

# The Foxfield Light Railway Society Ltd



## Annual Report and Accounts For the year ending 31 December 2024

Registered Charity, number	;	1127378
Company Number	;	01034972
Registered office	;	The Foxfield Light Railway Society Ltd. Caverswall Road Station, Blythe Bridge, Stoke on Trent, ST11 9GB

# Notice of the 54th Annual General Meeting of the Foxfield Light Railway Society Ltd

Meeting to take place at Caverswall Road at 16.00 hrs on Saturday  
20<sup>th</sup> September 2025

## Agenda for the Annual General Meeting.

- 1 Apologies
- 2 To confirm the Minutes of the Fifty Third Annual General Meeting
- 3 To adopt the Annual Report of the Directors and the Accounts for the twelve months ended 31st December 2024
- 4 To appoint Hunter Jones, Chartered Accountants of Belper to act as independent examiner for the coming year
- 5 To elect five Directors of the Board who will also be Trustees of the Trust
  - a) Under Article 39, Mr Geoffrey Riley, Matthew Healey and David Scragg retire by rotation. All three Directors offer themselves for re-election
  - b) Two further nominations have been received from Mr Roy Naylor and Nigel Brazier

There are five candidates and five seats and therefore a ballot is not required.

Dated **29** August 2025, by Order of the Directors and Trustees

## Notes

Full Members can return postal/electronic votes **should they not be able** to attend the AGM.

An electronic voting slip will be attached with the digital version of the Annual Report and Accounts, AGM items 2, 3, & 4. This should be returned to [bill.sellwood@foxfieldrailway.co.uk](mailto:bill.sellwood@foxfieldrailway.co.uk) (Membership Secretary) no later than Wednesday 17<sup>th</sup> September 2025

Full Members without electronic contact will be sent a letter with a hard copy of the Annual Report and Accounts. Furthermore, a voting slip can be collected prior to the start of the Annual General Meeting 20<sup>th</sup> September 2025.

*After the formal business of the meeting has been concluded, members may ask further questions of the Directors / Trustees of the railway. These questions may be asked at the meeting or if members wish to submit written questions in advance, please do so such that they are received by the Board either by post or email [directors@foxfieldrailway.co.uk](mailto:directors@foxfieldrailway.co.uk) by the 12<sup>th</sup> September 2025.*

# 53rd Annual General Meeting of The Society

Held at Caverswall Road Station at 16.30 hrs. on Saturday 5<sup>th</sup> October 2024

Chairman welcomed members to the Meeting and asked for a minute's silence to think of friends and Members who have passed on during this year.

- Christopher Michael Beardmore,
- Roy Etherington,
- John MacNair and
- Ray Withington

Thoughts and best wishes on a continued recovery were sent to

- Ron Whalley.

## 2.1 Present:

Steve Turner (Chairman), Harry Alcock, Trevor Barnett, Jane Bate (Treasurer), Andy Bloor, Andrew Civil, Richard Croydon, John Eastwood, Steve Elliott, Pauline Garth, James Goodwin, Matt Healey, Matt Higham, Alan Jones, David Lock, Nicky Lock, Robert Mitchell, Dave Purslow, Paul Quilter, Kieron Rigby, Geoff Riley, Dave Scragg, Mark Smith, Peter Stuart, Jon Adshead, Geoff Riley, Richard Millward

## 2.2 Apologies for absence

Received by the Board; David Edmunds, Margaret Edmunds, Jon Leigh, John Sherratt, Received on the day; Bev Hardman, Paul Dore, Bob Gibbens, Mavis Gibbens, Ian Pennell

## 2.3 To confirm the Minutes of the Fifty Second Annual General Meeting

Were Approved as a correct record on a show of hands.

## 2.4 To adopt the Annual Reports of the Directors and the Accounts for the twelve months ended 31<sup>st</sup> December 2024

Were Approved as correct record – **Agreed** on a show of hands.

The Chairman thanked the Society's Officers for their hard work.

## 2.5 To appoint Hunter Jones, Chartered Accountants of Belper to act as independent examiner for the coming year.

Was Approved - Proposed Alan Jones, Seconded Richard Milward Agreed on a show of hands.

## 2.6. To Elect four Directors who will also be Trustees of the FLRS Trust.

There had been Five nominations for Six Director/Trusteeships. A Ballot will therefore not be held.

Mr. Keiron Rigby, seconded by Harry Alcock, will become a new Director/Trustee.

**Chairman closed the Meeting at 16.45 hrs**

## **2.7 There followed a period of informal discussion**

Various matters were raised from the floor.

- 2.7.1 It appears that the Society has no Safeguarding Officer. The Chairman agreed the point and said that all Directors currently accept responsibility for this.
- 2.7.2 A salaried Office Administrator for Mrs Bate is being sought; there is a current shortlist of eleven.

