

LOWDHAM RAILWAY HERITAGE

England & Wales - Charity number 1163610

Details

Status Registered

Legal form CIO

Registered 2015-09-17

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

Contact

Address Station House
Station Road
Lowdham
Nottingham
NG14 7DU

Phone 07718077584

Email signalbox@lowdhamstation.me.uk

Website facebook.com/lowdhamsignalbox

Activities

Objects: TO PRESERVE AND RESTORE FOR THE BENEFIT OF THE PUBLIC THE HISTORIC VICTORIAN SIGNAL BOX ONCE OPERATIONAL AT LOWDHAM STATION IN NOTTINGHAMSHIRE, TOGETHER WITH THE EQUIPMENT CONTAINED THEREIN, AND TO PROVIDE THE PUBLIC WITH ACCESS TO THE SIGNAL BOX AND OTHER RELEVANT EXHIBITS IN ORDER TO PROVIDE DEMONSTRATIONS OF RAILWAY SIGNALLING HISTORY AND PRACTICE DESIGNED TO EDUCATE AND INFORM THE PUBLIC.

Activities: Lowdham Signal box will be preserved in a way that is accessible to the public, and near to its original location, and in its original context. It will be a hands-on display so visitors can try being a signaller, a job that was almost unchanged from the Victorian era until the 1970s.

Classification

- **How:** Provides Buildings/facilities/open Space
- **What:** Education/training, Environment/conservation/heritage
- **Who:** The General Public/mankind

Geography

- Nottinghamshire

Finances

Period end	Income	Expenditure	Assets	Employees
2025-10-01	£3,069	£3,220	-	-
2024-10-01	£2,213	£2,845	-	-
2023-10-01	£3,803	£2,924	-	-
2022-09-17	£3,710	£3,572	-	-
2021-09-17	£27,122	£32,586	-	-

Trustees

Name	Role	Appointed
DAVID MOORE	Chair	2015-09-17
Alison Glazebrook		2021-03-01
FRANCES MOORE		2015-09-17
JOHN SUTCLIFFE		2015-09-17
PAUL RUSSELL HARRISON		2020-12-29

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Lowdham Railway Heritage

CIO 1163610

Aims

To preserve and restore for the benefit of the public the historic Victorian signal box once operational at Lowdham Station in Nottinghamshire, together with the equipment contained therein, and to provide the public with access to the signal box and other relevant exhibits in order to provide demonstrations of railway signalling history and practice designed to educate and inform the public.

Progress in the Year from Oct 2024 to Sept 2025

Last year we progressed these projects: on-going restoration work, further slow progress on the simulator.

We have had a couple of special-interest groups book private visits. In August we welcomed U3S Chuffers, and a men's group from Gedling Church, and Lowdham Primary School in May.

The year finished with Heritage Open Days, which were very successful as last year. Our normal visitors are either local, or have a railway connection. HODs bring in people from further afield who have an interest in heritage of any variety. Again, we interspersed the open days with a 'signalling gala' with an intensive Monday morning timetable from 1954, made more interesting by the late running of a key train!

We replaced the Up distant lever with an uncut lever, and to fitted a weight bar outside so it feels right. We were given a three-aspect colour light head, similar to that which formed the Down Home and intermediate distant (repeater for the starter) and used to be at the far side of the dual carriageway bridge, so we now have working colour light distant and home signals for the Down Line. We have also made the staircase safer by fitting anti-slip strips on the wooden surfaces. We have a miniature Midland Railway signal which will become signal No. 3, and this will be connected to the frame over the winter.

Progress on the simulation has been slow, but the key development has been to purchase and wire in 16 channel digital I/O boards which are internet connected. One is in the block shelf and the other behind the lever frame. This means that we can use a Windows laptop rather than a Raspberry Pi for control, which will be more compatible with openSignalBox.org. We held a technical conference with speakers from OSB and Reedham Junction, with reps from Armathwaite, Lowdham and Warmley. We proved that the OSB bell module works, and we are expecting to get that hardware in November 2025.

The year included two significant railway anniversaries, the Newark Brake Trials of 1875 (150 years) and the first commercial railway, the Stockton to Darlington which opened in 1825 (200 years). There are two new information boards out on the station platform, and we incorporated information about the two anniversaries into our open day script.

We would like to acknowledge the support we have received from the public, and from the railway community. It has been a real pleasure to welcome visitors to the box, and to bring so much to life. A special joy is when former railwaymen or signalmen visit.

Future projects / progress since year end

There is a lot of work to do on the **simulator project**, although very little further expense.

There is some work to be done on cranks to the lead-out in front of the box,

We are actively pursuing the possibility of licensing the old dock siding from NR/EMR, but no progress has been made in the year.

Eventually, we would like to replace the plastic **gutters and downpipes** with cast iron, although that will be an expensive project requiring grant aid.

