



# ROAD LOCOMOTIVE SOCIETY

Registered Charity No. 1159394

## Annual Report of Officers and Section Officers 2024/2025

**Chairman      John Wakeham**

This year has seen management changes with new trustees appointed maintaining progress in the modernisation and rejuvenation of RLS to be well set for the future with many things done and lots more to do.

We still have to fully address our storage problems. In past years we have relied on trustees and section officers to store the collection in their houses and outbuildings with no cost to the society. It is not always the case that an enthusiastic volunteer section officer can do this and new arrangements will have to be made. Much of what the RLS holds deserves, indeed requires, controlled environment secure storage.

The Society is going to have to be more selective in its acquisitions, we possess items which have tenuous relevance to the core business of the society and also hold duplicate items and some things of dubious merit, storage is expensive both in cost and management time.

Many of you will be aware that when Derek Marder died the Society was mentioned in his will and by default the RLS has acquired the responsibility of administering his and Sandra's estate. Sandra as many will remember was a driving force in RLS for many years. From conversations in his lifetime a number of people and organisations entertained expectations.

His affairs were not left in clear order and the trustees have had to be very careful in their administration to observe their responsibilities to this Charity and its regulation by the Charity Commissioners, the tax position with HMRC and the sometimes competing interests of the various stakeholders. Unfortunately matters even after nearly two years are not progressed sufficiently for me to give a clear indication of where everybody stands. At the time of writing little progress has been made since I stood before you at the AGM twelve months ago. That is not for the want of trying or to say we are displeased with the solicitors advising the RLS administrators they are attempting to move forward in the administration in a fair and reasonable manner.

On the very bright side the E hive system of digital storage is progressing in leaps and bounds. The process is labour intensive but highly rewarding, Michele and her team have had a most productive year with some 20,000 records are now digitally recorded but that may be only 10% or less of the whole archive. If history and photographs are your thing contact Michele and become part of her team, it does require some training and system discipline but beats TV repeats on winter evenings and you will have the thrill of discovery from original material.

There is a strong feeling in the trustee group wanting this resource to be searchable by the membership but the problem is, of course, access brings responsibility. Access for personal research has to be fine and is in line with our charitable objectives, access for research for commercial purposes which does not reward the Society is another matter altogether as

is access to spread plundered copyright across social media. Andrew Robertson has these issues in hand and there is no problem his skill set will find insoluble.

Digital Storage is not without cost. We have no income other than the use of the archive for the Society's commercial purposes through publications alongside your subscriptions. We know many of our members do not pay their subscriptions easily and it has to be accepted the present level does not do much more than service the publication and distribution of the Journal.

We have a balancing act to preform but if the Society is to be relevant to the younger member it is believed access to the archive is essential, it is as they say "the unique selling point".

Talking of the Journal requires thanks to Paul Abbott for his quiet compilation of an interesting and wide-ranging edition in each of the four seasons together with particular thanks to his contributors, some occasional and some regular, the breadth of their knowledge and research is most impressive and this authoritative publication is indeed core to the Society. It is no coincidence RLS Journals are more collectable than most other periodicals.

Our thanks must go to the donors of book collections which an enthusiastic team purveys at the RLS display stand through the rally season to reinvest in the collection and its conservation, this point of contact with the membership is enjoyed on both sides of the sales table.

I know from the inside how much work the Trustees and Section Officers devote to the Society. Their work has to be kept within bounds by efficient management. Dick Garth has spent hours again this year chasing subscriptions from those who pay by the year and lapse. We have had to bite the bullet and cancel the membership of those ignoring reminders, in future there will only be a subscription demand with the December Journal and a final notice to those still unpaid in March.

For the future new members will only have one method of payment – Direct Debit, this is automatic and we hope in time to persuade more members to use this payment method.

Lastly may I commend to you the work of the section officers who answer a remarkable number of enquiries through the year. The most recent noted said "When I was on a train journey many years ago I saw a ploughing engine in the station car park at ..... can you tell me about it"? and our respondent did just that, amazing!

And then there are the unsung heroes who keep the Society running, managing money, membership and administration generally, without them no Society can exist.

The Road Locomotive Society remains good value and relevant to all interested in the history and engineering of steam power on the road and in industry.

I have thoroughly enjoyed the last year as your Chairman, the society has moved forward on a number of fronts and it is time to hand on again. Michele comes to the chair as a longstanding active member and General Secretary, precisely the right CV for the top job. Beside that she has been instrumental in setting up eHive which I see as the future of the Society archive as a relevant and living resource.