## **2.8 Income and Expenditure.**

- 2.8.1 The Bar and Cafeteria are major sources of income. Matt Higham needs a minimum of two people to staff them, but intends to open Wednesdays, Fridays, Saturdays & Sundays and occasional Thursdays until Christmas.
- 2.8.2 The security of the Bar & Buffet was questioned. It was stated the doors within the building cannot be closed due to a suitable fire exit being required.
- 2.8.3 David Lock asked quite how profitable the Bar & Buffet are. Mrs. Bate said that the figure of £47,566 which appears as income from the shop includes their takings, and that the appointment of an Office Administrator will facilitate presentation of these figures.
- 2.8.4 Chairman noted that the North Pole Expresses are by far the Society's largest income, with Bar & Buffet income second. He remarked that events run on August Wednesdays had been well attended, while Sunday trains were not so and run at a loss.
- 2.8.5 The Society's main expenditure – on its permanent way - was discussed. Drainage problems, increasing scarcity and expense of obtaining bullhead rail, the age of our sleepers and their replacement were highlighted. Rail at £1,800 per length and a tripling of sleeper costs and closure of routes of cheap acquisition were detailed by Trevor Barnett. Work must be completed for the Christmas season. It was remarked that large, machined parts, formerly locally and cheaply obtained, no longer are so.
- 2.8.6 Mr Turner noted that the Trust may receive a substantial inheritance next year to enable the Society to re-open Foxfield bank. It is suggested that the Society drops the ballast and that a contractor is engaged for the rest of the work.
- 2.8.7 The popularity of "Murder Mystery" evenings was noted, with the suggestion that this might be tried at Foxfield. Matt Higham said this is a good suggestion which could not be followed up currently as this would require the services of a dining train which is not in service yet.
- 2.8.8 A group of volunteers interested in the Foxfield Colliery has appeared. It may be possible to ask them to help with renovation work on the outbuildings using WhatsApp.

## **3.0 Annual Report of the Directors, for the year ending December 31<sup>st</sup>, 2024.**

The Directors, who are also Trustees, are pleased to present their annual report together with the financial statements of the Company for the year ending 31<sup>st</sup> December 2024. These are also prepared to meet the requirements for a directors' report and accounts for Companies Act purposes.

The financial statements comply with the Charities Act 2011, the Companies Act 2006, the Trust's Memorandum and Articles of Association, and Accounting and Reporting by Charities: Statement of Recommended Practice applicable to charities preparing their accounts in accordance with the Financial Reporting Standard for Smaller Entities.

### **3.1 Chairmans' Report for the year ending December 31<sup>st</sup>, 2024. Mr S J Turner**

Heritage Railways exist in part to tell the story of railways through time though they are in general not set in any sacrosanct time period. For example, witness the presence these days of HSTs in preservation and in years to come other modern traction will join plus new steam locomotives from time to time. It is very much a moving feast.

Foxfield is no different though perhaps a little more conservative. That said, during 2024, the Board with the members' consent made the decision to sell the LMS (27249) carriage to the LMS Carriage Association. It arrived at the Ecclesbourne Valley Railway in August 2024.

This carriage was our first and arrived by rail in 1967 and for many years was in service both on ordinary passenger trains from that date until withdrawal and all Wine and Dine Trains from 1978 onwards. The Board and members recognised that we had neither the financial resources nor manpower to refurbish so it has now gone to a home with the LMS Carriage Association. It should be back in traffic, albeit elsewhere, in the next year or two.

It is fondly remembered by our long-standing members who will no doubt one day wish to reacquaint themselves with a journey or two.

Matt Higham and his team of part-time paid and voluntary staff continued to develop the bar and buffet. Paid staff being introduced towards the end of the year. Investment was made in new equipment and bar opening hours extended to include Wednesday evenings in addition to Friday, Saturday and Sunday opening. Quite a few evenings saw the facilities available for private parties in addition to band nights etc. The bar went from strength to strength whilst the buffet was and is a welcome sanctuary for refreshments of a non-alcoholic variety.

In terms of events, the usual array took place with car shows in the Spring and late Summer, War Wheels in May and a beer festival in June. Special mention should be made of the August Wednesday running days where additional attractions and sponsorship from Cross Country Trains and North Staffordshire Community Rail Community Partnership were organised by Richard Warren. These days have been very successful in terms of revenue, passenger numbers and smiling faces!

The biggest event of the year took place over the period leading up to Christmas and it is pleasing to note that 2024 results for the North Pole Express were the best we have ever had measured on all parameters. My thanks to all involved during this hectic but essential part of our operation.

Towards the end of 2024 we recruited Becky Emery as an Administration Assistant to help out with the ever-increasing workload on Jane Bate.

Volunteers-wise, we still struggle to attract and maintain sufficient staff to expand the railway but also just to keep it going as it is. An example being the permanent way staff comprising usually just three of Trevor Barnett, Ron Whalley and Graham Rowley That said, thanks as ever to Ian Pennell for his sterling service in the booking office.

A summary of other works during the year are contained in individual Heads of Departments reports which follow.

Finally, my own thanks and that of the Board to all working members and supporters for their efforts during 2024. Onwards and upwards!

**Stephen J Turner**  
**Chairman**

**Foxfield Light Railway Society Limited**

### **3.2 Permanent Way, Operations and S & T report**

The track immediately above Cresswell Ford Crossing continued to give cause for concern. In my last report I identified that we had a severe water problem in this area exacerbated by the local landowner blocking the egress drain. This continued to be the case as no work has yet been carried out to rectify the matter and the previously expressed solution of having a deep drain to take the water across the road remains a wish. The 5mph TSR on this section therefore remains until the stability of the bed is substantially improved.

We have a losing battle with dipped joints. These on the top straight were corrected some 30 years ago but the rail ends have now dropped again and have reached a level where serious work is required including re-railing. As an indication of the workload, it takes 3 persons 5 hours to repair 4 joints provided that the heavy tools can be got to site.

Further spot re-sleepering took place before the 2024 North Pole Express season although most of the PW work was carried out in January, February and March assisted by a training scheme. Fortunately, the weather was reasonably kind to us.

One of the issues we have is identifying the location of work. We tried numbering each joint, but the numbers have now all but disappeared and, in any case, as re-railing takes place some joints will disappear, and others move as rails are changed so we are now looking at a more sensible option using fixed lineside markers.

