

THE GCR 567 LOCOMOTIVE GROUP

England & Wales · Charity number 1160243

Details

Other names GCR 567 LOCO

Status Registered

Legal form CIO

Registered 2015-01-29

Register [View on the Charity Commission register](#)

Contact

Address 6 Nowell Close
Radcliffe-On-Trent
Nottingham
NG12 1FE

Phone 07789937712

Email GCR567Loco@yahoo.co.uk

Website www.GCR567Loco.co.uk

Activities

Objects: 3.1 TO ADVANCE THE EDUCATION OF THE GENERAL PUBLIC IN THE SUBJECTS OF THE MANUFACTURE, HISTORY, USE, SCIENCE AND UNDERSTANDING OF VICTORIAN/EDWARDIAN STEAM POWERED LOCOMOTIVES IN PARTICULAR BY:(A) CREATING A WORKING MS&LR / GCR CLASS 2 LOCOMOTIVE (NUMBER 567) TO BE BASEDON THE PRESERVED GREAT CENTRAL RAILWAYS LOCATED IN NOTTINGHAMSHIRE ANDLEICESTERSHIRE.(B) EXPLAINING THE ENGINEERING AND CONSTRUCTION OF A VICTORIAN STEAM LOCOMOTIVE ANDINTERPRETING IT'S CONSTRUCTION AND MAINTENANCE AS AN EDUCATIONAL TOOL(C) OPERATING THE STEAM LOCOMOTIVE AS A WORKING HISTORICAL EXHIBIT TO ALLOW THE GENERAL PUBLIC TO EXPERIENCE THE UNIQUE SIGHTS, SOUNDS AND SMELLS OF VICTORIAN / EDWARDIAN TRAIN TRAVEL.3.2 FURTHER TO THE ABOVE TO PROMOTE THE SCIENCE AND HERITAGE OF VICTORIAN/EDWARDIAN STEAM POWERED LOCOMOTIVES FOR THE PUBLIC BENEFIT

Activities: To build a brand new 1890s Victorian Mainline Express Locomotive, GCR 567, to haul vintage carriages on the preserved railways of Britain to recreate the sights, sounds and smells of Victorian Express travel.The group shall aquire technical data, generate drawings, refurbish donor parts, manufacture components, construct and commission the locomotive whilst explaining the history and engineering

Classification

- **How:** Provides Services, Provides Advocacy/advice/information, Other Charitable Activities
- **What:** Education/training, Arts/culture/heritage/science
- **Who:** The General Public/mankind

Geography

- Leicestershire
- Lincolnshire
- Nottingham City
- Nottinghamshire
- Sheffield City
- Warwickshire

Finances

Period end	Income	Expenditure	Assets	Employees
2025-07-31	£29,943	£68,231	-	-
2024-07-31	£17,128	£9,949	-	-
2023-07-31	£16,949	£8,156	-	-
2022-07-31	£13,319	£1,121	-	-
2021-07-31	£28,724	£32,010	-	-
2020-07-31	£19,227	£4,148	-	-

Trustees

Name	Role	Appointed
ANDREW HORROCKS-TAYLOR C-ENG	Chair	2010-10-15
Owen Phillip Emmanuel O'Connor		2022-09-04
Simon Burton		2017-11-11

THE GCR 567 LOCOMOTIVE GROUP

England & Wales - Charity number 1160243

Accounts

2024/25 Reports and Accounts for The GCR 567 Locomotive Group,
6, Nowell Close, Radcliffe-on-Trent, Nottingham NG12 1FE



Aim and Purpose

The GCR 567 Locomotive Group aims to create a working MS&LR / GCR class 2 locomotive (number 567) to be based on the preserved Great Central Railways located in Nottinghamshire and Leicestershire.

Objectives and Activities

The GCR 567 Locomotive Group objectives as a Charitable Incorporated Organisation are:

- (a) To create a working MS&LR / GCR class 2 locomotive (number 567) to be based on the preserved Great Central Railways located in Nottinghamshire and Leicestershire.
- (b) To use the project as an interpretive and educational asset. To explain the engineering and construction of a Victorian steam locomotive,
- (c) To operate the steam locomotive as a working historical exhibit to allow the general public to experience the unique sights, sounds and smells of Victorian / Edwardian train travel.

To support the above objectives, the group will interpret existing data and reference material to establish drawings and technical data that can be used for the manufacture of the locomotive and its components. Procure materials and organise the manufacture of locomotive components and assemble them into an operational locomotive. The group will raise funds to enable these activities and also assemble a supporter base to support the project in financial and volunteer support.

Achievements and Performance

On this 14th anniversary of the project, the group moved forward strongly with all the four driving wheels cast, the tender overhaul started and a trial assembled bogie truck visible at the supporter day. Expenditure of £68,231, income of £29,943 delivered a very strong year of progress enabled further by a planned reduction in reserves from £97,224 to £58,936.

The driving wheels were cast in two formats, starting with the trailing wheels in December, the pattern then adapted and the driven leading driving wheels cast in late January 2025. The Trefoil Steel Company doing an excellent job with Mag particle and X-Ray passed they were delivered to our storage location at Lilbourne, Northamptonshire for the next processing.

The group continued to use last year's available workshops in South Yorkshire at Crofton and south of Sheffield and were able to add Loughborough Locomotive Shed at GCR plc after the donor tender was moved from GCRN Ruddington to GCR Quorn in February 2025, then shunted to Loughborough later that day. A combination of paid work and volunteer working are deployed at all sites. The Lilbourne site was further strengthened to handle small ferrous parts with the addition of a

grounded wooden carriage from GCRN Ruddington that has been converted to three storage sheds, with all modifications reversible. Capability was also added with £1,500 of riveting equipment secured that can be sold on after project use plus a container purchased for use at the Crofton site. Many motion parts are also completed.

Promotion of the project progressed with the GC Autumn Gala, GC Winter Gala, GC Spring Steam Gala and the CTL Seal Open Day (A celebration of new build locomotives held at the Hengist and B17 build base). These in addition to the October Supporter Day for the GCR 567 Locomotive project that featured a trial build of the bogie assembly, trailed in by General Manager Mike Fairburn.

Locomotive Build

The project utilised five sites during this reporting period.

The Crofton workshops, located close to Wakefield in South Yorkshire were used significantly. This was the previous location for Ian Howitt's business, whilst closed for new business, the project was able to secure some of his old workforce to work on the site that we contributed to via a monthly rent. The first output was the bogie truck. With sideplates, horn-guides and tie rods all completed. The workforce then moved onto completing the motion components, with slipper blocks and slide bars all completed. Sadly, the site owner Ian Howitt passed in summer 2025 and that site is being prepared for sale. We thank Ian for all his support over the years and are working with his estate to ensure a controlled exit ahead of sale. The container purchased by the project will assist with this.

The Workshop X site located south of Sheffield was utilised primarily for the machining of the first half of the donor cylinder block, Enterprise Locomotives adapting this item for use on 567.

The Lilbourne site continued to be utilised for storage of the locomotive frames and two bogie wheelsets. They were joined by the four cast driving wheels after they were cast by the Trefoil Steel foundry of Sheffield. These now await the funds to convert them into wheelsets, the leading axle due to be a made-up crank axle. The capability of this site was added to with the addition of a grounded 1905 GC wooden carriage in three sections that was converted to three parts storage sheds. As the yard is secure this allowed all ferrous parts to be stored at one location. Four truck loads of hard core were funded for the yard to create effective base for the sheds and forklift access. The arrangement is judged equivalent in cost to container storage with side benefit of retaining a GC historic vehicle for potential future restoration. A reminder this location is provided free of charge to the project until at least 2030 and has CCTV, two gates to access and residents with dogs living in the adjacent farmhouse and in the yard itself.

The next main site used by the project was the GCR plc Loughborough workshops. The tender moved from GCRN Asher Lane sidings in February 2025. A small delay until May whilst the Heritage Rail Association surveyed the sludge carrier conversion it had become. Then dismantling progressed ahead of restoration, with £20,000 is set aside for the tender restoration with the GCR Shed Team. At the end of the reporting period the tank was part dismantled by local volunteer effort with no site rental charges presented or due, which was very welcome.

The fifth site remains GCR Ruddington with a reducing number of components for the motion and the horn guides stored, all now collated into one area ready for removal and completion when the time comes.

Multiple items were progressed with Enterprise Locomotives as main contractor. The driving wheel pattern was completed in August 2024 by General Patterns of Castleford, this then being modified in late December 2024 for the different counterweight arrangement of the driving wheels. At £14,500

including VAT, sponsorship towards this of £9,500 by one generous supporter was very welcome. The pattern was then moved to the Trefoil Steel Company Ltd of Sheffield and after trials in October the first two wheels were cast in December 2024 with the last two cast in early February 2025 after the pattern being modified for the larger counterbalance weight. All wheels being delivered in January and February 2025 to Lilbourne after a thick coat of red primer being applied. Quite a month as suddenly 567 had all its wheels.

The next main item progressed was the tender. This being a Great Central design, purchased in 2010 and stored since that time at Asher Lane sidings on the GCRN. After 15 years of open storage this was finally dragged on 30-January 2025 from the brambles of Asher Lane by Pete Bridon Transport. There was a minor concern as to whether the 26 tonnes of tender would roll along the temporary track onto the low loader. These fears proved unfounded and delivery was quickly made to Quorn Station where the tender was assessed and then shunted the two miles to Loughborough Shed Yard where, in unrestored condition made an interesting sight parked next to the NRM Tender from the O4/8K. The tender, in its sludge carrier form, was then fully surveyed by the Heritage Rail Association in late February and its full history established by late April. A local volunteer came forward and progressed the careful dismantling of the tank, salvaging as many original elements as possible. We were pleased to see the tender has been reduced to running board height by the end of the reporting period, with surplus steel weighed in for future offset against contacted labour. The good news is the tender frames and axle boxes seem in good shape, a new front dragbox and tender tank, needed, beyond this, all other major elements seem very repairable.

The bogie sideplates were progressed with contacted labour at the Crofton site, being finished along with the horn guides and the tie rods. These were all assembled and were trailered in to feature at the Supporter Day in October 2024, the first large assembly since the main frames were assembled. The Crofton site then moved onto finishing major motion parts with slipper blocks fully machined followed by slide bars, two significant parts of motion being completed.

An opportunity emerged to acquire two vacuum cylinders from the North Norfolk Railway; these were generously gifted to the project. With free collection from one of our facebook page members and validated at Crofton as easy to overhaul, another free set of parts for the locomotive that otherwise would have been sourced from India at £3,000. The parts count continues to increase.