Onwards and Upwards, John Wakeham,

#### **Membership Secretary     Dick Garth**

Many hours of the membership secretaries and trustees time have been spent chasing up membership fees and we are now running at a total of 581 fully paid members. Some have been lost but encouragingly nineteen new members have joined in the twelve months up to 31st July.

After much consideration, and along with other changes to improve the benefits available to members, it has been decided to move to a direct debit membership fee system. From now on new members will be asked to pay by direct debit and other members who already pay by standing order or cheque may continue to do so for the time being. Cash will not be accepted. When there is next a change in the membership fee the old standing order forms will need to be replaced so there will be a change to direct debits. Existing members who would like to make the change now can get a direct debit form from the membership secretary. We already have 27 members who have made the switch.

Unfortunately, the following members have died in the last year. DLT Price, HG Netherway, EW Freeman, CR Iveson, BC Street, SR Shelton, M Ward, and GL Shipman.

### **Section Officers Reports**

#### **Engine Livery Officer     Richard Willcox**

I have not received many requests for livery information recently. We have many capable craftsmen and women who are painting, lining and signwriting our engines in their original works livery. I am always interested to receive photos or information regarding original lining and paint details of engines to add to the Society records if you find any underneath layers of 'preservation' paintwork.

Please do send through the information so it can be stored collectively for future preservationists.

#### **Information Officer     Simon Caudwell**

It has been a quiet year for engine enquiries, just the usual engine pre-purchase interest and a couple of requests for drawings. Is there a member who would be interested in housing and cataloguing the several thousand factory blueprint collection? They are in a large plan chest that I acquired for the society. We have had one offer of assistance but there is plenty of work to do. As you know the factory drawings are stored at MERL, but still in our ownership. The blueprints were used in the factory, so they are oily, smelly, covered in finger marks and

holes where they were pinned up. They are utterly fantastic things and include rarities such as the triple expansion 7 and 8NHP road engine cylinder drawings. They deserve further study, scanning and loading on to the new e hive system, so members can access them.

I am shortly planning to retire from the post, and the Society will be looking for someone to continue the work of cataloguing the Burrell collection again onto the hive system. If anyone is interested, please get in touch.

#### **Engine Records Officer     Andy Wells**

I have had another busy, and at times demanding, year supporting Society Members and members of the public with their usual diverse array of questions and requests. I have had around 100 enquiries in total, it is a fairly consistent number each year. This equates to roughly two per week, but they don't arrive at even intervals and so I usually have several queries receiving my attention at any one time.

Approximately three quarters of the queries I receive require engine identification in one form or another, often with the smallest snippet of information to work with. Similarly old photographs of engines during their working lives feature heavily in my workload, and these depict an incredible variety of engines in rural and industrial backgrounds, and in a range of circumstances both every day and unusual. Quite often it seems that the photographer did not record the precise engine details, location, occasion or reason for the photograph or the caption has been lost over time.

It is always a great pleasure to be able to shed light on the subject matter and provide the context for the photograph, and I never cease to be delighted by the breadth, level of detail and ancillary facts around engine owners and their businesses that are contained in the records and which turn out to be pivotal in settling a knotty question or longstanding point of uncertainty.

The role of Engine Records Officer is certainly not boring, repetitive or limited to reciting large amounts of data from the records verbatim. Queries can sometimes be simple and restricted to finding the works number or details of a particular engine or furnishing a list of engines owned by a family or business operator, but these are a minority. Typically, questions are more complicated, multifaceted and seemingly present contradictory elements which need to be resolved. These require a lot of research and interpretation of the records collectively contained in the county owners' files and manufacturers listings, with much cross-referencing to piece together the picture where several engines and different owners are involved.

I would therefore say that much of the work for which I am tasked is investigative in nature, where I am given a rather slim and vague description, or somewhat cryptic outline of one or more engines, or a rough location or even an incorrect person's name as the alleged owner (because it emerges that the engine was actually hired to the person in question and not owned by them). I then spend many contented hours sifting through the records manually to find firm facts, a connection or other conclusive evidence which match the details I am

looking for and hence solve the mystery or explain the report which gave rise to the query.