Our biggest problem continues to be the lack of volunteers to carry out trackwork. This is a risk not just to safety of the line, but to our whole business. An 80+ year old, a 70-year-old and two “younger” persons often struggle with the quantity of physical tasks involved. The work on the day often must be chosen from the work bank according to the weather, who and when people turn up and whether or not there is a loco or path available.

On the signalling side, the plan set out in April 2012, a copy of which has been on display in the signal box since then, has started moving forward as work has started on building the apparatus for the level crossing protection. We now have batteries and solar chargers, and it would be nice to have a couple of people who would like to learn about basic signalling design and installation work.

I must repeat that whilst as an organisation we may be very good at boiling water, unless we have more regular “hands on” assistance with permanent way and S&T, our current work output will have to be bought in using external contractors and the current estimated value is around £50,000 a year.

**R. H. Whalley C.Eng, FIET, MIRSE, MPWI**

### **3.3 Financial review for year ended 31<sup>st</sup> December 2024**

2024 was a very successful year in terms of Finances. The end of the year resulted in a small profit being shown, however the increase in turnover again is a significant achievement, especially given the number of small volunteers FLRS had in 2024.

As per each year a review of operating costs was undertaken and later in the year the Utilities contract was re-contracted which resulted in lower spend than the previous year and will have a knock on into 2025.

In October 2024, Rebecca Emery was recruited as paid part time administrator to take the day-to-day financial burden off Jane Bate. Her recruitment has proved to be very successful and continued into 2025.

The Bar and Buffet areas also ventured into paid staff towards the end of 2024. This also included some employed staff in various positions for the North Pole Express at the end of the year. These arrangements will continue into 2025.

**Jane Bate**  
**Financial Director**

### **3.4 Competence & Training**

During 2024 I attended a seminar with the ORR and HRA around SMS/CMS expectations and current highlighted topics high on the ORR agenda during visits and spot checks. This session was very useful as there was varied discussions. The representatives from ORR highlighted the safety risks as causing concern around heritage railways: these included competence, not just being able to show competence but for someone being competent. The differences of which has given another avenue to follow for HSE guidance to prove someone as competent.

There is a great expectation that we must all now improve across the heritage sector and progress towards a much higher level of safety and competence as the level of reportable, investigated and actions/enforcement for incidents is not going down and the trend is not going the in the right direction.

Much discussion took place around being competent and competence away from operational duties and lessons that the heritage sector should learn from incidents within the sector and use these as a method to assess what we do to ensure we do not become another statistic.

Since 2023 and the instruction to use an external contractor to overhaul our footplate and operational competence documents we have had considerable progress in the implementation of these, but we are around only 50% of the way through that journey with much to bring online. This will include a more in-depth theory requirement to try and reduce the misunderstanding of our rules and procedures.

The use of HOPS for managing our competence has grown through 2024 with around 95% of Footplate and Operational staff now using HOPS. A start has been made on producing competence assessments/training documents for workshop machines and hopefully this will be rolled out towards the end of 2025. We must also start to work as a team throughout the FLRS departments and start to take some personal ownership of competence as individuals.

### **3.5 Infrastructure**

During 2024 I attended a seminar with the ORR and HRA with much discussion again on infrastructure centring around documentation and expected maintenance /inspection regimes that we are expected to have in place and demonstrate. A major part of this was with regards to level crossings and safety of the crossing including actions and the requirements for the railway operator to ensure they can be used safely. This being a focus for many years at FLRS though more work is needed to bring our crossings up to date. To do this we are going to need many days of volunteer help to install fencing, new gate posts, crossing decks and more assets.

During the start of the 2024 winter, it was very noticeable that our line had become at risk from flooding / potential earth movement around our draining systems with many areas flooding to heights never seen before and several locations with water running over the ballast. This will become ever more a risk as we progress through the years. During the winter a small team have installed four relief pipes and several retaining walls to strengthen our railways resilience to the risks of weather. Similar works will again take place during the 2025 closed season.

At the start of 2023 a request went out asking for help within the infrastructure department and seeking someone to take charge of the department to improve on the level of asset management

within FLRS. In addition to be able to ensure compliance for any ORR inspection but to date we have had no one interested in the role. This role is critical to ensure a safe railway and comply with the expectation placed on to FLRS.

### **3.6 Plant & Equipment**

Following on from the 2023 season when our RRV digger developed several failures including electrical and air, these had left the machine inoperable for use in a safe manner. Thus, it was parked up awaiting repairs when time allowed. Some of these issues have now been resolved and the machine passed its LOLER 1998 inspection for use in lifting tasks, but we still require many more aspects to be completed to get it back on the rails.

Once again, many projects have seen the use of external hired in plant and it is very clear that the only way to maintain our assets and carry out work in the future will be using mechanised equipment to reduce the heavy lifting, digging and many other tasks. Several days have been used to assist the Pway team during our closed season in 2024 to dig out the beds between sleepers to relay sleepers without the need to manually shovel the spent ballast. We have now managed to dig out a panel of track in around hours using our equipment, this being a task that would potentially have taken a large team several days to complete. These works have shown a way forward to reduce manual labour and hopefully get interest in helping the P'way team without the need to be digging endless by hand.

**Jon Adshead**

**Head of Department for Infrastructure, Plant and Equipment and Competence and Training**

### **3.7 Traction and Rolling Stock**

2024's steam services were maintained by Hawarden, Marston and the Kerr Stewart. All 3 locos had visits to other railways, Marston went to the West Somerset Railway, Hawarden went to Tanfield for their gala and the Kerr Stewart had a couple of visits to Fawley Hill: the Railway in the grounds of former home of Bill McAlpine. Wimblebury having returned home for its annual exam and boiler inspection returned to The Avon Valley railway for another successful year.