In summary, excellent progress made to secure all the wheels for the locomotive, start the overhaul of the tender plus the completion and acquisition of more important parts. A very good year for progressing the locomotive build

Fund Raising

With now over 200 active supporters, donations continued strongly with a combination of supporter and component sponsorship. Collectively they have raised £246,02 and we finished with a very strong £58,936 of reserves available for locomotive expenditure, this even after a planned spend of a record £68,231 during the reporting period. The group continues to be in a very healthy financial position providing significant options to progress.

The group attended the GCR Winter Gala and held a successful supporter day event in October 2025. This was followed by the GCR Winter Gala in January and then the GCR Spring Gala in March 2025. The group also attended the New Build Hengist and B17 Open Day at CTL Seal Sheffield in April, a growing new build event. The website continues to be maintained by the Chairman Andrew Horrocks-Taylor, who also generated 12 articles in the GCR publications "MainLine" and "Driving Wheels".

We look forward to using the progress we plan over the next 12 months to again accelerate the project. Our main marketing giveaway the 500 sets of "Legendary Locomotive" Top Trump packs featuring GCR 567 went down well with our 200 existing supporters as a thank you, and we continue to burn down the 300 additional packs used as an incentive other to join. This incentive being recovered after two months of donation. This has raised the profile of the MSLR/GCR class 2's and specifically No.567.

The management team have done an excellent job in keeping the funding levels high, this supporting the elevated expenditure.

The group raised £29,943, once again increasing significantly from the £17,128 raised in the last financial period (2023/24).

The main approach to administering the collection of funds is unchanged, with all standing orders being set up with the David Clarke Railway Trust and then collected in a reserved fund for The GCR 567 Group. The funds being available to the 567 group on request for defined purposes, either in the form of cheques to key suppliers or via the group's own current account. The DCRT has claimed gift aid on applicable donations on behalf of the group and these amounts have been added to the reserved fund.

We thank the DCRT for their support in administering our numerous direct debits and securing the associated gift aid. It is acknowledged that the association with the DCRT, the main fund-raising organisation for the Great Central Railway, provides confidence and security for many of our supporters.

We have also now registered with Just Giving, that allows us to take on-line donations and take cashless digital donations via QR codes at events or via our new version leaflets. We also had several supporters launching birthday fundraisers that are then contributed towards the project. On-line donations were £717 during this period, deposited from Just Giving into the projects main current account, a great start and allowed less draw down from the DCRT reserved account.

Resources to staff the Project

The committee for this reporting period are listed below:

Andrew Horrocks-Taylor: Chairman and acting Treasurer [Trustee]

Simon Burton: Programme Manager [Trustee]

Owen O'Conner: Trustee

Mike Fairburn: General Manager / Chief Engineer [Volunteer]

The group is actively recruiting for additional committee / trustees to move the project forward.

Design & Technical File approach has taken a focussed approach. We have design schemes prepared by the now retired Barry Nurcombe for all the locomotive. To generate manufacturing drawing specific components have their own individual approaches. For example, the Driving Wheel schemes were made into 3D models by Workshop X based volunteer David Smith working with General Manager and Chief Engineer Mike Fairburn using spoke geometry from several proven sources including GWR locomotives in service. These were then adapted into 3D models by pattern manufacturer General Patterns and used to drive the cutting path of the digital router used to cut the pattern. The cast Driving wheels then followed the pattern geometry, adjusted for shrinkage of course.

The Group's manufacturing team moved to mostly contracted manufacturing work during the reported period. The driving wheels having the pattern contracted to General Patterns of Castleford, with driving wheels casting contracted to Trefoil Steel Co. Ltd of Sheffield. Crofton based contractor Nigel Facer, completed the bogie side plates, horn guides, slipper blocks and slide bars, keeping busy during the reporting period. Mike Fairburn and Andrew Horrocks-Taylor were on the hunt for more donor parts; the Vacuum Cylinders being secured free of charge from the North Norfolk Railway. The move to mostly contracted work being a direction we continued with, whilst welcoming volunteer effort where practical, notably David Mathews who progressed professionally the dismantling of the tender. With thanks also to Nick Hargreaves at the Lilbourne site who continues to support the storage of locomotive parts at that location.

Data Protection

The group is fully compliant with the Data Protection Act 2017 and in May 2017, a privacy notice is issued to all supporters.

Financial Review

Total receipts were £29,943, all from unrestricted funds, £16,166 donated via standing order payments and component sponsorship to the DCRT account in a fund reserved for the GCR 567 Locomotive Group and £16,166 from annual cheque donations and casual cash or cheque donations including £270 from component sponsorship and a one-off donation for the driving wheel pattern of £9,400. This helping to elevate an increase in income to over £10,000. The year's expenditure took a very significant increase with an actual spend achieved of £68,231. This driving a planned reduction in cash funds from £97,224 to £58,936. This project remains in a strong funding position for the next financial period despite the spend on driving wheel castings alone being £50,748 (pattern plus casting). The continued strong support from all our regular supporters is driving most of the project's income and is greatly appreciated.

There only major financial commitment to carry forward at the end of the reporting period is a pledge to fund the tender overhaul to an amount of £20,000. This is supported within the cash amounts on hand of £58,936. The progression of the Driving Wheels to wheelsets is estimated at a further £60,000 and a driving wheel fund is being set up for these items with specific sponsor

packages. The boiler funding will be addressed in the next reporting period, this being the last major item to fund for the locomotive, currently estimated at £160,000.

Reserves Policy

The group has very limited overheads in operation. Postage and administration required £700 additional funds. The group will ensure that £1,000 is retained in the current account at any time in reserves to allow the group to function. The group shall also retain funds to cover any procurement commitments; this year we have the tender overhaul kick off amount pledged to the Great Central Railway Shed at £20,000 and have reserves significantly greater than this amount available at the end of the reporting period.

Volunteers and Supporters

We would like to thank all the volunteers who run and support the group allowing progress to be made towards our goals. Special thanks go to the design team, procurement and manufacturing team lead by Mike Fairburn. We also thank Andrew Horrocks-Taylor, Mike Fairburn, Simon Burton and Owen O’Conner for their organisation of the project and support in the issuing of the procurement packages and review of project strategy and the assessment of risk factors. Finally, special thanks to Dawn Bullock for looking after our supporter base and doing the essential administration for the group. We thank new volunteer David Mathews for his work on the Tender, Nick Hargreaves for organising our main stores at Lilbourne and Jason Woodward for the free of charge transportation of several parts.

Our supporters continue to exceed all our expectations with their generous funding. Major components continue to be visible at our supporter days with the Bogie assembly trailered in for display at GCR Quorn in October 2025, with regular newsletters and posts on the website and social media. The plans were reinforced at the supporter day, the locomotive itself and the direction of the project continued to be admired. Sponsorship packages continue to be developed with strong support by Dawn and Alan Bullock.

Support incentives remain in place; the first 200 supporters have secured their free seat on the first passenger train to be hauled by No.567. All supporters are also entered into a free quarterly draw for a footplate experience at the GCR, either on an existing GCR service locomotive or later when No.567 is constructed. All the management group have voluntarily removed themselves from the draw. Due to the lack of operation of services at Ruddington during this reporting period, these benefits are deferred. Additional supporter benefits are being added, notable a free to existing and future supporters “Top Trump: Legendary Locomotive pack that should appeal to a younger generation, whether children or grandchildren. They are also collectors’ items that have a market value greater than cost, should they not be consumed, we also have a unique to GCR 567 Card, a Jersey Lilley that should further incentivise signing up as a supporter.

Structure, governance and management

The group has always worked within charity guidelines and operates in accordance with a written constitution that was updated in 2015 when it became a Charitable Incorporated Organisation (CIO).

The Charity Commission standard form for Receipts and payments accounts is utilised its integral check formulas.

The Group is officially known as:

The GCR 567 Locomotive Group

Registration Number 1160243

Administrative Information

The Group's prime point of contact is via the e-mail address:

GCR567loco@yahoo.co.uk

Website URL:

www.gcr567loco.co.uk

The group is also very active on facebook and to a lesser extent: Instagram, Tik Tok, "X" (formally known as twitter), search for "GCR567LOCO"

The group has four main locations and several sub-sites.

The Official Address of the group remains at the Chairman's latest personal address, 20 minutes from the GCRN, 30 minutes from the GCR at Quorn

6, Nowell Close
Radcliffe-on-Trent
Nottingham
NG12 1FE

The Chairman Andrew Horrocks-Taylor is also the main press and publicity contact.

Mob: 07376 318510

The Group's Main Administration Address is as follows:

The GCR 567 Locomotive Group
c/o Mrs Dawn Bullock
19, Hartridge Walk,
Allesley Park,
Coventy
CV5 9LF

All postal correspondence should be sent to the above address unless notified otherwise.

The Group's Build Address is now split across multiple sites in South Yorkshire (Crofton near Wakefield and Workshop X south of Sheffield) and Great Central Railway, Loughborough for the reporting period. Large Storage is also at Lilbourne, near Rugby. Deliveries should not be made without the express prior agreement of a member of the management team. We are keeping these sites confidential for security reasons.



GCR 567 Locomotive Group 1160243

Receipts and payments accounts

CC16a

For the period from 01/08/24 To 31/07/25

Section A Receipts and payments

	Unrestricted funds to the nearest £	Restricted funds to the nearest £	Endowment funds to the nearest £	Total funds to the nearest £	Last year to the nearest £
A1 Receipts					
Direct Donations – cash, cheques etc	12,250	-	-	12,250	231
Supporter Donations to current account	540	-	-	540	304
Supporter Donations to DCRT 567 account	16,166	-	-	16,166	16,404
Gift Aid collected for DCRT Account	-	-	-	-	-
Component Sponsorship	270	-	-	270	150
On Line Donation	717	-	-	717	38
	-	-	-	-	-
	-	-	-	-	-
Sub total (Gross income for AR)	29,943	-	-	29,943	17,128
A2 Asset and investment sales, (see table).					
Nil	-	-	-	-	-
	-	-	-	-	-
Sub total	-	-	-	-	-
Total receipts	29,943	-	-	29,943	17,128
A3 Payments					
Materials (for component construction)	-	-	-	-	2,687
Marketing Support	320	-	-	320	2,553
Admin & Postage	700	-	-	700	250
Facility Hire & Contributions	2,181	-	-	2,181	459
Engineering	-	-	-	-	-
Manufacturing	61,098	-	-	61,098	1,176
Transportation	3,360	-	-	3,360	2,796
Bank charges	572	-	-	572	27
	-	-	-	-	-
Sub total	68,231	-	-	68,231	9,949
A4 Asset and investment purchases. (see table)					
Connecting Rods	-	-	-	-	-
Cylinder Block	-	-	-	-	-
Sub total	-	-	-	-	-
Total payments	68,231	-	-	68,231	9,949
Net of receipts/(payments)	- 38,288	-	-	- 38,288	7,179
A5 Transfers between funds	-	-	-	-	-
A6 Cash funds last year end	97,224	-	-	97,224	90,045
Cash funds this year end	58,936	-	-	58,936	97,224