I estimate that I am successful in finding the requested information or engine identity in 90% of cases, but there are obviously a small number of exceptions where the scope of the search is too wide to pinpoint an individual engine, and I can only compile a list of all of the possible candidates which meet the criteria. Provided that a registration is supplied, or visible in a photograph (or even most of it), I can attribute this to an engine's works number relatively easily, as I have a composite file of every registration shown in the records which covers over 95% of steam road vehicles operated in the UK.

Although most of my work comes from Society Members and engine owners themselves, I have found that much serious study on steam road vehicles is being undertaken outside of the Society by non-members, such as students. I have been asked to contribute to some impressive work in the form of stand-alone projects, research thesis and articles on subjects which involve some aspect linked to road steam vehicles. One example of this I investigated was the various engines employed by the British Army Balloon Corps, and used in the balloon factory and on the internal railway system at what became the Royal Aircraft Establishment in Farnborough, Hampshire. Where non-members request access to the records I collect a fee towards the maintenance of the archive.

#### **Modern Photographic Officer      Ian McKey**

The 'modern' collection consists of many very early preservation photographs to 'up to date' photos. We have over 6000 of these already with a searchable record in our ehive system. There are a few more to do! I scan these on an 'as requested' basis at present. The Society has been lucky enough to have been gifted a number of extensive collections, manually annotated with maker and engine number. I am looking for someone who can work along side me to continue to catalogue this part of the Societies archive. Many engines have changed over the preservation period and this collection documents this evolution. Please contact either myself or the secretary if you feel you would like to help.

#### **Photographic Archive Officer      Trevor Smallbone**

The past year has been a really busy time, I have seen a good number of requests for photographs from the Society's archive photographic collection, which is good that members are using the archive, the majority have been requests for engines owned by members or family members, others have been used to illustrate articles for the journal.

Also, a good many members and engine owners have contacted me, asking for photographs of their engine in its working days, sometimes I am able to provide an image, but sometimes it is not possible, as the engine escaped the lens of the camera! All of the requests are always via email, which speeds up the response that I can give, all requests are always dealt with reasonably quickly.

Photographic images and information from the collection have been used to support the

photographic display for the Chris Lambert engine reunion in early August this has been a huge project to extract photos for use in the display, a big thank you to Andy Smith our President for sorting and organising the display boards.

A display of archive photographs from the collection, was displayed at our the Society's Spring meeting in May, by kind invitation of Alan & Jack Thwaites.

Photographs from the Society's extensive collection, will be used in the proposed forthcoming Norman E. Box "The Heavy Haulage Contractor", photographic archive book, the original glass plate slides, which were donated to the society many decades ago, have been scanned and digitalised, with some outstanding results! The Society was also fortunate in 2013 in being able to purchase approximately another 30 original Norman E. Box large photographs from the John Williams auction, these were original photographs as they had the original Entwistle & Thorpe photographer stamps on the reverse. Hopefully the proposed new publication in landscape format will do this important collection of original Norman E Box heavy haulage photographs justice, just like the Major Ind photographs has done in the last publication.

The society has also been fortunate in receiving donations by members of engine photographs for the collection. I would like to thank Michael Armer for his kind donation of original negatives of engines at work, which are most interesting, and will be scanned and added to the archive, when time permits. Also, I would like to thank Les Freathy who continues to donate photographs and negatives to the collection on a regular basis. Just recently we have also received a kind donation of photographs and negatives from Kevin Swan with a strong bias of East Anglia subjects.

Work continues to preserve our huge photographic archive, with funding being put in place to purchase more acid free storage boxes and another 10,000 acid free sleeves to help preserve the collection for the future, this is a timeless task, and will take many months, if not years to complete. A huge thanks go to members Mike & Lynn Deering for helping with putting photographs in the acid free sleeves, the volunteers over the last year have done more than 10,000 photographs, which is a fantastic achievement.

The Derek Stoyel photograph collection that the Society was bequeathed by his son the late Alan Stoyel, has now been sorted into makers and put into acid free sleeves and new acid free storage boxes over the past year, this will make it much easier to search for photographs from this important collection from one of the Society's founder members.

Work to scan and digitalise the huge collection continues, now with the E-Hive project up and running, it has made scanning the photographs much easier, and these can be uploaded to the system, but there is still a vast amount of work still to do with this huge project. I would like to thank our Society Secretary Michele Goddard and Andrew Robertson our technical support department for all their time spent in ensuring this project got off the ground. There is still absolutely huge amount of work to do on the E-Hive project, as scanning the many

hundreds of thousands of photographs and documents will take many years to complete.

