

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

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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
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	-	-
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
		AS- 	Andrew Horrocks-Taylor	31-May-22