Section B Statement of assets and liabilities at the end of the period

Categories	Details	Unrestricted funds to nearest £	Restricted funds to nearest £	Endowment funds to nearest £
B1 Cash funds	Bank	3,781		-
	Admin float	114	-	-
	DCRT fund reserved for GCR 567	55,041	-	-
	Total cash funds	58,936	-	-
	(agree balances with receipts and payments account(s))	OK	OK	OK

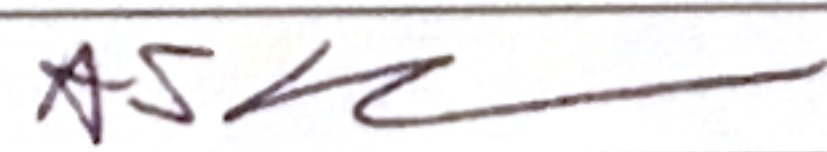
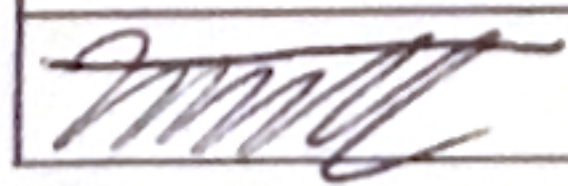
Categories	Details	Unrestricted funds to nearest £	Restricted funds to nearest £	Endowment funds to nearest £
B2 Other monetary assets	GCR Tender (scrap value)	4,370	-	-
	Cylinder Block (scrap value)	2,000	-	-
	Connecting Rods (scrap value)	800	-	-
	Locomotive Frames (scrap value)	4,370	-	-
	Capstan Lathe (Market Value)	750	-	-
	Bogie Wheelsets (Scrap Value)	6,000	-	-
	Corby Spares (Market Value)	2,925	-	-

Categories	Details	Fund to which asset belongs	Cost (optional)	Current value (optional)
B3 Investment assets	Nil		-	-
			-	-
			-	-
			-	-
			-	-

Categories	Details	Fund to which asset belongs	Cost (optional)	Current value (optional)
B4 Assets retained for the charity's own use	Nil		-	-
			-	-
			-	-
			-	-
			-	-
			-	-
			-	-
			-	-
			-	-

Categories	Details	Fund to which liability relates	Amount due (optional)	When due (optional)
B5 Liabilities			-	
			-	
			-	
			-	
			-	

Signed by one or two trustees on behalf of all the trustees

Signature	Print Name	Date of approval
	Andrew Horrocks-Taylor	10/5/26
	JOSHUA WRIGHT	10/5/26

Independant Check -



Section A

Independent Examiner's Report

Report to the trustees

Charity Name
The GCR 567 Locomotive Group

On accounts for the year
ended

31-Aug-2025

Charity no
(if any)

1160243

Set out on pages

1 to 2

I report to the trustees on my examination of the accounts of the above charity ("the Trust") for the year ended 31 / 08 / 2025.

Responsibilities and
basis of report

As the charity's trustees, you are responsible for the preparation of the accounts in accordance with the requirements of the Charities Act 2011 ("the Act").

I report in respect of my examination of the Trust's accounts carried out under section 145 of the 2011 Act and in carrying out my examination, I have followed all the applicable Directions given by the Charity Commission under section 145(5)(b) of the Act.

Independent
examiner's statement

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

- the accounting records were not kept in accordance with section 130 of the Charities Act; or
- the accounts did not accord with the accounting records; or
- the accounts did not comply with the applicable requirements concerning the form and content of accounts set out in the Charities (Accounts and Reports) Regulations 2008 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.

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:

Date:

25 / 05 / 2025

Name:

Joshua Wright

Relevant professional
qualification(s) or body
(if any):

Not Applicable

Address:

7, Nowell Close

Radcliffe-on-Trent

Nottingham NG12 1FE

Only complete if the examiner needs to highlight material matters of concern (see CC32, Independent examination of charity accounts: directions and guidance for examiners).

Give here brief details of any items that the examiner wishes to disclose.

The reduction in reserves from £97,224 at the start of the reporting period to £58,936 at the end of the reporting period is stated in the trustees report as planned and is confirmed as aligned with the charity goals.

The group's prime charitable objective is to build a MSLR/GCR Class 2 Victorian Steam Locomotive. The main expenditure was in the casting of the four large driving wheels; these are confirmed as essential components required to build the locomotive.

The minimum reserves declared required to run the charity are present in the reserves retained, plus any specific supplier commitments as detailed in the trustee report.

The trustee report states that The David Clarke Railway Trust administers Direct Debits, claims gift aid and holds these funds for The GCR 567 Locomotive Group in a reserve account. The funds are drawn down to the GCR 567 Locomotive Group's current account on request and with the presentation of evidence of charitable purpose, such as an invoice. It is confirmed that these funds are included in the GCR 567 Locomotive Group account totals and clearly identified.

THE GCR 567 LOCOMOTIVE GROUP

England & Wales - Charity number 1160243

Accounts

2023/24 Reports and Accounts for The GCR 567 Locomotive Group,
6, Nowell Close, Radcliffe-on-Trent, Nottingham NG12 1FE



Aim and Purpose

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Objectives and Activities

The GCR 567 Locomotive Group objectives as a Charitable Incorporated Organisation are:

- (a) To create a working MS&LR / GCR class 2 locomotive (number 567) to be based on the preserved Great Central Railways located in Nottinghamshire and Leicestershire.
- (b) To use the project as an interpretive and educational asset. To explain the engineering and construction of a Victorian steam locomotive,
- (c) To operate the steam locomotive as a working historical exhibit to allow the general public to experience the unique sights, sounds and smells of Victorian / Edwardian train travel.

To support the above objectives, the group will interpret existing data and reference material to establish drawings and technical data that can be used for the manufacture of the locomotive and its components. Procure materials and organise the manufacture of locomotive components and assemble them into an operational locomotive. The group will raise funds to enable these activities and also assemble a supporter base to support the project in financial and volunteer support.

Achievements and Performance

On this 13th anniversary of the project, the group restarted manufacture at two available workshops in South Yorkshire at Crofton and south of Sheffield where a combination of paid work and volunteer working was possible. The rear dragbox was commenced in September 2023 and completed in June 2024, a significant fabricated item for the frames. The driving wheel pattern was launched in May 2024 with General Patterns of Castleford after a funding commitment by one of our generous supporters.

Our eventual running line, the Great Central Railway was keen to tidy up its Ruddington site, the GCR 567 Locomotive group supported by moving major items to off-site storage whilst they wait for their turn to be completed. The Cylinder Block moving to Crofton for an overhaul that started June 2024, the frames and bogie wheelsets moving to Lilbourne near Rugby for secure free outdoor farm storage. The group also acquired its first boiler part, a surplus spares Kitson firebox door from the "Rocks by Rail" Rutland Railway. Finally, the promotion of the project restarted with attendance at

two main events in 2024: GCR Reunification and the CTL Seal Open Day (A celebration of new build locomotives held at the Hengist and B17 build base).

Locomotive Build

After some significant replanning of the project over the spring and summer of 2023 the project secured the use of two workshops that supported an immediate start on machining and fabrication. The Crofton workshops are located close to Wakefield in South Yorkshire and was a well-known base for the manufacture of small locomotive and tender frames. All fabrication and general machining was moved to this location that also had some secure storage. The second workshop is confidential, known as Workshop X and located south of Sheffield. Known for narrow gauge restorations and an extensive variety of large machines including borers. Both sites have constraints on availability and required contributions to use space. That saying, they have availability between them of 6 days per week, supporting skilled volunteer and/or contractor working.

The third site is Lilbourne that is a farm with the yard and workshops currently used for car restoration and other forms of storage. The fields associated with the Farm being leased out to others. Due to family links, this facility is offered free of charge for outdoor storage, a very welcome offer to the project as 40t HGV access is available via several secure gates with a 24-hr human presence, CCTV and dog security.

Our fourth site remains GCR Ruddington with the tender stored at Asher Lane and other components for the motion and the horn guides also stored at the site, all now collated into one area ready for removal and completion when the time comes.

The main item progressed was the rear drag-box, the initial platework profiles were purchased from Thompson Steels in September, then part fabricated and displayed in the General Manager's 2 Tonne trailer at the October Supporter Day. The assembly was then rotated and finish fabricated over the winter of 2023/24 before being trailered to Workshop X for machining, this taking until June 2024. Enterprise Locomotives carrying out all the work on this conversion from cast to fabricated structure using the design scheme from Barry Nurcombe. The plate thicknesses being deliberately oversized to recreate the weight element of the original design to allow for even weight distribution on the trailing set of driving wheelset to the from driving set. This item is currently stored at Workshop X pending fitment to the main frames.

The next major item commenced were the driving wheels, these being one of the items that define the locomotive and feature visually very prominently. The 6ft 9-inch driving wheel design was briefed out in March 2023 and finished in 3D CAD in April by volunteer David Smith working with General Manager and Chief Engineer Mike Fairburn to the design schemes generated by Barry Nurcombe. After several meetings, it was decided to place the pattern order with General Patterns of Castleford, who also generated the bogie wheel patterns. The availability of the machine router was good and so the patterns were at first cut mid-June 2024 to much online enthusiasm. £9,500 of the £12,500 pattern cost was committed by one of our supporters, the second major contribution and we are very grateful for such generous support. The patterns and wheels being completed in the next reporting period.

The front end of the locomotive frames also progressed with the donor cylinder block being moved early January to the Crofton site for overhaul and adaption to suit GCR 567's frames. The overhaul starting late July.

The locomotive frames were moved to our free family farm outdoor storage site at Lilbourne near Rugby along with brake rigging and the bogie wheelset where they could rest undisturbed for a whilst for the surrounding assemblies and associated components to catch up in terms of completion. The GCRN needed to move these from their existing location on the front apron to support several event formats they needed to plan. The cost of moving them to alternative parts of the site being near equivalent to moving to a more secure site directly under the group's control. This was appreciated by the Great Central Railway, General Manager Malcolm Holmes confirming at the April reunification event that the GCR 567 Locomotive was indeed a core project of the Great Central. Very welcome news after a period of uncertainty.

Fund Raising

With now over 200 active supporters, donations continued strongly with a combination of supporter and component sponsorship. Collectively they have raised £216,859 and a very strong £97,224 available for locomotive expenditure, this even after spending of £9,949 during the reporting period. The group continues to be in a very healthy financial position providing significant options to progress.