Progress has been made on identifying the many unknown photographs in the collection, but this is a very difficult task sometimes with very little to help identify them, sometimes having to use build sheets and County engine records, but there is still more work to do on this front as time permits.

I am always on the lookout for new previously unseen photographs to add to the Society's photographic archives, either originals or copies. If you think you have anything interesting that you think the Society has not got a copy of, then please do get in contact, my email address is in the front of the journal. If you need to contact me, to see if we have a photograph of a particular engine, roller, wagon, or road locomotive, then my email details are inside the journal front cover.

#### **Portable Engine Officer    Alan Rundle**

Another year with only six portfolios being lent out. Borrowers will see that most of the information was compiled in the 1970's and the 1980's when the portfolios were circulated on a rota system. Since then many portables have been repatriated, and more information has come to light. We welcome information and photographs being added to the Portable Portfolios and help in keeping them up to date.

Under the current rules, the portfolios must be handed over personally to the borrower and returned the same way. I will be attending the AGM and hopefully the Spring Meeting, if anyone wants a portfolio bringing, please contact me by email [a.rundle56@outlook.com](mailto:a.rundle56@outlook.com)

#### **Traction Engine Portfolio Section    Neil Smith**

The traction engine Portfolio section can be said to be a archive of two parts. By far the largest part are the general Portfolios which contain information on a specific subject gathered by a number of members. Although it has been many years since they have been out on the rota scheme, I still regard them as being "live"; and borrower's often make contributions to them. The smaller; but no less important; part of the archive comprises of the Personal Portfolios. These are one subject by one member.

Over the last year we have had a donation by Allan Baker of information gathered by his late father Stephen when he built a 2" scale model of a Marshall 3-speed compound traction engine in the period 1958-1960. Because it very much drops into the category of one subject/one member; I have decided to treat it as a Personal Portfolio, and it now joins the Portfolio list as "P19 Marshall Model Traction Engine Construction Details". I thank Allan for his contribution.

I also thank Peter Wells and Stephen Smith for their contributions to the Traction Centre Engine Portfolio, the Savages of Kings Lynn Portfolio, and the McLaren Traction Engine Portfolio.

With regard loans from the section over the last year, these have only been four in number. The subjects being Foden 6-Ton Steam Wagons, William Allchin, Marshall Traction Engines,

and Foden Traction Engines.

The Portfolio Section can be a good recipient for specific information gathered by members; perhaps during research, perhaps over a project, perhaps over a lifetime.

#### **Librarian                    Michele Goddard**

My thanks must go out to Paul Stileman, Mark Loader and my husband David for their help and support in moving the library collection to my home. I had not envisaged being the librarian but I have found it to be far more absorbing than I imagined. The single line 'heading' on our library listing does nothing to explain the historical significance of the item, the detail enclosed or the person who gifted it to the Society.

I am lucky that Tim Smith and those before him had catalogued most of the collection. I have added an additional 96 items to date and there is 'still work to do'. Clare Bullen is assisting with cataloguing some makers catalogues and also many manufacturers patents the society holds. I must also thank James Nutty has made a comprehensive listing of a rare collection of early Road Steamer information we hold and this will form the basis of the catalogue entry.

I have also had a number of enquires for information. Just recently Andy Smith asked if we held an auction catalogue from 1919 for a Journal article he is researching. These are as yet uncatalogued in detail, just logged by County. However, he was lucky and we had it! another request came from a member of the public who was living where the buildings of Mournement and Ray stood. The lady found us by the link on the Society website to the presentation by Alan Rundle.

If you would like to help with scanning or cataloguing some of the library collection or if you wish to borrow an item to found the foundation of a Journal article please get in contact.

#### **Sales Officer                John Dickinson**

The web-site has been the main source of new book sales over the past year. The Major Ind photographic book has sold well and only around 15% of the print run are still on stock. Marshall and Wallis & Stevens transfers are sold out now with only 6" scale Burrell Gold Medal transfers in stock. Back issues of the Journal are available although not of every copy and work is on-going to catalogue the stock. In the meantime, please enquire if you have a requirement.

The marquee display and sales stand was greatly supported by our members and the general public. We were grateful to have received a number of donations of books and literature to sell on the stand and would like to thank all those who have assisted on the stand including Robert and Maureen Pumfrey, Edward and Jean George, Paul Gilbey, Trevor Smallbone and Paul Abbott.

