

1. The Trustees have not been kept informed of current events or any proposed alterations of policy by the Managing Committee.
2. Trustees welcome generosity of Donors resulting in acquisition of the Courage 1935 diesel and 1917 Henry de Lacy II locomotives, also the work of those who have improved our Mechanical and Civil Engineering property during the year.
3. The Trustees regret that conditions have prevented our obtaining covered accommodation for rolling stock.
4. Trustees draw attention to the failure of the Managing Committee after 2 years to respond to the generous offer from Leeds Corp'n. to salvage, transport, and lay out all relics affected by the Motorway if the Ctte would list those relics.
5. Trustees regret the lapses of discipline among members and the effect this may have on our reputation, and approve the severe tightening up by the Disciplinary Sub-Ctte. Trustees do not approve any attempt to water down or hinder the work of this Committee.
6. Trustees regret that due to conditions outside the Trust's control, the income from goods traffic shows little sign of improvement and hope that the inter works traffic can raise the revenue in future.
7. Trustees draw attention to the need to have a full plan prepared for the moment the Coal Board vacate the Colliery so that we can take over and avoid vandalism. There is also need for a written agreement as to responsibility for maintenance of the fabric and an officer should be appointed to maintain the fabric and work under the direction of the Chief Civil Engineer, and another Officer to supervise public display and entertainment there.
8. We welcome the good start made in fund raising for the Broom Pit extension appeal.
9. We express alarm at proposals which have been made to scrap historic cranes and locomotives. In general gifts made by virtue of historic value, or gifts as loans should never run the risk of demolition save in exceptional circumstances; The Trustees point out the severe and permanent damage to the Trust's reputation if it becomes known that gifts to the Trust run the risk of demolition.
10. Recommend that the Swansea and Mumbles Railway Coach be not sold or given away, and that Managing Committee consider carefully Mr Lee's offer to repaint reglaze and repair the coach. If any attempt is made to loan the coach it should be subject to return when covered accommodation is available after proper consultation with the temporary hosts.
11. After considering all advice we have decided that Limitation of Personal Liability is feasible but should be by Guarantee and in such a way that the word "Limited" is not used, nor should the Trust appear in any respect to conduct itself like a commercial enterprise. The Present Name should be retained if possible, otherwise the Trustees approve as second alternative The 1758 Middleton Railway Society, already passed by the Board of Trade. Junior members should be allowed to participate in all Trust activities except when specifically prohibited by Company Law due to their age. Their interests should be safeguarded and they should be informed and consulted on all matters and their views represented to the Managing Committee. If possible a split of the Trust into 2 administratively separate bodies should be avoided except in the very small number of occasions where this is legally obligatory. The Managing Committee should investigate the possible effects of reducing the age of majority to 18. The Trustees thank the legal friends who have so generously advised in this matter.
12. The Trustees expect completion of the registration as a Charity with consequent substantial benefits to the Trust.
13. Trustees hope that we may look forward to expanding membership, by appealing to the general public with historic and local interest as well as the railway specialist.
14. Trustees have appointed a member of the National Trust as 5th Trustee in view of the close cooperation with that body and their great help in protecting and helping us.
15. Trustees have decided that along with registration as a charity the National Trust be named as our sole beneficiaries in the event of the Trust ever ceasing to operate.

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REPORT ON PROGRESS AT MIDDLETON COLLIERY.

In the few weeks that the Colliery buildings have been empty, the damage done by vandals has been astounding and extremely depressing. At the time the Coal Board moved out their watchman, the buildings were devoid of many internal fittings, especially electrical fittings, but were nonetheless basically intact. At the time of writing this report, hardly a single pane of glass remains unbroken, doors have been torn off by their hinges, sections of ceiling have been pulled down, and many yards of copper cable and pipework stolen.

Attempts have been made to secure the buildings by boarding up windows and doors but these proved futile, the vandals merely rip off the boards and then smash the windows. Bearing this in mind, plans have now been made to brick up all the ground floor windows in the southern end of the building, and to install a steel-faced door in place of the existing wooden one, in the hope that this will foil the thieves and vandals.

Another task to be undertaken in the near future, is the installation of the electricity supply. This involves the excavation of 180 yards of cable trench and the construction of a metering pillar adjacent to Newhall Road.

The Committee has decided that the first floor of the main building shall be used for caretaker's accommodation, but work is not likely to be started on this section before the end of July at the earliest. This means that no caretaker can be accommodated until September.

The deplorable fact is that during an average Saturday, not more than a dozen members turn up for work, and the writers of this report must inform the Annual General Meeting that unless there is a dramatic increase in the number of members volunteering for work, the Colliery buildings will never become a railway museum, but will be damaged beyond repair by the vandals of Middleton and Belle Isle.



First I present my apologies for the slowness in which I have carried out many of my duties in the past year. This has been due to my wife's illness, and the large number of critical tasks that could not be offloaded on to other shoulders. I do not propose to dwell on smaller details which are already known to most members. I am happy to report substantial progress in accelerating registration as a Charity following a direct personal approach.

I have investigated the legal aspects of our rights to run on the line to the Colliery if and when it is purchased. The matter is complicated and far from clear due to the age of the line and its first Act, and the lack of Statutory Instruments by the Middleton Estates, Middleton Fireclay Cos. B.R. and the N C B. Although neither the N C B nor B R bothered to obtain formal rights to run the line, we must safeguard our rights. Careful research indicates that a formal Deed of Transfer passing over to us all the NCB and BR operating rights may avoid trouble with the Ministry of Transport. We must avoid a repetition of the Kent and East Sussex debacle.

A personal visit to the National Trust has resulted in their being ready to issue a Protective Covenant on the line and all historic relics associated therewith as soon as we can take over. The National Trust has also agreed to protect Matthew Murray's tombstone from destruction with us as local Trustees.

Careful investigation and legal advice reveals that if we are devoted to recreational education and public exhibition activities in respect of our preservation and museum proposals at the Colliery we are exempt from Rates, with substantial saving.

Of the tiresome features recently I may mention damage to property by Robinson and Birdsell's Tractor, GPO Contractors and Gypsies burning sleepers.

A number of incidents in the last year can be attributed to carelessness, thoughtlessness, irresponsibility or showing off. I appeal to all members to stick to the Rule Book however unoriginal this may seem. I expect members to act as ONE TRUST, and avoid dividing into sects having petty squabbles with each other thereby damaging our public image.

I wish to express particular appreciation to Patrick McAskie for his work on track improvement which has gained him an Associate Fellowship of the P.W. Institution, and his help in repairing the Southern Railway at Alton. To Jim Lodge for all round backing up and his work in tidying up disciplinary matters. To Joe Lee for his work in getting Henry de Lacy II free of charge and in many other ways, the Middleton C of E school for being our staunchest supporters, and to my wife for putting up with me when I was in difficulties on a number of MRT matters.

I hope I carry the Trust with me in making from the Chair a Vote of Thanks to Mr. Kirk of the N C B Yorkshire Division for being far kinder than he need have been, and going out of his way to be helpful at a difficult time.

I have secured a small extension of time for our Appeal Fund and will do what I can to hold the N C B at bay as long as possible. We have a good start in raising 10% in the first 2 months, but this is still not fast enough.

Finally I would ask relief of one burden from my shoulders, that of writing or drawing 12 out of every 16 pages in The Old Run. The Chairman is running out of pen names, and his literary style grates after long hearing. May I remind members that we are a Trust of 200 members, and that the Old Run should not be a monologue.