The group held a successful supporter day event in October 2023 this was followed by a restart of events with the GCR Reunification event attended in April with significant interest, then the CTL Seal Open Day at Sheffield in April, this being the build location for Hengist and the B17 New Build Locomotives and a growing new build event. The website continues to be maintained by the Chairman Andrew Horrocks-Taylor, who also generated 12 articles in the GCR publications "MainLine" and "Driving Wheels".

We look forward to using the progress we plan over the next 12 months to really accelerate the project. As such we have invested in a marketing giveaway and have bought our way into the "Legendary Locomotive" Top Trump pack, with part of the deal being that we have a five hundred packs with 200 to circulate to our existing supporters as a thank you, plus 300 to incentivise other to join. This incentive being recovered after two months of donation. It also raises the profile of the MSLR/GCR class 2's and specifically No.567.

The management team have done an excellent job in keeping the funding levels high, this supporting the elevated expenditure.

The group raised £17,128, once again increasing from the £16,949 raised in the last financial period (2022/23).

The main approach to administering the collection of funds is unchanged, with all standing orders being set up with the David Clarke Railway Trust and then collected in a reserved fund for The GCR 567 Group. The funds being available to the 567 group on request for defined purposes, either in the form of cheques to key suppliers or via the group's own current account. The DCRT has claimed gift aid on applicable donations on behalf of the group and these amounts have been added to the

reserved fund. As historically most administration problems have occurred with supporters who annually send in cheques this problem has been addressed by moving these across to the group's current account by requesting these be made out in the name of "The GCR 567 Locomotive Group".

We thank the DCRT for their support in administering our numerous direct debits and securing the associated gift aid. It is acknowledged that the association with the DCRT, the main fund-raising organisation for the Great Central Railway, provides confidence and security for many of our supporters.

Resources to staff the Project

The committee for this reporting period are listed below:

Andrew Horrocks-Taylor: Chairman and acting Treasurer [Trustee]

Simon Burton: Programme Manager [Trustee]

Owen O'Conner: Trustee

Mike Fairburn: General Manager / Chief Engineer [Volunteer]

The group is actively recruiting for additional committee / trustees to move the project forward.

Design & Technical File approach has taken a focussed approach. We have design schemes prepared by the now retired Barry Nurcombe for all the locomotive. To generate manufacturing drawings means specific components will have their own individual approaches. For example, the Drag Box schemes were converted into manually drawing drawings that were then digitised and PDFd. The Driving Wheel schemes were made into 3D models by Workshop X based volunteer David Smith working with General Manager and Chief Engineer Mike Fairburn using spoke geometry from several proven sources including GWR locomotives in service. These were then adapted into 3D models by pattern manufacturer General Patterns and used to drive the cutting path of the digital router used to cut the pattern.

The Group's manufacturing team moved to mostly contracted manufacturing work during the reported period. Enterprise Locomotives were the contracted entity for the rear dragbox with other work being prepared for Crofton based contractor Nigel Facer, notably the bogie side plates and horn guides, with work started late July. Mike Fairburn and Andrew Horrocks-Taylor were on the hunt for more donor parts; the Kitson Firebox door being secured very cheaply from the Rutland Rail Museum. The move to mostly contracted work being essential during this period of site transition.

Data Protection

The group is fully compliant with the Data Protection Act 2017 and in May 2017, a privacy notice is issued to all supporters.

Financial Review

Total receipts were £17,128, all from unrestricted funds, £16,404 donated via standing order payments and component sponsorship to the DCRT account in a fund reserved for the GCR 567

Locomotive Group and £535 from annual cheque donations and casual cash or cheque donations including £150 from component sponsorship. The year was again relatively low expenditure with the actual spend achieved being £9,949. This did drive an increase again in cash funds from £90,045 to £97,224. This puts the project in a strong funding position for the next financial period with the driving wheel castings anticipated as a big ticket spend item estimated at £50,000 (pattern plus casting). The continued strong support from all our regular supporters is driving most of the project's income and is greatly appreciated.

The major financial commitment to carry forward at the end of the reporting period is the driving wheel pattern at £12,500, this having a very welcome single supporter pledge to fund £9,500 of these costs. Should this not be forthcoming, the group can meet this plus the driving wheel casting estimated at £38,500 from its general funds. The progression of the Driving Wheels to wheelsets is estimated at a further £60,000 and a driving wheel fund is being set up for these items with specific sponsor packages.

Reserves Policy

The group has very limited overheads in operation. Postage and administration required £250 additional funds assigning. The group will ensure that £400 is retained in the current account at any time in reserves to allow the group to function. The group shall also retain funds to cover any procurement commitments; this year we have the driving wheel pattern at £12,500 and have reserves significantly greater than this amount available at the end of the reporting period.

Volunteers and Supporters

We would like to thank all the volunteers who run and support the group allowing progress to be made towards our goals. Special thanks go to the design team, procurement and manufacturing team lead by Mike Fairburn. We also thank Andrew Horrocks-Taylor, Mike Fairburn, Simon Burton and Owen O'Conner for their organisation of the project and support in the issuing of the procurement packages and review of project strategy and the assessment of risk factors. Finally, special thanks to Dawn Bullock for looking after our supporter base and doing the essential administration for the group.

Our supporters continue to exceed all our expectations with their generous funding. Major components continue to be visible at our supporter days with the frames and wheelsets were on partial display at our Ruddington site until April 2024, with regular newsletters and posts on the website and social media. The plans were reinforced at the supporter day, the locomotive itself and the direction of the project continued to be admired. Sponsorship packages continue to be pulled together with strong support by Dawn and Alan Bullock.

Support incentives are still in place, the first 200 supporters have secured their free seat on the first passenger train to be hauled by No.567. All supporters are also entered into a free quarterly draw for a footplate experience at the GCRN, either on an existing GCRN service locomotive or later when No.567 is constructed. All of the management group have voluntarily removed themselves from the draw. Due to the lack of operation of services at Ruddington during this reporting period, these benefits are deferred. Additional supporter benefits are being added, notable a free to existing and future supporters "Top Trump: Legendary Locomotive pack that should appeal to a younger

generation, whether children or grandchildren. They are also collectors' items that have a market value greater than cost, should they not be consumed, we also have a unique to GCR 567 Card, a Jersey Lilley that should further incentivise signing up as a supporter.

Structure, governance and management

The group has always worked within charity guidelines and operates in accordance with a written constitution that was updated in 2015 when it became a Charitable Incorporated Organisation (CIO). The Charity Commission standard form for Receipts and payments accounts is utilised its integral check formulas.

The Group is officially known as:

The GCR 567 Locomotive Group

Registration Number 1160243

Administrative Information

The Group's prime point of contact is via the e-mail address:

GCR567loco@yahoo.co.uk

Website URL:

www.gcr567loco.co.uk

The group is also active on facebook and "X" (formally known as twitter), search for "GCR567LOCO"

The group has two main locations and several sub-sites.

The Official Address of the group has moved to the Chairman's latest personal address, 20 minutes from the GCRN, 30 minutes from the GCR at Quorn

6, Nowell Close
Radcliffe-on-Trent
Nottingham
NG12 1FE

The Chairman Andrew Horrocks-Taylor is also the main press and publicity contact.

Mob: 0778 9937712

The Group's Main Administration Address is as follows:

The GCR 567 Locomotive Group
c/o Mrs Dawn Bullock
19, Hartridge Walk,
Allesley Park,
Coventy
CV5 9LF

All postal correspondence should be sent to the above address unless notified otherwise.

The Group's Build Address is now split across multiple sites in South Yorkshire (Crofton near Wakefield and Workshop X south of Sheffield) for the reporting period. Large Storage is also at Lilbourne, near Rugby. Deliveries should not be made without the express prior agreement of a member of the management team. We are keeping these sites confidential for security reasons.



GCR 567 Locomotive Group 1160243

Receipts and payments accounts


CC16a

For the period from 01/08/23 To 31/07/24

Section A Receipts and payments

	Unrestricted funds to the nearest £	Restricted funds to the nearest £	Endowment funds to the nearest £	Total funds to the nearest £	Last year to the nearest £
A1 Receipts					
Direct Donations – cash, cheques etc	231	-	-	231	500
Supporter Donations to current account	304	-	-	304	272
Supporter Donations to DCRT 567 account	16,404	-	-	16,404	14,246
Gift Aid collected for DCRT Account	-	-	-	-	-
Component Sponsorship	150	-	-	150	1,931
On Line Donation	38	-	-	38	-
	-	-	-	-	-
	-	-	-	-	-
Sub total (Gross income for AR)	17,128	-	-	17,128	16,949
A2 Asset and investment sales, (see table).					
Nil	-	-	-	-	-
	-	-	-	-	-
Sub total	-	-	-	-	-
Total receipts	17,128	-	-	17,128	16,949
A3 Payments					
Materials (for component construction)	2,687	-	-	2,687	8,156
Marketing Support	2,553	-	-	2,553	-
Admin & Postage	250	-	-	250	-
Facility Hire & Contributions	459	-	-	459	-
Engineering	-	-	-	-	-
Manufacturing	1,176	-	-	1,176	-
Transportation	2,796	-	-	2,796	-
Bank charges	27	-	-	27	-
	-	-	-	-	-
Sub total	9,949	-	-	9,949	8,156
A4 Asset and investment purchases. (see table)					
Connecting Rods	-	-	-	-	-
Cylinder Block	-	-	-	-	-
Sub total	-	-	-	-	-
Total payments	9,949	-	-	9,949	8,156
Net of receipts/(payments)	7,179	-	-	7,179	8,793
A5 Transfers between funds	-	-	-	-	-
A6 Cash funds last year end	90,045	-	-	90,045	81,252
Cash funds this year end	97,224	-	-	97,224	90,045

Section B Statement of assets and liabilities at the end of the period

Categories	Details	Unrestricted funds to nearest £	Restricted funds to nearest £	Endowment funds to nearest £
B1 Cash funds	Bank	7,688		-
	Admin float	23	-	-
	DCRT fund reserved for GCR 567	89,513	-	-
	Total cash funds	97,224	-	-
	(agree balances with receipts and payments account(s))	OK	OK	OK
B2 Other monetary assets	Details	Unrestricted funds to nearest £	Restricted funds to nearest £	Endowment funds to nearest £
	GCR Tender (scrap value)	4,370	-	-
	Cylinder Block (scrap value)	2,000	-	-
	Connecting Rods (scrap value)	800	-	-
	Locomotive Frames (scrap value)	4,370	-	-
	Capstan Lathe (Market Value)	750	-	-
	Bogie Wheelsets (Scrap Value)	6,000	-	-
	Corby Spares (Market Value)	2,925	-	-
B3 Investment assets	Details	Fund to which asset belongs	Cost (optional)	Current value (optional)
	Nil		-	-
			-	-
			-	-
			-	-
B4 Assets retained for the charity's own use	Details	Fund to which asset belongs	Cost (optional)	Current value (optional)
	Nil		-	-
			-	-
			-	-
			-	-
			-	-
			-	-
			-	-
B5 Liabilities	Details	Fund to which liability relates	Amount due (optional)	When due (optional)
			-	
			-	
			-	
			-	
Signed by one or two trustees on behalf of all the trustees		Signature	Print Name	Date of approval
			Andrew Horrocks-Taylor	26-May-25

THE GCR 567 LOCOMOTIVE GROUP

England & Wales - Charity number 1160243

Accounts

2022/23 Reports and Accounts for The GCR 567 Locomotive Group,
6, Nowell Close, Radcliffe-on-Trent, Nottingham NG12 1FE



Aim and Purpose

The GCR 567 Locomotive Group aims to create a working MS&LR / GCR class 2 locomotive (number 567) to be based on the preserved Great Central Railways located in Nottinghamshire and Leicestershire.