Road Locomotive Society  
Charitable Incorporated Organisation  
Trustees' Report and Accounts

12 months period from 1 July 2024 to 30 June 2025

**Road Locomotive Society CIO**

**Board of Trustees' Report**

The Trustees present their report, together with the accounts, which have been subjected to an Independent Examination for the 12 month period ended 30 June 2025.

**Governing Document and Organisational Structure**

The Society is a Charitable Incorporated Organisation as defined by the Charities Commission and subject to the Charities Acts. The Society was incorporated on the 27th November 2014.

The administration is carried out by the Board of Trustees on behalf of the Society. All members of the Board are Trustees for the purpose of the Charities Acts. Training for new Trustees is provided by existing Trustees. The Trustees meet on a regular basis to consider all matters relevant to the Society. The following were Trustees during the year:

A L Smith  
A N Wells  
A Rundle  
B Johnson  
G P Wragg  
J Wakeham  
H W Jones

Mrs C Bullen  
Mrs M Goddard  
P Abbott  
S J Caudwell  
S J Parrott  
T R Smallbone  
T Baines

**Objectives and Aims**

The objectives of the Society are the advancement of education and research into the past history of self-propelled steam engines (other than those running on rails) and types of stationary steam engines known as portable engines. Results of this research are published in the Society's Journal and other publications. The Trustees confirm that they have referred to the guidance contained in the Charity Commission's general guidance on public benefit when reviewing the C I O's aims and objectives and in planning future activities.

**Financial Review**

The organisation generated a deficit for the 12 month period of £8,170 and had reserves at the end of the period of £133,199. The society derives the majority of its income from subscriptions and related gift aid and the sale of publications. The deficit for the year is as a result of the exceptional purchase of the Middlemiss collection, which has been a significant addition to the societies collection.

The Society's policy on reserves is to hold an amount sufficient to fund expenses for a year and also to purchase any major collections which may come on the market. The investment policy of the Society is reviewed annually by the Trustees. The funds not required for day to day activities are held in a unit trust investment and bank deposit account. The Trustees have identified the major risks to which they believe the Society is exposed. They have reviewed these and established systems to mitigate them.

**Trustees' Responsibilities**

The Trustees are responsible for the following duties:

- To prepare financial statements which show a true and fair view
- To make judgement and estimates that are prudent and reasonable
- To apply the going concern basis unless it is not appropriate to do so
- To keep proper accounting records
- To safeguard the assets of the charity and take reasonable steps for the prevention of fraud and other irregularities

S J Caudwell  
28 August 2025

J Wakeham



Road Locomotive Society CIO

Accountants' report on the unaudited accounts  
to Road Locomotive Society CIO

Independent examiner's report to the trustees of Road Locomotive Society

I report on the accounts of the Society for the 12 month period ended 30 June 2025, which are set out on pages 3 to 7 .

Respective responsibilities of trustees and examiner

The charity's trustees are responsible for the preparation of the accounts. The charity's trustees consider that an audit is not required for this year under section 144 of the Charities Act 2011 (the 2011 Act) and that an independent examination is needed.

It is my responsibility to:

- examine the accounts under section 145 of the 2011 Act
- to follow the procedures laid down in the general directions given by the commission under section 145(5)(b) of the 2011 Act
- to state whether particular matters have come to my attention

Basis of independent examiner's report

My examination was carried out in accordance with the general directions given by the Charity Commission. An examination includes a review of the accounting records kept by the charity and a comparison of the accounts presented with those records. It also includes consideration of any unusual items or disclosures in the accounts, and seeking explanations from you as trustees concerning any such matters. The procedures undertaken do not provide all the evidence that would be required in an audit and consequently no opinion is given as to whether the accounts present a 'true and fair view' and the report is limited to those matters set out in the next statement.

Independent examiner's statement

In connection with my examination, no matter has come to my attention:

1) which gives me reasonable cause to believe that in any material respect the requirements:

- to keep accounting records in accordance with section 130 of the 2011 Act and
- to prepare accounts which accord with the accounting records and comply with the accounting requirements of the 2011 Act
- have not been met or

2) to which, in my opinion, attention should be drawn in order to enable a proper understanding of the accounts to be reached

Monahans

Oakley House  
Tetbury Road  
Cirencester  
Gloucestershire  
GL7 1US

Road Locomotive Society CIO  
Statement of Financial Activities  
Period from 1 July 2024 to 30 June 2025

