<u>1302</u>			<u>445</u>
		<u>Losses arising from:</u>		
-	-	Sales of goods	52	
880		Traffic	263	
<u>91</u>	<u>971</u>	Old Run Magazine	<u>106</u>	<u>421</u>
	<u>331</u>			<u>24</u>
		<u>Less Expenditure</u>		
61		Publicity	162	
191		Administration	280	
<u>87</u>	<u>339</u>	Audit & accounting	<u>100</u>	<u>542</u>
	(8)	Net Loss for year		(518)
5082		Balance brought forward from previous year		6435
1361		Transfer from Aeeal Fund		-
-		Formation Expenses written off		<u>174</u>
<u>6435</u>		Balance carried forward		<u>5743</u>