Objectives and Activities

The GCR 567 Locomotive Group objectives as a Charitable Incorporated Organisation are:

- (a) To create a working MS&LR / GCR class 2 locomotive (number 567) to be based on the preserved Great Central Railways located in Nottinghamshire and Leicestershire.
- (b) To use the project as an interpretive and educational asset. To explain the engineering and construction of a Victorian steam locomotive,
- (c) To operate the steam locomotive as a working historical exhibit to allow the general public to experience the unique sights, sounds and smells of Victorian / Edwardian train travel.

To support the above objectives, the group will interpret existing data and reference material to establish drawings and technical data that can be used for the manufacture of the locomotive and its components. Procure materials and organise the manufacture of locomotive components and assemble them into an operational locomotive. The group will raise funds to enable these activities and also assemble a supporter base to support the project in financial and volunteer support.

Achievements and Performance

On this 12th anniversary of the project, the group focussed on securing key components, notably the Corby Spares that relate to the Corby class cylinder block 567 are incorporating to the locomotive. Key components secured were two Slide Valve Castings, two Crosshead Castings and two Valve Buckles with Spindles purchased for a market value of £2,925. These around 5 time less than a made from new price. The group also purchased a steam ejector for market value of £3,300.

The good news was that the main workshops of our build location and their machine shop reopened supporting a quick re-start of machining for bogie and main frame components.

Locomotive Build

The locomotive main frames continue to be located on the concrete apron area of the GCRN's Ruddington No.1 workshop. A reminder, the entire component set weighs 4 Tons with the longest side-plates just over 28ft in length and comprises side plates, mid and motion stretcher plus front buffer plate. We were required to pivot the frames to the wall during this period to support crowd

management during the site annual fireworks display. This one movement took an entire day and the largest machine the site had available, reminding our volunteer workforce of the scale of the project, still we got the job done despite the limitations. In separate activities we prepared the footplate and running board brackets plus, using mag mounted equipment, made more general bracket holes in the frames in accordance with what will be the rivet pattern on the stretchers. We also manufactured a set of trestles that would allow an elevated working on the frames and ahead of that on the bogie truck.

With the Ruddington light machine shop reopening, we recommenced the machining of the bogie horn guides taking them to a 70% machined condition throughout the year. We also restarted machining the main horn blocks. As these items has sat for over 2 years, it was good to make strong progress. The bogie items being the priority.

The build location during this period was the GCRN Ruddington, and we thank the GCR and EMRT for providing us with yard space, their support and access to facilities to support the build, as well a storage of 567 components. That saying, the project is more and more looking to other sites for specialist activities. The release of some of the larger machines from Ruddington, such as the large wheel lathe and the large Kearns borer drove a very serious look at alternate sites. Locations identified in South Yorkshire seem to offer the best options. The use of contractors and their labour to be a strong forward direction from the project. Many management meetings were held and serious discussions. A time for the re-setting of strategies and plans relating to where the project will be performed.

Fund Raising

With 160 active supporters, donations continued with a combination of supporter and component sponsorship. Collectively they have raised £199,731 and a very strong £90,045 still available for locomotive expenditure, after an increased £8,156 was spend on locomotive component and material purchase in this period. All monies raised from the supporter base and/or general donation. The group continues to be in a very healthy financial position providing significant options to progress.

The group held a successful supporter day event in October 2022. The website continues to be maintained by the Chairman Andrew Horrocks-Taylor, who also generated 12 articles in the GCR publications "MainLine" and "Driving Wheels". The management team have done an excellent job in keeping the funding levels high, this supporting the elevated expenditure.

The group raised £16,949, once again increasing from the £13,318 raised in the last financial period (2021/22).

The main approach to administering the collection of funds is unchanged, with all standing orders being set up with the David Clarke Railway Trust and then collected in a reserved fund for The GCR 567 Group. The funds being available to the 567 group on request for defined purposes, either in the form of cheques to key suppliers or via the group's own current account. The DCRT has claimed gift aid on applicable donations on behalf of the group and these amounts have been added to the reserved fund. As historically most administration problems have occurred with supporters who

annually send in cheques this problem has been addressed by moving these across to the group's current account by requesting these be made out in the name of "The GCR 567 Locomotive Group".

We thank the DCRT for their support in administering our numerous direct debits and securing the associated gift aid. It is acknowledged that the association with the DCRT, the main fund-raising organisation for the Great Central Railway, provides confidence and security for many of our supporters.

Resources to staff the Project

The committee for this reporting period are listed below:

Andrew Horrocks-Taylor: Chairman and acting Treasurer [Trustee]

Simon Burton: Programme Manager [Trustee]

Owen O'Conner: Trustee

Mike Fairburn: General Manager / Chief Engineer [Volunteer]

The group is actively recruiting for additional committee / trustees to move the project forward.

Phil Sharpe stepped down as trustee in September 2022, after generating the very welcome approval strategy document. We appreciate Phil remains available as a volunteer to support the project as required. Owen O'Conner with his extensive experience of Rail Engineering and machine shop practice agreed to join the list of trustees, a popular addition to the management team.

Volunteer Design / Draughtman Barry Nurcombe retired from his CAD and drawing work in 2022 having supplied digital design schemes for nearly all mechanisms on the locomotive. Mike Fairburn reviewed options for taking these schemes to finalised drawings that could be used in industry. During the reporting period this remained unresolved, subsequent to this time though, this resource gap is steadily being filled. The need for component detail drawings to be generated is particularly strong as no detailed drawings on the GCR Class 2 survived. Ken Harrison also retired from the workshop and we wish him well in his well-earned retirement. Design focus going forward is centred around the components to support the front bogie truck and the Driving Wheels.

The Group's manufacturing team focussed on both in-house machining and component procurement. The main machining resources of Mike Fairburn with the support of Owen O'Conner as the Ruddington machine shop manager. using general industry, with a procurement focus. Mike Fairburn and Andrew Horrocks-Taylor closed out the deal for the Corby Spares. Mike Fairburn located and progressed the purchase of the Steam Ejector. The planning for the major packages was supported by Simon Burton and Andrew Horrocks-Taylor who also engaged with frame drilling and footplate bracket manufacture. The site-based manufacturing team's focus was to utilise the recovered Ruddington machine shop and make demonstratable progress on elements of the frames whilst preparing funds for the industry sourced items going forward.

Data Protection

The group is fully compliant with the Data Protection Act 2017 and in May 2017, issued a privacy notice to all supporters.

Financial Review

Total receipts were £16,949, all from unrestricted funds, £14,246 donated via standing order payments and component sponsorship to the DCRT account in a fund reserved for the GCR 567 Locomotive Group and £2,431 from annual cheque donations and casual cash or cheque donations including £1,931 from component sponsorship. The year was a relatively low expenditure with the actual spend achieved being £8,156. This did though result in a strong increase in cash funds from £81,252 to £90,045. This puts the project in a strong funding position for the next financial period with the anticipated move to funded industry work. The continued strong support from our supporters is greatly appreciated.

There are no major financial commitments to carry forward at the end of the reporting period.

Reserves Policy

The group has very limited overheads in operation. Postage and administration required no additional funds after a £250 allocation in 2021/22. The group will ensure that £400 is retained in the current account at any time in reserves to allow the group to function. The group shall also retain funds to cover any procurement commitments, this year we have no such commitments at the end of the reporting period.

Volunteers and Supporters

We would like to thank all the volunteers who run and support the group allowing progress to be made towards our goals. Special thanks go to the design team, mainly Mike Fairburn and the outgoing Barry Nurcombe, who worked tirelessly on extracting technical details from the 1887 Kitson General Arrangement drawing that are suitable for modern manufacture. Mike Fairburn continued to progress in the manufacture of bogie and main frame components with stronger volunteer support. We thank Andrew Horrocks-Taylor, Mike Fairburn, Simon Burton and Owen O'Conner for their organisation of the project and issuing of the procurement packages. Finally, special thanks to Dawn Bullock for looking after our supporter base and doing the essential administration for the group.

Our supporters continue to exceed all our expectations with their generous funding. The frames and wheelsets were on partial display at our Ruddington site with regular newsletters and posts on the website and social media. The fresh plans were well received at the supporter day, the locomotive itself and the direction of the project continued to be admired. Sponsorship packages continue to be pulled together with strong support by Dawn and Alan Bullock.

Support incentives are still in place, the first 200 supporters have secured their free seat on the first passenger train to be hauled by No.567. All supporters are also entered into a free quarterly draw for a footplate experience at the GCRN, either on an existing GCRN service locomotive or later when No.567 is constructed. All of the management group have voluntarily removed themselves from the

draw. Due to the lack of operation of services at Ruddington, these benefits are deferred. Additional supporter benefits are being assessed.

Structure, governance and management

The group has always worked within charity guidelines and operates in accordance with a written constitution that was updated in 2015 when it became a Charitable Incorporated Organisation (CIO). The Charity Commission standard form for Receipts and payments accounts is utilised its integral check formulas.

The Group is officially known as:

The GCR 567 Locomotive Group

Registration Number 1160243

Administrative Information

The Group's prime point of contact is via the e-mail address:

GCR567loco@yahoo.co.uk

Website URL:

www.gcr567loco.co.uk

The group is also active on facebook and twitter, search for "GCR567LOCO"

The group has three main locations.

The Official Address of the group has moved to the Chairman's latest personal address, 20 minutes from the GCRN, 30 minutes from the GCR at Quorn

6, Nowell Close
Radcliffe-on-Trent
Nottingham
NG12 1FE

The Chairman Andrew Horrocks-Taylor is also the main press and publicity contact.