The overhauls of Whiston, Dubs and the Beyer Peacock continued along with the construction of the virtually new boiler for Avonside 1563

Leys and the Thomas Hill continued to be the main diesels in use, until the end of November saw the return to the railway of Phil Civil's Bagnall Diesel Myfanwy to the railway. The overhauls of Wolstanton, Roman and WD30/820 continued.

The Mk1 coaches saw a brake overhaul and interior / exterior refresh of the BSK. The railway also took the decision to buy a BG to facilitate North Pole Express. This had a full cosmetic restoration in time for the start of the event. The year also saw the sale of the LMS coach to our friends in the LMS Coach association. The Trustees having taken the view that it was in the best interests of the vehicle to move it on to an organisation who were better placed to safeguard its future.

Unfortunately, the NSR coaches were withdrawn from service towards the end of the operating season requiring some work to brake gear and new springs for the brake coach.

**Matthew Healey**

**Traction and Rolling Stock Director**

### **3.8 Workshops and New Buildings**



The opportunity to re-equip the Kipling building with more modern equipment was a significant step forward in 2024.

Modifications to the layout allowed a more modern lathe, miller, pillar drill and power saw being installed, electrical installation improved. In a separate move a small Myford lathe owned by the Society was also installed.

The equipment has since been put to good use on a variety of tasks at Caverswall Road and for the Colliery project.

## **Dave Scragg**

### **Director Workshops and New Buildings**

## **3.9 North Pole Express**

### **A Magical Year to Remember**

2024 has been one of the most memorable years yet for the North Pole Express at Foxfield Railway. From the very first train in late November right through to the final journey before Christmas, the line was filled with excitement, laughter, and festive spirit.

We welcomed record numbers of families this year, with many returning as part of their Christmas tradition, and plenty more discovering the magic of Foxfield for the very first time.

### **Our Volunteers & Staff**

The heart of this event is – and always will be – our volunteers. More than 150 people gave their time in 2024, from the train crews and platform teams to the elves, entertainers, and of course Father Christmas himself.

The dedication, friendliness, and energy of our volunteers is what makes the experience magical. For many families, the highlight isn't just the presents or the decorations, but the kindness and enthusiasm of everyone involved.

### **What People Said**

The feedback we've received has been nothing short of heartwarming. Families praised:

- The warm welcome from our volunteers.
- The authentic charm of our heritage railway.
- The magical meeting with Father Christmas.
- The festive decorations and atmosphere throughout.

Hearing that the North Pole Express has become *part of people's Christmas traditions* is the greatest compliment we could ask for.

### **A Personal Thank You to Richard Barnett**

This year also marks an important milestone for the event. Since the very beginning of the North Pole Express, **Richard Barnett**, alongside **Harry Alcock**, has worked tirelessly to manage and grow the event into the success it is today.

Richard's vision and determination have not only made the North Pole Express a magical experience for thousands of families but also secured the future of the railway in a post-Covid world. His innovative business model and tireless effort have almost **tripled the railway's income** from the event since 2020 – a remarkable achievement that has given Foxfield the stability and confidence it needs to thrive.

Richard has poured countless hours into planning, problem-solving, and fine-tuning every detail. His contribution has shaped the North Pole Express into one of Staffordshire's best-loved festive experiences, and his legacy will be felt for years to come.

As Richard now steps back, we offer our heartfelt thanks. His leadership has been transformative, and everyone at Foxfield Railway owes him a huge debt of gratitude. We wish him every success for the future and hope he looks back with pride on everything he has helped to build.

*Rich – it's been a privilege to share the journey of the North Pole Express with you. From the long (and often very late) planning meetings to the last-minute challenges, you've always been there with passion, creativity, and a determination to make the event the very best it can be.*

*Together we've built something that families now treasure as part of their Christmas tradition – and that's no small achievement. On behalf of myself, and I'm sure everyone at Foxfield, thank you for everything you've given. You leave behind a legacy we're all proud of, and I couldn't wish for anybody else to have built that with. Thankyou matey. Harry x*

## **Looking Ahead**

The North Pole Express 2024 has set the bar higher than ever. Plans for 2025 are already underway, with Harry continuing to lead the event into its next chapter. While there will always be new challenges, we remain committed to keeping the heart of the North Pole Express alive – bringing joy, magic, and railway tradition to thousands more families.

**Harry Alcock**  
**Commercial Director**

### **3.10 Marketing**

2024 was a difficult year. As with most visitor attractions, our marketing is now primarily digital, and in late July our Facebook page, which with 12.5k followers acted as our main online presence, was hijacked and stolen from us. Despite great efforts to get Facebook to return us control of the pages, we were sadly unsuccessful and had to start a new Facebook page from scratch. Our new page had reached 1750 followers by the end of the year. To combat the worst effects of this theft, we approximately doubled our Facebook advertising spend to around £4000 for our North Pole Express event, which was sufficient to achieve a modest increase in NPE income over 2023. Our mailing list continued to grow steadily, with emails informing supporters of upcoming events delivered regularly.

We continued our experimental partnership with the YouTube channel "Lawrie's Mechanical Marvels", which included Lawrie recording two full length shows at the railway, and a (profitable) collaboration in which we sold exclusive model figurines of the LMM staff at our "War Wheels" event. Particular thanks are due to Ben Wiles, who did a sterling job of producing and scheduling content for our mailing list and various social media accounts, and to Richard Barnett who put in a great amount of time and effort trying to overcome Facebook's automated help systems to get our page returned to us, alas without success.