	Period from 1 July 24 to 30 Jun 25 £	Year to 30 June 2024 £
Income	28,299	43,258
Cost of sales	15,788	14,047
Gross profit	12,511	29,211
Other business income	-	-
Expenses		
Other business expenses	19,954	21,436
Bank, credit card and other finance charges	98	114
Accountancy, legal and other professional fees	442	558
	20,681	22,108
Surplus for the year	(8,170)	7,103
Total unrestricted funds carried forward	(8,170)	7,103

Road Locomotive Society CIO  
Balance Sheet  
as at 30 June 2025

	Notes	30 Jun 25 £	30-Jun-24 £
Fixed assets			
Library and Equipment	3	992	1,319
Current assets			
Stock and work in progress		10,034	10,490
Bank/building society balances		122,555	116,834
Other current assets and prepayments		-	13,026
		132,589	140,350

**Road Locomotive Society CIO**  
**Balance Sheet (cont.)**  
**as at 30 June 2025**

	30 Jun 25 £	30-Jun-24 £
Other liabilities and accruals	382	300
<b>Net current assets</b>	132,207	140,050
<b>Net assets</b>	133,199	141,369
<b>Represented by</b>	141,369	134,266
Balance at start of year	(8,170)	7,103
Surplus for the year	133,199	141,369

**Road Locomotive Society CIO**  
**Notes to the Accounts**  
**Period from 1 July 2024 to 30 June 2025**

**1 Accounting Policies**

**Accounting Convention**

The accounts have been compiled on a basis that enables profits to be calculated in accordance with UK Generally Accepted Accounting Practice.

**Fixed Assets - Equipment**

These are shown at cost, less provision for depreciation calculated to write off the assets over the estimated useful life.

**Stock**

Stock is valued at cost.

**Income recognition**

Subscription income and donations and grants are included in the accounts in the year received. Sales are recognised when the item has been dispatched to the customer and gift aid is recognised on an estimated basis to match the year of claim.

**Archive (Library, Photograph Library, Burrell Records, Portfolios and Engine Records etc)**

These are valued by the Board at a nominal total sum of £1 for accounts purposes and are not depreciated. Additions are written off in the Statements of Financial Activities account in the year of acquisition.

**Road Locomotive Society CIO**  
**Notes to the Accounts**  
**Period from 1 July 2024 to 30 June 2025**

**2 Statement of Financial Activities**

	Period from 1 July 24 to 30 Jun 25 £	30 June 2024 £
<b>Income</b>		
Subscriptions	20,308	24,404
Sales of publications and badges	3,722	8,675
Sales of copies of Burrell Records	65	-
Investments Income	3,859	3,301
Gift Aid	-	3,249
Donations and Grants	325	3,629
	28,299	43,258
<b>Cost of sales</b>		
Archive acquisitions	11,500	7,047
Stock movement	456	4,314
New publications	-	-
Archive and conservation	3,832	2,686
Stock items for resale	-	-
	15,788	14,047
<b>Expenditure</b>		
Journal	15,125	16,697
Meeting and Visits	1,008	929
Postage	290	816
Administration	3,109	2,667
Paypal Fees	95	-
Legal Fees	-	-
Depreciation	327	327
	19,954	21,436
<b>Bank, credit card and other finance charges</b>		
Bank charges	98	114
	98	114
<b>Accountancy, legal and other professional fees</b>		
Accountants fees	442	558
	442	558



**Road Locomotive Society CIO**  
**Notes to the Accounts**  
**Period from 1 July 2024 to 30 June 2025**

**3 Archive and Equipment**

	Archive	Equipment	Total
	£	£	£
<b>Cost</b>			
At 1 July 2024	1	2,545	2,546
Additions	-	-	-
At 30 June 2025	<u>1</u>	<u>2,545</u>	<u>2,546</u>
<b>Depreciation</b>			
At 1 July 2024	-	1,227	1,227
Charge for the period	-	327	327
At 30 June 2025	<u>-</u>	<u>1,554</u>	<u>1,554</u>
<b>Net book value</b>			
At 30 June 2025	<u>1</u>	<u>991</u>	<u>992</u>
At 30 June 2024	<u>1</u>	<u>1,318</u>	<u>1,319</u>

## ROAD LOCOMOTIVE SOCIETY

### Minutes of the Annual General Meeting of 26th October 2024

John Wakeham, our Vice Chairman welcomed members to the 87th Annual meeting of the Society saying that there were even more members present today than the meeting in Cornwall the previous year.