Mob: 0778 9937712

The Group's Main Administration Address is as follows:

The GCR 567 Locomotive Group
c/o Mrs Dawn Bullock
19, Hartridge Walk,
Allesley Park,
Coventy
CV5 9LF

All postal correspondence should be sent to the above address unless notified otherwise.

The Group's Build Address for the reporting period was as follows. Deliveries should not be made without the express prior agreement of a member of the management team

The GCR 567 Locomotive Group
c/o Nottingham Heritage Railway (GCRN)
Mere Way,
Ruddington,
Nottingham
NG11 6JS

Tel: 0115 940 5705



GCR 567 Locomotive Group 1160243

Receipts and payments accounts


CC16a

For the period from 01/08/22 To 31/07/23

Section A Receipts and payments

	Unrestricted funds to the nearest £	Restricted funds to the nearest £	Endowment funds to the nearest £	Total funds to the nearest £	Last year to the nearest £
A1 Receipts					
Direct Donations – cash, cheques etc	500	-	-	500	900
Supporter Donations to current account	272	-	-	272	100
Supporter Donations to DCRT 567 account	14,246	-	-	14,246	12,228
Gift Aid collected for DCRT Account	-	-	-	-	-
Component Sponsorship	1,931	-	-	1,931	90
	-	-	-	-	-
	-	-	-	-	-
	-	-	-	-	-
Sub total (Gross income for AR)	16,949	-	-	16,949	13,318
A2 Asset and investment sales, (see table).					
Nil	-	-	-	-	-
	-	-	-	-	-
Sub total	-	-	-	-	-
Total receipts	16,949	-	-	16,949	13,318
A3 Payments					
Materials (for component construction)	8,156	-	-	8,156	314
Marketing Support	-	-	-	-	68
Postage	-	-	-	-	100
Admin Materials (printing ink etc)	-	-	-	-	150
Engineering	-	-	-	-	48
Manufacturing	-	-	-	-	110
Bank Charges	-	-	-	-	330
	-	-	-	-	-
	-	-	-	-	-
Sub total	8,156	-	-	8,156	1,120
A4 Asset and investment purchases. (see table)					
Connecting Rods	-	-	-	-	-
Cylinder Block	-	-	-	-	-
Sub total	-	-	-	-	-
Total payments	8,156	-	-	8,156	1,120
Net of receipts/(payments)	8,793	-	-	8,793	12,198
A5 Transfers between funds	-	-	-	-	-
A6 Cash funds last year end	81,252	-	-	81,252	69,054
Cash funds this year end	90,045	-	-	90,045	81,252

Section B Statement of assets and liabilities at the end of the period

Categories	Details	Unrestricted funds to nearest £	Restricted funds to nearest £	Endowment funds to nearest £
B1 Cash funds	Bank	8,383		-
	Admin float	82	-	-
	DCRT fund reserved for GCR 567	81,580	-	-
	Total cash funds	90,045	-	-
	(agree balances with receipts and payments account(s))	OK	OK	OK
B2 Other monetary assets	Details	Unrestricted funds to nearest £	Restricted funds to nearest £	Endowment funds to nearest £
	GCR Tender (scrap value)	4,370	-	-
	Cylinder Block (scrap value)	2,000	-	-
	Connecting Rods (scrap value)	800	-	-
	Locomotive Frames (scrap value)	4,370	-	-
	Capstan Lathe (Market Value)	750	-	-
	Bogie Wheelsets (Scrap Value)	6,000	-	-
	Corby Spares (Market Value)	2,925	-	-
B3 Investment assets	Details	Fund to which asset belongs	Cost (optional)	Current value (optional)
	Nil		-	-
			-	-
			-	-
			-	-
B4 Assets retained for the charity's own use	Details	Fund to which asset belongs	Cost (optional)	Current value (optional)
	Nil		-	-
			-	-
			-	-
			-	-
			-	-
			-	-
			-	-
B5 Liabilities	Details	Fund to which liability relates	Amount due (optional)	When due (optional)
			-	
			-	
			-	
			-	
Signed by one or two trustees on behalf of all the trustees	Signature	Print Name	Date of approval	
		Andrew Horrocks-Taylor	19-May-24	

THE GCR 567 LOCOMOTIVE GROUP

England & Wales - Charity number 1160243

Accounts

2021/22 Reports and Accounts for The GCR 567 Locomotive Group,
1, Newlands Close, Edwalton, Nottingham NG12 4FH



Aim and Purpose

The GCR 567 Locomotive Group aims to create a working MS&LR / GCR class 2 locomotive (number 567) to be based on the preserved Great Central Railways located in Nottinghamshire and Leicestershire.

Objectives and Activities

The GCR 567 Locomotive Group objectives as a Charitable Incorporated Organisation are:

- (a) To create a working MS&LR / GCR class 2 locomotive (number 567) to be based on the preserved Great Central Railways located in Nottinghamshire and Leicestershire.
- (b) To use the project as an interpretive and educational asset. To explain the engineering and construction of a Victorian steam locomotive,
- (c) To operate the steam locomotive as a working historical exhibit to allow the general public to experience the unique sights, sounds and smells of Victorian / Edwardian train travel.

To support the above objectives, the group will interpret existing data and reference material to establish drawings and technical data that can be used for the manufacture of the locomotive and its components. Procure materials and organise the manufacture of locomotive components and assemble them into an operational locomotive. The group will raise funds to enable these activities and also assemble a supporter base to support the project in financial and volunteer support.

Achievements and Performance

On this 11th anniversary of the project, the group focus shifted to supporting the re-opening of the machine shop at our host Ruddington site after COVID and an updated Health & Safety regime. This being further supported by the onboarding of new trustee Owen O'Conner, Machine Shop Manager for the Nottingham Heritage Railway (Formally GCRN). We also focussed on the next drawing/engineering support objectives, especially where items have been already sponsored. Whilst the machine shop failed to open in the reporting period, it has opened subsequently. The project pivoting back to preparing to re-start the in-house produced items, picking up the held jobs from early 2020. The project was significantly replanned with restructuring to contractor managed work as the volunteer base at Ruddington continues to decline. This revised approach should support the level of progress to move the project forward in subsequent years.

Whilst not at the previous year's level, an all-time high. Funds continued to be gifted from our generous supporters with a credible £13,000 raised during the reporting period. With lots of

preparatory actions and revisiting the project justification to our supportive site, expenditure was low. Administration costs rose primarily due to HSBC withdrawing free banking for charities, also introducing more security controls and generally making running a charity more difficult and expensive.

The locomotive was worked upon outside, primarily by the trustees with wheelset and frames receiving crimson top coats and being presented in a more meaningful manner to the public.

Locomotive Build

The locomotive main frames continue to be located on the concrete apron area of the GCRN's Ruddington No.1 workshop. A reminder, the entire component set weighs 4 Tons with the longest side-plates just over 28ft in length and comprises side plates, mid and motion stretcher plus front buffer plate.

Whilst the Ruddington light machine shop was being strongly prepared to restart, this happening just beyond the reporting period. Much work was put in by new trustee Owen O'Conner and the entire management group to bring this key capability back into safe use.

The build location is GCRN/NHR Ruddington, and we thank the GCRN/NHR and EMRT for providing us with yard space, their support and access to facilities to support the build, as well a storage for the rapidly expanding set of 567 components.

Fund Raising

As we achieved our 200th supporter, the supporter donations continued with a combination of supporter and component sponsorship. Collectively they have raised £169,464 and £69,054 still available for locomotive expenditure, after a record breaking £30,584 was spend on locomotive component and material purchase in this period. All monies raised from the supporter base and/or general donation. The group continues to be in a very healthy financial position.

The group restarted the face to AGMs combined with an open day at the Ruddington build base in October 2021. The website continues to be maintained by the Chairman Andrew Horrocks-Taylor, who also generated 12 articles in the GCR publications "MainLine" and "Driving Wheels". Whilst funding was reduced, expenditure was also controlled. The management team have done a good job in adding to their cash funds available, supporting further contracting of work as volunteer labour becomes more scarce.

The group raised £13,319, a creditable amount as the focus shifted to recovering build capability, rather than marketing new items for sponsorship. Last year's £28,724 (2020/21) all-time high being some £10K more than previous years. Total cash funds at the close of the year being a very creditable £81,252 and increase of £12K.

The main approach to administering the collection of funds is unchanged, with all standing orders being set up with the David Clarke Railway Trust and then collected in a reserved fund for The GCR 567 Group. The funds being available to the 567 group on request for defined purposes, either in the form of cheques to key suppliers or via the group's own current account. The DCRT has claimed gift

aid on applicable donations on behalf of the group and these amounts have been added to the reserved fund. As historically most administration problems have occurred with supporters who annually send in cheques this problem has been addressed by moving these across to the group's current account by requesting these be made out in the name of "The GCR 567 Locomotive Group".

We thank the DCRT for their support in administering our numerous direct debits and securing the associated gift aid. It is acknowledged that the association with the DCRT, the main fund-raising organisation for the Great Central Railway, provides confidence and security for many of our supporters.

Resources to staff the Project

The committee for this reporting period are listed below:

Andrew Horrocks-Taylor: Chairman and acting Treasurer

Simon Burton: Programme Manager

Owen O'Conner: Machining Manager (New Trustee)

Mike Fairburn: Chief Engineer, stood down to become GCR 567 Locomotive General Manager

Phil Sharpe: Head of Approvals (stood down, still available to the project)

The group is actively recruiting for additional committee / trustees to move the project forward.

We thank Mike Fairburn for his time as trustee, he steps down to allow more engagement as General Manager. Mike's management is voluntary, this change in status allows that he can take on some funded work, this being subject to fair market value assessments. This being declared, discussed and accepted at the supporter AGM. This arrangement has the full support of all the trustees.

We also thank Phil Sharpe for his time as trustee, his other commitments at the GCR/GCRN/NHR being increasingly not compatible with the time demands of the GCR 567 project as it re-structures. Phil has stated he will continue to support the approvals process. The approval path he generated and documented in report format being of significant value to the project.

We finally welcome Owen O'Conner to the list of trustees, with a strong background in machine shop practice and a key member of the GCRN/NHR management team. His experience and management of the facility are, and will continue to be a significant asset to the management group.

Volunteer Design / Draughtman Barry Nurcombe unfortunately had to step down for health reasons, not before he has populated over 200 drawings with locomotive content ready for review. Options continued to be worked on a drawing-by-drawing basis. We also thank Mark Gooding for his continued modelling of the motion. Ken Harrison also stepped mostly away from the project due to ill health and senior years. The need for component detail drawings to be generated is particularly strong as no detailed drawings on the GCR Class 2 survived. Design focus going forward is centred around the components to support frame assembly, the motion and the front bogie truck. The tender tank drawings being located to a level to support an informed contractor.