**John Eastwood**  
**Marketing Director**

### **3.11 Museum Report**

"2024 saw continued work on the Collection Review and Audit with the identification of objects within the collection and re-labelling and entry on the catalogue to enable us to identify what we actually have, and then to dispose of broken, duplicate or irrelevant objects from the collection. Useful meetings with Staffordshire Museum Service and Museum Development Midlands about

accreditation were held. A revised 'family visits' booklet and activity pack were produced introducing additional characters including a pit pony and canary alongside 'Foxy' the Fox.

However, due to outside commitments - taking on half-time Ministry at Hyde Chapel from June 2024 and at Brookfield Church, Gorton, from July, this meant I had to step back from the Railway, due to working at weekends and lacking time to be at the railway or continue with the heavy workload of preparing the museum for accreditation."

**Anthony Dawson**  
**Museum Manager and Director**

For the purposes of the Charity Commission, our Charitable details are:

Charity number	:	1127378
Company Number	:	01034972
Registered office	:	The Foxfield Light Railway Society Ltd. Caverswall Road Station, Blythe Bridge, Stoke on Trent, ST11 9BQ

Our Independent Examiners are	Hunter Jones Alton. Chartered Accountants, 36, Bridge Street, Belper, Derbyshire, DE56 1AX
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Our bankers are:	National Westminster Bank. Longton.
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**John Eastwood**  
**Financial Director, FLRS Ltd.**

### **3.12 Directors, Trustees, and related parties**

The directors of the charitable company (the charity) are its trustees for the purpose of charity law.

The Trustees, Directors and Officers serving at the start of 2024 were:

<b>Chairman</b>	:	<b>Mr S Turner</b>
<b>Vice Chairman</b>	:	<b>Mrs J Bate</b>
<b>Infrastructure / Competence / Plant</b>	:	<b>Mr. J Adshead</b>
<b>IT advisor</b>	:	<b>Dr D R Allen</b>
<b>Traction &amp; Rolling Stock</b>	:	<b>Mr M Healey</b>
<b>Museum Manager</b>	:	<b>Mr A Dawson to Nov 2024</b>
<b>Permanent Way</b>	:	<b>Mr. T Barnett / Mr. R Whalley</b>
<b>CCTV / Security</b>	:	<b>Mr G Riley</b>
<b>Marketing:</b>	:	<b>Mr. J Eastwood</b>
<b>Minutes Secretary/Workshops</b>	:	<b>Mr D Scragg</b>
<b>Finance and Admin</b>	:	<b>Mrs J Bate</b>
<b>Commercial/Retail</b>	:	<b>Mr H Alcock</b>

None of the Trustees receive remuneration or other benefit from their work with the charity. Any connection between a trustee or staff member of the charity with a supplier to the charity must be disclosed to the full board of Trustees. Details of Trustees' expenses and related party transactions are disclosed in Note 14 to the accounts.

### **3.13 Risk Management**

The Trust maintains a continual overview of the potential risks that could affect the charity in future years. The trustees are satisfied that sufficient provision is in place to mitigate these risks and that the reserve funds are necessary and prudent in the circumstances.

### **3.14 The trust benefits greatly from the involvement and enthusiastic support of its many volunteers.**

Volunteers are the lifeblood of the Society, and we are fortunate to have a goodly number whose dedication to Foxfield is undiminished over the years. That said, the railway if it is to move further forwards needs more both to maintain current activities and to progress. It is now getting on for 57 years since steam finished in daily service on the main line and similarly over forty years in industry. The younger generations in general may not have the affection for steam that those of us of a certain age have but on a positive note Foxfield has quite a few teenagers and those in their twenties to carry the baton onwards into the future. It would be nice to have more so if anyone can spread the word that we are always on the lookout for new volunteers in all departments and that they would be most welcome. Volunteering may also lead to career choices that would perhaps otherwise not have been considered by younger members.

At the other end of the age spectrum there are those that have been with the railway for several decades and our thanks naturally goes to them. In a similar vein it is good to see new mature members who perhaps have retired from the fray of employment and have a few hours to spend in like-minded company. They too are equally valued.

### **3.15 Donations**

The trust is grateful for several small donations received throughout the year. The donation box in reception continues to be successful.

### **3.16 Public benefit**

The trustees confirm that they have considered the Charity Commission's general guidance on public benefit.

### **3.17 Trustees' Responsibilities in Relation to the Financial Statements**

The charity trustees (who are also the directors of Foxfield Light Railway Society for the purposes of company law) are responsible for preparing a Trustees' annual report and financial statements in accordance with applicable law and United Kingdom Accounting Standards (United Kingdom Generally Accepted Accounting Practice).

Company law requires the charity trustees to prepare financial statements for each year which give a true and fair view of the situation of the charitable company and the group and of the incoming resources and application of resources, including the income and expenditure, of the charitable group for that period. In preparing the financial statements, the trustees are required to:

- a) select suitable accounting policies and then apply them consistently.
- b) observe the methods and principles in the Charities SORP (Strategic Operating and Resource Planning)
- c) make judgements and estimates that are reasonable and prudent
- d) state whether applicable UK accounting standards have been followed, subject to any material departures disclosed and explained in the financial statements.
- e) prepare the financial statements on the going concern basis unless it is inappropriate to presume that the charity will continue in business.

The trustees are responsible for keeping proper accounting records that disclose with reasonable accuracy at any time the financial position of the charity and to enable them to ensure that the financial statements comply with the Companies Act 2006. They are also responsible for safeguarding the assets of the charity and hence taking reasonable steps for the prevention and detection of fraud and other irregularities.