He thanked David Goddard and his team for moving everything around to provide the members with the welcoming accommodation and display of engines and also thanked those with visiting engines, the Bullen family and John Antell. He thanked Andy Smith for the exquisite models constructed by himself and his father and arranging the display of model engines of the highest standard.

Members were asked to sign the Attendance Sheet to ensure the meeting was quorum.

John asked all to stand for a minute in memory of Derek Marder who with his wife Sandra our

secretary for many years were instrumental in the running of the Road Locomotive Society and also for members J W H Bacon and J W Laurence; and most recently Tim Smith, our Librarian.

John then took the opportunity to speak about the late Derek Marder estate. He said that Derek had left bequests to a number of friends and also made provisions involving The Road Locomotive Society and his team at Marder's Yard. The Road Locomotive Society has by default become the administrators of the estate which means your trustees are in effect Derek's executors. It would have been good to come to this meeting with a full picture but the arrangements lack simplicity, and it will still be some time before we have a full understanding of the effect of the provisions made. Your trustees are risk averse and are taking the necessary advice. All we can say today is we will do our best within the constraints under which we operate to achieve something near what Derek and almost certainly Sandra hoped for. We will know more in a few month's, please rest assured any delay is for good reason.

### AGENDA

#### 1) Apologies for absence

Andrew Hawksell, Richard Jackson, Martin Poole, Brian Hillsdon, David Webster, Bill Starling, Keith Brothwell, Andrew Wheeler, Richard Collis, Joseph Mitchell, Colin Chadwick, Michael Hillary, Dick Eastwood, Anthony Coulls, Kieran Richards, Clive Hearsey, Sandy Ross, Richard Francis, Colin Hatch, David Crampton, David Andrews, M Retman, Andrew Black, Barry Thirlwall, John Penfold, Richard Jackson, Martin Fletcher, Richard Pocock, Keith Brooking, S K Durance, Stephen Smith, William Childs, Roger Mills, James Harvey-Bathurst, Alan Walker, John Garwood, Alan White, George Sonneborn, Kevin Crook, John Dickinson, Mark & James Loader, Brian Johnson, Mike Walters, Jean Whitehead, Steve Parrott, Adam Meredith, Peter Smart, Richard Willcox, Alan Marchington, Josh Meaner, Dick Garth.

#### 2. To approve the Minutes of The Road Locomotive Society held on Saturday 14<sup>th</sup> October 2023.

There were no matters arising and they were proposed by Robert Pumfrey, seconded by Bob Cook and passed by the meeting. The minutes were signed by Michele Goddard.

The Secretary stated that all proxy votes submitted were in favour of all agenda resolutions.

#### 3. Adoption of Annual Reports of The Road Locomotive Society for year ending 30th June 2024

There were no questions regarding the reports. They were proposed by Reg Dawe and seconded by Bob Allison for their adoption and passed by the meeting.

#### 4. Presentation of Accounts for year ending 31st July 2023.

Simon Caudwell, our Treasurer, presented the following summary to the membership present. He

said that it has been a good steady year, the journal grows and the costs go up correspondingly, we are spending more on conservation of the collection and the new e-hive museums system for recording and accessing the entire society collection. If you run through the accounts you will see nothing unexpected, all is on track and the society is in good health financially. You will notice our investment income has doubled due to the rise in interest rates. We have just moved some money around to gain even better rates, so we are actively managing the funds.

He thanked Thomas Baines for doing the gift aid successfully and Hedd Jones for his dedicated work as book keeper, saying that Hedd keeps track of every transaction on his Xero accounts package and this year it all went to McGills accountants for inspection as our new independent examiners.

You may notice that this year we elected to have an eleven month year to bring our end of year back a month. This gives us more time to get everything checked and ready for printing in good time for the AGM. Next year we will be back on to a standard 12 month year, but keeping the earlier closing date of June 30th.

Following Simon review there were no questions. The accounts were proposed by Gary Wragg and seconded by Andy Wells and passed by the membership.

#### **5. The appointment of an Auditor/Independent Examiner presently McGills part of the Monahan's Group.**

Simon Caudwell stated that Simon Nuttal, who is a member of the society, and his team, had prepared the accounts this year. They had been very efficient and attentive to our requirements. Simon had thanked them on behalf of the Society. Alan Rundle then proposed McGills to be appointed as Independent Examiner, seconded by Paul Abbott, and this was approved by the membership.