The Group's manufacturing team continue to assess the use of general industry, with a procurement and also contracting focus. Mike Fairburn progressing the major packages with support from Simon Burton and Andrew Horrocks-Taylor. The site-based manufacturing team's focus continued to be the support the recovery of the Ruddington machine shop, with GCR 567 Trustee, Owen O'Conner being the key person, with significant support from Mike Fairburn and volunteer Mark Hellebaut.

Data Protection

The group is fully compliant with the Data Protection Act 2017 and in May 2017, issued a privacy notice to all supporters.

Financial Review

Total receipts were £13,3019, all from unrestricted funds, £12,228 donated via standing order payments and component sponsorship to the DCRT account in a fund reserved for the GCR 567 Locomotive Group and £1,090 from annual cheque donations and casual cash or cheque donations including £90 from component sponsorship. The previous year's expenditure of £28,724, a record for the group, fell back with a reduced expenditure this year of £1,121, the manufacture of a significant items, such as the bogie wheelsets in the previous year not able to be repeated. The positive outcome being that cash funds increased from £69,054 to £81,252. This puts the project in a strong funding position for the next financial period. The continued strong support from our supporters is greatly appreciated.

There are no major financial commitments to carry forward at the end of the reporting period.

Reserves Policy

The group has very limited overheads in operation. That saying the Banking fees we applied for the first time at £330. This, plus postage resulting in £430 administration. The group will ensure that £500 is retained in the current account at any time in reserves to allow the group to function. The group shall also retain funds to cover any procurement commitments, this year we have no such commitments at the end of the reporting period.

Volunteers and Supporters

We would like to thank all the volunteers who run and support the group allowing progress to be made towards our goals. Special thanks go to the design team, mainly Mike Fairburn and the retiring Barry Nurcombe, who worked tirelessly on extracting technical details from the 1887 Kitson General Arrangement drawing that are suitable for modern manufacture. Owen O'Conner, Mike Fairburn and the retiring Ken Harrison continued to progress in the manufacture of frame and motion components with stronger volunteer support. We thank Andrew Horrocks-Taylor, Mike Fairburn, Barry Nurcombe, Simon Burton, Owen O'Conner and the outgoing trustee Phil Sharpe for their organisation of the project and readying of the procurement packages. Finally, special thanks to Dawn Bullock for looking after our supporter base and doing the essential administration for the group.

Our supporters continue to, exceed all our expectations with their generous funding. We trust the sight of new wheelsets at the October AGM along with freshly painted frames was a suitable reward. Sponsorship packages continue to be pulled together with strong support by Dawn and Alan Bullock.

Support incentives are still in place, the first 200 supporters have secured their free seat on the first passenger train to be hauled by No.567. All supporters are also entered into a free quarterly draw for a footplate experience at the GCRN, either on an existing GCRN service locomotive or later when No.567 is constructed. All of the management group have voluntarily removed themselves from the draw. Due to the lack of operation of services at Ruddington, these benefits are again deferred.

Structure, governance and management

The group has always worked within charity guidelines and operates in accordance with a written constitution that was updated in 2015 when it became a Charitable Incorporated Organisation (CIO). The Charity Commission standard form for Receipts and payments accounts is utilised its integral check formulas

The Group is officially known as:

The GCR 567 Locomotive Group

Registration Number 1160243

Administrative Information

The Group's prime point of contact is via the e-mail address:

GCR567loco@yahoo.co.uk

Website URL:

www.gcr567loco.co.uk

The group is also active on facebook and twitter, search for "GCR567LOCO"

The group has three main locations.

The Official Address of the group is at the Chairman's personal address, 3 miles from the project's build base at the GCRN/NHR

1, Newlands Close
Edwalton,
Nottingham
NG12 4FH

The Chairman Andrew Horrocks-Taylor is also the main press and publicity contact.
UK Mob: 0778 9937712

The Group's Main Administration Address is as follows:

The GCR 567 Locomotive Group
c/o Mrs Dawn Bullock
19, Hartridge Walk,
Allesley Park,
Coventy
CV5 9LF

All postal correspondence should be sent to the above address unless notified otherwise.

The Group's Build Address is as follows, all component deliveries should be made to this address, but only with prior agreement.

The GCR 567 Locomotive Group
c/o Nottingham Heritage Railway (GCRN)
Mere Way,
Ruddington,
Nottingham
NG11 6JS

Tel: 0115 940 5705



GCR 567 Locomotive Group 1160243

Receipts and payments accounts

For the period from 01/08/21 To 31/07/22

CC16a

Section A Receipts and payments

	Unrestricted funds to the nearest £	Restricted funds to the nearest £	Endowment funds to the nearest £	Total funds to the nearest £	Last year to the nearest £
A1 Receipts					
Direct Donations – cash, cheques etc	900	-	-	900	934
Supporter Donations to current account	100	-	-	100	508
Supporter Donations to DCRT 567 account	12,228	-	-	12,228	21,254
Gift Aid collected for DCRT Account	-	-	-	-	-
Component Sponsorship	90	-	-	90	6,028
	-	-	-	-	-
	-	-	-	-	-
	-	-	-	-	-
Sub total (Gross income for AR)	13,319	-	-	13,319	28,724
A2 Asset and investment sales, (see table).					
Nil	-	-	-	-	-
	-	-	-	-	-
Sub total	-	-	-	-	-
Total receipts	13,319	-	-	13,319	28,724
A3 Payments					
Materials (for component construction)	314	-	-	314	29,039
Marketing Support	68	-	-	68	824
Postage	100	-	-	100	234
Admin Materials (printing ink etc)	150	-	-	150	368
Engineering	48	-	-	48	-
Manufacturing	110	-	-	110	1,545
Bank Charges	330	-	-	330	-
	-	-	-	-	-
	-	-	-	-	-
Sub total	1,121	-	-	1,121	32,010
A4 Asset and investment purchases. (see table)					
Connecting Rods	-	-	-	-	-
Cylinder Block	-	-	-	-	-
Sub total	-	-	-	-	-
Total payments	1,121	-	-	1,121	32,010
Net of receipts/(payments)	12,198	-	-	12,198	- 3,286
A5 Transfers between funds	-	-	-	-	-
A6 Cash funds last year end	69,054	-	-	69,054	69,054
Cash funds this year end	81,252	-	-	81,252	65,768

Section B Statement of assets and liabilities at the end of the period

Categories	Details	Unrestricted funds to nearest £	Restricted funds to nearest £	Endowment funds to nearest £
B1 Cash funds	Bank	8,711		-
	Admin float	280	-	-
	DCRT fund reserved for GCR 567	72,262	-	-
	Total cash funds	81,252	-	-
	(agree balances with receipts and payments account(s))	OK	OK	OK


Categories	Details	Unrestricted funds to nearest £	Restricted funds to nearest £	Endowment funds to nearest £
B2 Other monetary assets	GCR Tender (scrap value)	4,370	-	-
	Cylinder Block (scrap value)	2,000	-	-
	Connecting Rods (scrap value)	800	-	-
	Locomotive Frames (scrap value)	4,370	-	-
	Capstan Lathe (Market Value)	750	-	-
	Bogie Wheelsets (Scrap Value)	6,000	-	-

Categories	Details	Fund to which asset belongs	Cost (optional)	Current value (optional)
B3 Investment assets	Nil		-	-
			-	-
			-	-
			-	-
			-	-

Categories	Details	Fund to which asset belongs	Cost (optional)	Current value (optional)
B4 Assets retained for the charity's own use	Nil		-	-
			-	-
			-	-
			-	-
			-	-
			-	-
			-	-
			-	-
			-	-

Categories	Details	Fund to which liability relates	Amount due (optional)	When due (optional)
B5 Liabilities			-	
			-	
			-	
			-	
			-	

Signed by one or two trustees on behalf of all the trustees

Signature	Print Name	Date of approval
	Andrew Horrocks-Taylor	21-May-23

THE GCR 567 LOCOMOTIVE GROUP

England & Wales - Charity number 1160243

Accounts

2020/21 Reports and Accounts for The GCR 567 Locomotive Group,
1, Newlands Close, Edwalton, Nottingham NG12 4FH



Aim and Purpose

The GCR 567 Locomotive Group aims to create a working MS&LR / GCR class 2 locomotive (number 567) to be based on the preserved Great Central Railways located in Nottinghamshire and Leicestershire.

Objectives and Activities

The GCR 567 Locomotive Group objectives as a Charitable Incorporated Organisation are:

- (a) To create a working MS&LR / GCR class 2 locomotive (number 567) to be based on the preserved Great Central Railways located in Nottinghamshire and Leicestershire.
- (b) To use the project as an interpretive and educational asset. To explain the engineering and construction of a Victorian steam locomotive,
- (c) To operate the steam locomotive as a working historical exhibit to allow the general public to experience the unique sights, sounds and smells of Victorian / Edwardian train travel.

To support the above objectives, the group will interpret existing data and reference material to establish drawings and technical data that can be used for the manufacture of the locomotive and its components. Procure materials and organise the manufacture of locomotive components and assemble them into an operational locomotive. The group will raise funds to enable these activities and also assemble a supporter base to support the project in financial and volunteer support.

Achievements and Performance

On this 10th anniversary of the project, the group focussed on progressing manufacture using general industry. This being partially driven by the constraints of the Covid pandemic and facility access. The main items being completed were the Bogie Truck wheelsets. The wheels were cast, turned, axles manufactured, tyres fitted and wheelsets fully assembled. These iconic items, the first new wheels for a new Great Central Locomotive in over 100 years, being delivered to our build base at Ruddington in the last quarter of our financial year.

The main workshops of our build location and their machine shop continued to be closed for ORR issues. Plans to reopen being progressed. This reinforced the need for the main elements of the 567 project to be kept outside to support limited fair weather working. This area has been fenced off to support a safe environment for the public to view the locomotive whilst it grows in size and scope with more and more major elements being present.

Locomotive Build

The locomotive main frames continue to be located on the concrete apron area of the GCRN's Ruddington No.1 workshop. A reminder, the entire component set weighs 4 Tons with the longest side-plates just over 28ft in length and comprises side plates, mid and motion stretcher plus front buffer plate.

Whilst the Ruddington light machine shop continues to be out of operation, the project work in progress, main and bogie horn guides, was packed and put into the Ruddington main stores. Whilst the volunteers focussed on an adapted workshop layout and the incorporation of the group's now purchased Capstan Lathe. Ready to manufacture the numerous fitted studs required for the project once the update of that area, including new lighting, is concluded.