The trustees are responsible for the maintenance and integrity of the corporate and financial information included on the charitable company's website. Legislation in the United Kingdom

governing the preparation and dissemination of financial statements may differ from legislation in other jurisdictions.

### **3.18 STATEMENT AS TO DISCLOSURE TO OUR INDEPENDENT EXAMINER**

The trustees of the charitable company who held office at the date of approval of this annual report confirm that:

- So far as they are aware, there is no relevant information (as defined in the Companies Act 2006) of which the charitable company's independent examiners are unaware, and
- They have taken all the steps that they ought to have taken as trustees in order to make themselves aware of any relevant information and to establish that the charitable company's independent examiners are aware of that information.

#### **Independent Examiners**

A resolution proposing Hunter Jones Alton be appointed as independent examiners of the charity will be put to the Members at the Annual General Meeting.

#### **Approval**

This report has been approved by the Board of Directors and Trustees and is signed on its behalf by:



John Eastwood  
Financial Director

Dated 29 August 2025

#### **4.0 Report of the Independent Examiners to the Members of Foxfield Light Railway Society Limited**

I report to the charity trustees on my examination of the financial statements of Foxfield Light Railway Society ('the Company') for the year ended 31 December 2024.

##### **Responsibilities of trustees and basis of report**

As the charity's trustees (and also the directors for the purposes of company law) you are responsible for the preparation of financial statements in accordance with the requirements of the Companies Act 2006 ('the 2006 Act').

Having satisfied myself that the accounts of the Company are not required to be audited for this year under Part 16 of the 2006 Act and are eligible for independent examination, I report in respect of my examination of your charity's accounts as carried out under section 145 of the Charities Act 2011 ('the 2011 Act'). In carrying out my examination, I have followed the Directions given by the Charity Commission (under section 145(5)(b) of the 2011 Act).

##### **Independent examiner's statement**

I have completed my examination. I confirm that no matters have come to my attention in connection with the examination which gives me cause to believe that in any material respect:

1. accounting records were not kept in accordance with section 386 of the 2006 Act; or
2. the accounts do not accord with those records; or
3. the accounts do not comply with the accounting requirements of section 396 of the 2006 Act other than any requirement that the accounts give a 'true and fair' view which is not a matter considered as part of an independent examination; or
4. the accounts have not been prepared in accordance with the methods and principles of the Statement of Recommended Practice for accounting and reporting by charities [applicable to charities preparing their accounts in accordance with the Financial Reporting Standard applicable in the UK and Republic of Ireland (FRS 102)].

I have no concerns and have come across no other matters in connection with the examination to which attention should be drawn in this report in order to enable a proper understanding of the accounts to be reached.

Signed: ***Fiona Bennett***

Dated: 26 August 2025

**Mrs Fiona E C Bennett FCA**

##### **Relevant professional body:**

Institute of Chartered Accountants in England and Wales (ICAEW)

**Hunter Jones Alton  
Chartered Accountants  
36 Bridge Street  
Belper  
Derbyshire  
DE56 1AX**

**Foxfield Light Railway Society Limited**  
**(Limited by Guarantee)**

**Statement of Financial Activities for the Year Ended 31 December 2024**

	Notes	Unrestricted funds 2024 £	Total 2024 £	Total 2023 £
<b><u>Incoming resources</u></b>				
Donations and legacies	4	4,867	4,867	3,445
Charitable trading activities	5	339,897	339,897	275,642
Other income	6	22,456	22,456	7,969
<b>Total incoming resources</b>		<b><u>367,220</u></b>	<b><u>367,220</u></b>	<b><u>287,056</u></b>
<b><u>Resources expended</u></b>				
Charitable activities	7	236,022	236,022	211,047
Other expenditure	8	114,928	114,928	138,898
<b>Total resources expended</b>		<b><u>350,950</u></b>	<b><u>350,950</u></b>	<b><u>349,945</u></b>
Net incoming/(outgoing) resources for the year		<b><u>16,270</u></b>	<b><u>16,270</u></b>	<b><u>(62,889)</u></b>
<b><u>Reconciliation of funds</u></b>				
Total funds brought forward		459,448	459,448	522,337
Movement in funds		16,270	16,270	(62,889)
<b>Total funds carried forward</b>	15	<b><u>475,718</u></b>	<b><u>475,715</u></b>	<b><u>459,448</u></b>

All the charity's activities derive from continuing operations during the above two periods. The funds breakdown is shown in note 15.

The notes on pages 18 to 23 form an integral part of these financial statements.



**Foxfield Light Railway Society Limited**  
**(Limited by Guarantee)**

**Balance Sheet as at 31 December 2024**

	Notes	2024	2023
		£	£
<b>Fixed assets</b>			
Tangible assets	11	368,283	352,700
<b>Current assets</b>			
Debtors	12	49,176	68,357
Stocks		1,500	2,000
Cash at bank and in hand		<u>232,258</u>	<u>238,128</u>
		282,934	308,485
<b>Creditors: Amounts falling due within one year</b>	13	<u>31,808</u>	<u>80,542</u>
<b>Net current assets</b>		251,126	227,943
<b>Total assets less current liabilities</b>		<u>619,409</u>	<u>580,643</u>
<b>Creditors: Amounts falling due after one year</b>			
Locomotive repair fund	14	(143,691)	(121,195)
<b>Net assets</b>		<u>475,718</u>	<u>459,448</u>
<b>The funds of the charity:</b>			
Unrestricted income funds	15	<u>475,718</u>	<u>459,448</u>

For the financial year ended 31 December 2024 the charity was entitled to exemption from audit under section 477 of the Companies Act 2006 relating to small companies.