#### **6. Retiring Trustees.**

John Wakeham commended the work of our two retiring Board members saying a few words about them. He shared with the members that Alan Rundle has been a stalwart of the society for very many years, he first joined what was then a committee in 1991 and was elected President in 2014. He is currently President of the Fairground Association. His family business and personal interests are very close to the core interests of the Society. He may be stepping down as a trustee but remains close as an ongoing portfolio officer and wishes to remain involved with the rally marquee sales team.

Steve Parrott, a member for many years was unfortunately absent as a result of illness. He had served 20 as a trustee and editor of our journal for 17 years and is today's retiring President. It seems Steve has owned most engines at some time in his steam career alongside a variety of cars and organs. He is invaluable for his knowledge of people and events, he worked for Henry Marshall and knows just about everybody in the steam world. Steve is a board member of the

Robey Trust and for those of you who have not heard, he has recently donated his Robey Tandem to the Trust in support of the young members of that very successful organisation.

John asked the members to show their appreciation for both Alans and Steves contribution to the Society over many years. There was much applause.

#### **7. Election of Trustees.**

It was stated that the proxy votes are held by the secretary and independently verified by James Nutty this year. Michele stated that all proxy votes are in favour of the various candidates with none against and no abstentions. Our constitution allows for a maximum of 12 trustees. This year there are four vacancies and four candidates

Thomas Baines, proposed by Alan Rundle and seconded by Michele Goddard.

Hedd Jones, proposed by Steve Parrott and seconded by Simon Caudwell.

Andrew Smith retires by rotation and has expressed a wish to continue in office as a Trustee; proposed by Edward George and seconded by Alan Walker.

Each nominated Trustee was re-elected with full support of the membership.

#### **8. Election of Principal Officers**

a) Simon Caudwell, proposed by Dick Garth and seconded by Sam Goddard as Trustee and as Treasurer.

John Wakeham thanked Simon for his continued support to the Society. He was duly re-elected as Trustee and Treasurer with full support of the membership.

b) John Wakeham handed the Chair to Michele Goddard, our Secretary.

She explained to the members that as many will probably know Andy Smith's health has deteriorated over recent times and earlier in the year he passed many of his duties to his vice chairman and other trustees while remaining our chosen chairman. She said that this meeting marks the end of his third, three year term in the chair and it is his decision not to seek re-election. I am personally certain the membership will recognise the benefits which have come from his leadership and his hard work for the Society over 9 years.

It is proposed by Brian Johnson, with full support of the Board of Trustees that John Wakeham be Chairman. He is seconded by Michele Goddard.

He was duly elected as Chairman with full support of the membership.

John Wakeham then thanked those present for their vote of confidence. He said that do not expect change, I see the future as more of the same. The best thing to happen over recent years is the digitalisation of the archive under Michele's enthusiastic leadership of the team which she has gathered.

### **9. Reversion Award.**

The Road Locomotive Society occasionally presents an award to a person or group who have returned an engine to working day configuration. Our member, Bob Cook had proposed Garrett 'Lady Sarah'. On behalf of the Society, Simon Caudwell welcomed Hadrian Spooner who had come on behalf of Andrew Howell to accept the RLS 2024 reversion award. Hadrian was instrumental in tracking down the Garrett 4CD no. 33704, Lady Sarah and was also involved in the restoration of the engine back to its original form as a plain tractor.

### **10. Formal Approval of the President 2024 – 2025, Mr Andrew Smith.**

John Wakeham said the following few words . He stated that Andrew has been a wonderful Chairman and has an unmatched knowledge of engines and people. He does not need Alan Duke records he knows it all by heart. He is totally absorbed in Engines and their history. As a tool maker by profession his engineering skills are second to none but more than that he is a model maker, I had not known there was a difference until I contrasted his 6 inch McLaren to another and was told one was built by an engine builder and the other by a model maker.

We do not require a proposer and seconder for this appointment as it comes from the Board so may I ask for a show of hands confirming Andrew's appointment as President.

Andy Smith was duly appointment as President with full support of the membership and Mike Thexton presented the Badge of Office.

John then informed the members that Mr. James Hervey-Bathurst has been invited to accept the office of President for the 2025/2026 year and we are delighted he has kindly accepted.

### **11. Any other business relevant to the Annual General Meeting**

With no other business, the meeting was declared closed at 2.40pm. The members were then treated to an excellent slideshow and talk by Andy Smith.