Bogie Truck wheelsets were the main focus of the project. The pattern was manufactured by General Patterns from 3D CAD using machine routers. This then passed to the Trefoil foundry of Sheffield, who cast the wheels. These were then passed to CMS Ceper of Coalville, who machined the axles, machined the wheel castings, fitted the tyres and then assembled the wheelset. These iconic items, the first new wheels for a new Great Central Locomotive in over 100 years, arriving safely on site at Ruddington 27-March-2021, being put on outdoor display alongside the locomotive frames.

The build location is GCRN/NHR Ruddington, and we thank the GCRN/NHR and EMRT for providing us with yard space, their support and access to facilities to support the build, as well a storage for the rapidly expanding set of 567 components.

Fund Raising

As we achieved our 200th supporter, the supporter donations continued with a combination of supporter and component sponsorship. Collectively they have raised £169,464 and £69,054 still available for locomotive expenditure, after a record breaking £30,584 was spend on locomotive component and material purchase in this period. All monies raised from the supporter base and/or general donation. The group continues to be in a very healthy financial position.

The group held a successful virtual supporter day event in October 2020. The website continues to be maintained by the Chairman Andrew Horrocks-Taylor, who also generated 12 articles in the GCR publications "MainLine" and "Driving Wheels". The group also secured significant additional funding from sponsor packages totalling £6,028, with the iconic bogie wheels driving the interest. The management team have done an excellent job in keeping the funding levels high, this supporting the elevated expenditure.

The group raised a record £28,724, significantly more than the £19,227 raised in the last financial period (2019/20).

The main approach to administering the collection of funds is unchanged, with all standing orders being set up with the David Clarke Railway Trust and then collected in a reserved fund for The GCR 567 Group. The funds being available to the 567 group on request for defined purposes, either in the form of cheques to key suppliers or via the group's own current account. The DCRT has claimed gift

aid on applicable donations on behalf of the group and these amounts have been added to the reserved fund. As historically most administration problems have occurred with supporters who annually send in cheques this problem has been addressed by moving these across to the group's current account by requesting these be made out in the name of "The GCR 567 Locomotive Group".

We thank the DCRT for their support in administering our numerous direct debits and securing the associated gift aid. It is acknowledged that the association with the DCRT, the main fund-raising organisation for the Great Central Railway, provides confidence and security for many of our supporters.

Resources to staff the Project

The committee for this reporting period are listed below:

Andrew Horrocks-Taylor: Chairman and acting Treasurer

Mike Fairburn: Chief Engineer

Simon Burton: Programme Manager

Phil Sharpe: Head of Approvals

The group is actively recruiting for additional committee / trustees to move the project forward.

We were pleased to welcome Phil Sharpe to the list of trustees, with a strong background in locomotive approvals and extensive new build experience this significantly strengthens the management team.

Volunteer Design / Draughtman Barry Nurcombe continued to be the main and most productive design resource with support from Mike Fairburn. Ken Harrison has been limited to his own workshop due to Covid risks, with smaller items manufactured at his own home workshop. The need for component detail drawings to be generated is particularly strong as no detailed drawings on the GCR Class 2 survived. Design focus going forward is centred around the components to support frame assembly, the motion, the front bogie truck and tender tank.

The Group's manufacturing team focussed on using general industry, with a procurement focus. Mike Fairburn progressing the major packages with support from Simon Burton and Andrew Horrocks-Taylor. The site-based manufacturing team's focus was to support the recovery of the Ruddington machine shop, with GCR 567 volunteer, Owen O'Conner taking the lead of that area in turbulent times.

Data Protection

The group is fully compliant with the Data Protection Act 2017 and in May 2017, issued a privacy notice to all supporters.

Financial Review

Total receipts were £28,724, all from unrestricted funds, £21,254 donated via standing order payments and component sponsorship to the DCRT account in a fund reserved for the GCR 567

Locomotive Group and £7,470 from annual cheque donations and casual cash or cheque donations including £6,028 from component sponsorship. The previous year's commitment to significantly increase expenditure was realised with the actual spend achieved being £28,724. The result being that cash funds declined slightly from £72,340 to £69,054. This still putting the project in a strong funding position for the next financial period. The continued strong support from our supporters is greatly appreciated.

There are no major financial commitments to carry forward at the end of the reporting period.

Reserves Policy

The group has very limited overheads in operation. That saying the Postage and administration did increase to £602 in the year, once the purchase price of the new printer is removed this reduced to £302. The group will ensure that £400 is retained in the current account at any time in reserves to allow the group to function. The group shall also retain funds to cover any procurement commitments, this year we have no such commitments at the end of the reporting period.

Volunteers and Supporters

We would like to thank all the volunteers who run and support the group allowing progress to be made towards our goals. Special thanks go to the design team, mainly Mike Fairburn and Barry Nurcombe, who have again worked tirelessly on extracting technical details from the 1887 Kitson General Arrangement drawing that are suitable for modern manufacture. Ken Harrison and Mike Fairburn continue to progress in the manufacture of frame and motion components with stronger volunteer support. We thank Andrew Horrocks-Taylor, Mike Fairburn, Barry Nurcombe, Simon Burton and Phil Sharpe for their organisation of the project and issuing of the procurement packages. Finally, special thanks to Dawn Bullock for looking after our supporter base and doing the essential administration for the group.

Our supporters continue to, exceed all our expectations with their generous funding. We trust the sight of new wheelsets being delivered in the Summer 2021 newsletter was suitable reward. Sponsorship packages continue to be pulled together with strong support by Dawn and Alan Bullock.

Support incentives are still in place, the first 200 supporters have secured their free seat on the first passenger train to be hauled by No.567. All supporters are also entered into a free quarterly draw for a footplate experience at the GCRN, either on an existing GCRN service locomotive or later when No.567 is constructed. All of the management group have voluntarily removed themselves from the draw. Due to the lack of operation of services at Ruddington, these benefits are deferred.

Structure, governance and management

The group has always worked within charity guidelines and operates in accordance with a written constitution that was updated in 2015 when it became a Charitable Incorporated Organisation (CIO). The Charity Commission standard form for Receipts and payments accounts is utilised its integral check formulas

The Group is officially known as:

The GCR 567 Locomotive Group

Registration Number 1160243

Administrative Information

The Group's prime point of contact is via the e-mail address:

GCR567loco@yahoo.co.uk

Website URL:

www.gcr567loco.co.uk

The group is also active on facebook and twitter, search for "GCR567LOCO"

The group has three main locations.

The Official Address of the group has moved to the Chairman's personal address, now he has returned from the US to his property in the UK, 3 miles from the projects build base at the GCRN

1, Newlands Close
Edwalton,
Nottingham
NG12 4FH

The Chairman Andrew Horrocks-Taylor is also the main press and publicity contact.
UK Mob: 0778 9937712

The Group's Main Administration Address is as follows:

The GCR 567 Locomotive Group
c/o Mrs Dawn Bullock
19, Hartridge Walk,
Allesley Park,
Coventy
CV5 9LF

All postal correspondence should be sent to the above address unless notified otherwise.

The Group's Build Address is as follows, all component deliveries should be made to this address, but only with prior agreement.

The GCR 567 Locomotive Group
c/o Nottingham Heritage Railway (GCRN)
Mere Way,
Ruddington,
Nottingham
NG11 6JS

Tel: 0115 940 5705



GCR 567 Locomotive Group 1160243

Receipts and payments accounts
 For the period from 01/08/20 To 31/07/21

CC16a

Section A Receipts and payments

	Unrestricted funds to the nearest £	Restricted funds to the nearest £	Endowment funds to the nearest £	Total funds to the nearest £	Last year to the nearest £
A1 Receipts					
Direct Donations – cash, cheques etc	934	-	-	934	1,250
Supporter Donations to current account	508	-	-	508	558
Supporter Donations to DCRT 567 account	21,254	-	-	21,254	15,179
Gift Aid collected for DCRT Account	-	-	-	-	-
Component Sponsorship	6,028	-	-	6,028	2,240
	-	-	-	-	-
	-	-	-	-	-
	-	-	-	-	-
Sub total (Gross income for AR)	28,724	-	-	28,724	19,227
A2 Asset and investment sales, (see table).					
Nil	-	-	-	-	-
	-	-	-	-	-
Sub total	-	-	-	-	-
Total receipts	28,724	-	-	28,724	19,227
A3 Payments					
Materials (for component construction)	29,039	-	-	29,039	3,948
Marketing Support	824	-	-	824	-
Postage	234	-	-	234	150
Admin Materials (printing ink etc)	368	-	-	368	50
Engineering	-	-	-	-	-
Manufacturing	1,545	-	-	1,545	-
Loan Repayment	-	-	-	-	-
	-	-	-	-	-
	-	-	-	-	-
Sub total	32,010	-	-	32,010	4,148
A4 Asset and investment purchases. (see table)					
Connecting Rods	-	-	-	-	-
Cylinder Block	-	-	-	-	-
Sub total	-	-	-	-	-
Total payments	32,010	-	-	32,010	4,148
Net of receipts/(payments)	- 3,286	-	-	- 3,286	15,079
A5 Transfers between funds	-	-	-	-	-
A6 Cash funds last year end	72,340	-	-	72,340	72,340
Cash funds this year end	69,054	-	-	69,054	87,419

Section B Statement of assets and liabilities at the end of the period

Categories	Details	Unrestricted funds to nearest £	Restricted funds to nearest £	Endowment funds to nearest £
B1 Cash funds	Bank	8,721		-
	Admin float	300	-	-
	DCRT fund reserved for GCR 567	60,034	-	-
	Total cash funds	69,054	-	-
	(agree balances with receipts and payments account(s))	OK	OK	OK


Categories	Details	Unrestricted funds to nearest £	Restricted funds to nearest £	Endowment funds to nearest £
B2 Other monetary assets	GCR Tender (scrap value)	4,370	-	-
	Cylinder Block (scrap value)	2,000	-	-
	Connecting Rods (scrap value)	800	-	-
	Locomotive Frames (scrap value)	4,370	-	-
	Capstan Lathe (Market Value)	750	-	-
	Bogie Wheelsets (Scrap Value)	6,000	-	-

Categories	Details	Fund to which asset belongs	Cost (optional)	Current value (optional)
B3 Investment assets	Nil		-	-
			-	-
			-	-
			-	-
			-	-

Categories	Details	Fund to which asset belongs	Cost (optional)	Current value (optional)
B4 Assets retained for the charity's own use	Nil		-	-
			-	-
			-	-
			-	-
			-	-
			-	-
			-	-
			-	-
			-	-

Categories	Details	Fund to which liability relates	Amount due (optional)	When due (optional)
B5 Liabilities			-	
			-	
			-	
			-	
			-	

Signed by one or two trustees on behalf of all the trustees

Signature	Print Name	Date of approval
	Andrew Horrocks-Taylor	31-May-22