Directors' responsibilities:

- The directors have not required the charity to obtain an audit of its accounts for the year in question in accordance with section 476 of the Companies Act 2006; and
- The directors acknowledge their responsibilities for complying with the requirements of the Act with respect to accounting records and the preparation of accounts.

These financial statements have been prepared in accordance with the special provisions relating to companies subject to the small companies' regime within Part 15 of the Companies Act 2006.

The financial statements on pages 14 to 23 were approved by the trustees and authorised for issue on 29<sup>th</sup> August and signed on their behalf by:

**Steve Turner**

.....  
Mr S Turner, Chairman

**Foxfield Light Railway Society Limited**  
**(Limited by Guarantee)**

**Notes to the Financial Statements for the Year Ended 31 December 2024**

**1 BASIS OF PREPARATION**

**1.1 Basis of accounting**

These accounts have been prepared under the historical cost convention with items recognised at cost or transaction value unless otherwise stated in the relevant note(s) to these accounts.

The accounts have been prepared in accordance with:

- The Statement of Recommended Practice: Accounting and Reporting by Charities preparing their accounts in accordance with the Financial Reporting Standard applicable in the UK and Republic of Ireland (FRS 102) issued on 16 July 2014; and with
- The Financial Reporting Standard applicable in the United Kingdom and Republic of Ireland (FRS 102); and with
- The Charities Act 2011.

**1.2 Going concern**

The financial statements have been prepared on a going concern basis.

The trustees assess whether the use of the going concern basis is appropriate i.e. whether there are any material uncertainties related to events or conditions that may cast significant doubt on the ability of the charity to continue as a going concern. The trustees make this assessment in respect of a period of one year from the date of approval of the financial statements.

**2 ACCOUNTING POLICIES**

**2.1 Income**

**Recognition of income**

All incoming resources are included in the Statement of Financial Activities (SoFA) when

- The charity has entitlement to the funds;
- any performance conditions attached to the item(s) of income have been met or are fully within the control of the charity;
- there is sufficient certainty that receipt of the income is considered probable; and the amount can be measured reliably.

**Interest receivable**

Interest on funds held on deposit is included when receivable and the amount can be measured reliably by the charity, this is normally upon notification of interest receivable per the bank.

**2.2 Fund accounting**

Unrestricted income funds are general funds that are available for use at the trustees' discretion in furtherance of the objectives of the charity.

Restricted income funds are those funds for use in a particular area or for specific purposes, the use of which is restricted to that area or purpose. Restrictions arise when specified by the donor or when funds are raised for particular restricted purposes.

**Foxfield Light Railway Society Limited**  
**(Limited by Guarantee)**

**Notes to the Financial Statements for the Year Ended 31 December 2024 (continued)**

**2.3     Expenditure and liabilities**

**Liability recognition**

Liabilities are recognised where it is more likely than not that there is a legal or constructive obligation committing the charity to pay out resources and the amount of the obligation can be measured with reasonable certainty.

**Accounting basis**

Expenditure is accounted for on an accruals basis. All costs are allocated to the applicable expenditure heading that aggregate all costs related to the category. Where costs cannot be directly attributed to particular headings they have been allocated on a basis consistent with the use of resources.

**Creditors and provisions**

Creditors and provisions are recognised where the charity has a present obligation resulting from a past event that will probably result in the transfer of funds to a third party and the amount due to settle the obligation can be measured or estimated reliably. Creditors and provisions are normally recognised at their settlement amount after allowing for any trade discounts due. If there is an unconditional right to defer settlement for at least twelve months after the reporting date, they are presented as non-current liabilities.

**2.4     Taxation**

The charity is considered to pass the tests set out in Paragraph 1 Schedule 6 of the Finance Act 2010 and therefore it meets the definition of a charitable company for UK corporation tax purposes. Accordingly, the charity is potentially exempt from taxation in respect of income or capital gains received within categories covered by Chapter 3 Part 11 of the Corporation Tax Act 2010 or Section 256 of the Taxation of Chargeable Gains Act 1992, to the extent that such income or gains are applied exclusively to charitable purposes.

**2.5     Assets**

**Tangible fixed assets**

Tangible fixed assets are initially recorded at cost, less any subsequent accumulated depreciation and subsequent impairment losses.

**Depreciation**

Depreciation is provided at the following annual rates in order to write off each asset over its estimated useful economic life.

Land and buildings                      - 5% on reducing balance

Plant and equipment, etc           - 21.5% on reducing balance and 10% on reducing balance

**Stocks**

Stocks are valued at the lower of cost or net realisable value after making due allowances for obsolete and slow-moving items.

**Foxfield Light Railway Society Limited**  
**(Limited by Guarantee)**

**Notes to the Financial Statements for the Year Ended 31 December 2024 (continued)**

**Debtors**

Trade and other debtors are recognised at the settlement amount due after any trade discount offered. Prepayments are valued at the amount prepaid after taking account of any trade discounts due.

**Cash at bank and in hand**

Cash at bank and cash in hand includes cash, bank current accounts and deposit accounts.

**3 LEGAL STATUS**

The trust is a company limited by guarantee and has no share capital. In the event of the charity being wound up, the liability in respect of the guarantee is limited to £1 per member of the charity.

<b>4 INCOME FROM DONATIONS</b>	<b>2024</b>	<b>2023</b>
	<b>£</b>	<b>£</b>
Donations received	4,867	3,445
	<hr/>	<hr/>
	4,867	3,445

In accordance with accounting standards, the economic contribution of general volunteers is not measured in the accounts.

<b>5 INCOME FROM CHARITABLE ACTIVITIES</b>	<b>2024</b>	<b>2023</b>
	<b>£</b>	<b>£</b>
Fares	43,523	22,960
Premium services (afternoon teas, driver experiences, etc.)	21,041	18,386
Bar and buffet	103,015	61,069
Specials events	155,137	152,284
Shop sales	6,966	9,533
Member subscriptions	2,482	3,117
Grants	5,595	7,257
Miscellaneous	2,138	1,036
	<hr/>	<hr/>
	339,897	275,642

<b>6 INCOME FROM OTHER ACTIVITIES</b>	<b>2024</b>	<b>2023</b>
	<b>£</b>	<b>£</b>
Rental income	2,679	4,599
Sale of scrap	2,727	2,307
Interest received	1,001	1,063
Profit on sale of assets	16,049	-
	<hr/>	<hr/>
	22,456	7,969

**Foxfield Light Railway Society Limited**  
**(Limited by Guarantee)**

**Notes to the Financial Statements for the Year Ended 31 December 2024 (continued)**

**7 EXPENDITURE ON CHARITABLE ACTIVITIES**

	<b>2024</b>	<b>2023</b>
	<b>£</b>	<b>£</b>
Fares	4,502	5,414
Locomotives	46,210	39,868
Events	55,585	63,304
Bar and buffet	94,619	49,999
Fuel	19,004	43,613
Marketing	6,342	7,440
Grant expenditure	5,595	-
Shop purchases	4,165	1,409
	<hr/>	<hr/>
	236,022	211,047

**8 OTHER EXPENDITURE INCURRED**

	<b>2024</b>	<b>2023</b>
	<b>£</b>	<b>£</b>
Heat and light	17,125	23,476
Repairs and maintenance of land and buildings	21,808	35,918
Administrative wages and NIC	843	400
Bank charges	6,196	6,582
Depreciation	26,543	21,145
Other administrative costs and overheads	34,696	38,714
Accountancy and bookkeeping	5,592	3,954
Legal and professional fees	2,125	8,709
	<hr/>	<hr/>
	114,928	138,898

**9 NET OUTGOING RESOURCES**

**2024**      **2023**  
**£**              **£**

Net outgoing resources for the year are stated after charging:

Independent examiner's fees	<hr/> 1,710	1,695
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**10 STAFF COSTS**

**2024**      **2023**  
**£**              **£**

Salaries and wages	11,284	-
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	<hr/> 11,284	-
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**Foxfield Light Railway Society Limited**  
**(Limited by Guarantee)**

**Notes to the Financial Statements for the Year Ended 31 December 2024 (continued)**

**STAFF COSTS (continued)**

No employees received remuneration of more than £60,000.

No trustees received remuneration, other benefits or expenses for the year ended 31 December 2024 nor for the year ended 31 December 2023.

The average monthly number of staff employed during the year was 2 (2023 – nil).

**11 FIXED ASSETS**

	<b>Freehold land &amp; buildings Total £</b>	<b>Plant &amp; equipment £</b>	<b>Fixtures &amp; fittings £</b>	<b>Rolling stock £</b>	
<b>Cost</b>					
As at 1 January 2024	558,138	191,971	50,167	30,545	830,821
Disposals	-	-	-	(30,545)	(30,545)
Additions	11,029	35,714	-	1,000	47,743
As at 31 December 2024	569,167	227,685	50,167	1,000	848,019
<b>Depreciation</b>					
As at 1 January 2024	324,188	89,149	39,857	24,927	478,121
Elimination on disposals	-	-	-	(24,927)	(24,927)
Charge for the year	12,154	12,163	2,217	8	26,542
As at 31 December 2024	336,342	101,312	42,074	8	479,736
<b>Net Book Value</b>					
As at 31 December 2024	232,825	126,373	8,093	992	368,283
As at 31 December 2023	233,950	102,822	10,310	5,618	352,700

**12 DEBTORS**

	<b>2024 £</b>	<b>2023 £</b>
Trade debtors	29,205	53,943
VAT	4,054	1,000
Locomotive repair fund	15,905	13,414
Other debtors	12	-
	<b>49,176</b>	<b>68,357</b>

**13 CREDITORS: AMOUNTS FALLING DUE WITHIN ONE YEAR**

	<b>2024 £</b>	<b>2023 £</b>
Accruals	1,710	20,303
Trade creditors	8,615	46,714
Taxation and social security	191	-
Locomotive repair fund	13,000	13,000

Credit card	7,641	-
Other creditors	651	75
Deferred income	-	450
	<u>31,808</u>	<u>80,542</u>

**Foxfield Light Railway Society Limited**  
**(Limited by Guarantee)**

**Notes to the Financial Statements for the Year Ended 31 December 2024 (continued)**

14	CREDITORS: AMOUNTS FALLING DUE AFTER MORE THAN ONE YEAR			2024 £	2023 £
	Locomotive repair fund			143,691	121,195
				143,691	121,195
15	MOVEMENT IN FUNDS	Balance at 1 January 2024 £	Incoming resources £	Resources expended £	Balance at 31 December 2024 £
	Unrestricted funds				
	General funds	459,448	367,220	(350,950)	475,718

There is a surplus of unrestricted funds of £475,718 (2023 - £459,448) at the year end. Unrestricted funds comprise the funds which the trustees are free to use in accordance with charitable objects.

**16 RELATED PARTY TRANSACTIONS**

There have been no related party transactions in the years to 31 December 2023 and 2024.