Finance

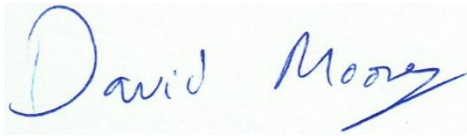
In future years, we expect our running costs to be around £1,000, most of which is insurance, and our income to be mostly visitor donations, with some additional expenditure on paint, maintenance, and minor improvements.

In the year, we spent around £600 on restoration, and £500 on simulator and wiring parts.

As of November 2025, we have almost £700 in the bank and no large foreseen costs, with the insurance for the year already paid.

At the end of the year, Jan Yelland-Sutcliffe resigned from the board of trustees.

Approved by the trustees

A handwritten signature in blue ink that reads "David Moore". The signature is written in a cursive style with a long, sweeping underline.

David Moore, Chair of Trustees

28 October 2025

Accounts for Lowdham Railway Heritage, 2024-2025

Lowdham Railway Heritage was incorporated on 17 Sept 2015.

Income

Gift Aid Donations	750.00	1,587.11
Small Donations	837.11	
Grant for info boards	1,036.00	1,431.60
Tax reclaim	395.60	
Sale of signs etc	50.00	50.00
Total income	3,068.71	

Expenditure

Restoration	574.33	
Simulator parts	570.47	
Vintage parts	179.56	
Running costs	859.48	
Info Boards	1,036.22	
Total Expenditure	3,220.06	

Surplus/Deficit for the year **151.35**

Balance Sheet

Bank at start of year	1,506.69	
Start of year funds (1/10/23)	1,506.69	
Surplus for the year	151.35	
Bank at end of year	1,355.34	
End of year funds (1/10/24)	1,355.34	1,355.34

Current Assets

Total Assets **0.00**

Current Liabilities

Total Liabilities **0.00**

Cash + Assets - Liabilities **1,355.34**

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Lowdham Railway Heritage

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Aims

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Progress in the Year from Oct 2023 to Sept 2024

Last year we progressed these projects: on-going restoration work, erecting the new telegraph pole, replacing the temporary wooden cladding on the lower half of the rear wall, restoring and fitting a pair of gate stops. Further electronics components have been purchased

In the early part of the year, we completed the assembly of the telegraph pole furniture, and arranged supervision from Network Rail to safely erect it in the traditional way, using block and tackle, and lots of muscle, rather than spending money on hiring a Hiab lorry. The telegraph pole really adds to the visual interest of the outside of the box, as telegraph poles with insulators are almost unheard of outside the heritage railway scene.

In the summer, we were offered at a very reasonable price a pair of Midland Railway gate stops and the automatic stop rising mechanism. This is a machine on the floor downstairs that raises the gate stops in the road as the gates approach them to avoid road users tripping over them. The machine and stops were rusted solid, but fully restored to operation in time for the September Heritage Open Days.

Since the year end, we have replaced the **weatherboarding** on the lower back face of the box with proper boards with an overlap. The old boards were available cheaply, and more importantly, quickly, to make the box weatherproof but unfortunately, have since shrunk, leaving gaps.

The box nameboards were dismantled and painted.

We have had a number of special-interest groups book private visits. In May we welcomed Calverton U3A, Pentagon Local History Society, WEA, and Lowdham Primary School. In June, we welcomed the GCR trackside group and Derbyshire Archaeological Society.

The year finished with Heritage Open Days, which were very successful as last year. Our normal visitors are either local, or have a railway connection. HODs bring in people from further afield who have an interest in heritage of any variety. This year, we interspersed the open days with a 'signalling gala' with an intensive Monday morning timetable from 1954, made more interesting by the late running of a key train!

In October, a steam excursion from Birmingham to Lincoln passed Lowdham, and open days to see the train were very popular.

Next year we see two significant railway anniversaries, the Newark Brake Trials of 1875 (150 years) and the first commercial railway, the Stockton to Darlington which opened in 1825 (200 years). There will be two new information boards out on the station platform, and we will try to incorporate information about the two anniversaries into our open day script.

We would like to acknowledge the support we have received from the public, and from the railway community. It has been a real pleasure to welcome visitors to the box, and to bring so much to life. A special joy is when former railwaymen or signalmen visit.

Future projects / progress since year end

There is a lot of work to do on the **simulator project**, although very little further expense.

Also next year, we plan to replace the Up distant lever with an uncut lever, and to fit a weight bar outside so it feels right. We have been promised a three-aspect colour light head, similar to that which formed the Down Home and intermediate distant (repeater for the starter) and used to be at the far side of the dual carriageway bridge.

There is some work to be done on cranks to the lead-out in front of the box,

We have joined a partnership with openSignalBox.org, a group of enthusiasts with signalling, electronics and computing skills aiming to produce a free-to-use toolkit to help create signalling simulations. We now have most of the electronics we will need to make it all work – just a large chunk of time and effort now. Progress on the 3D games software part of the sim has been disappointingly slow.

We are actively pursuing the possibility of licensing the old dock siding from NR/EMR, but no progress has been made in the year.

Eventually, we would like to replace the plastic **gutters and downpipes** with cast iron, although that will be an expensive project requiring grant aid.

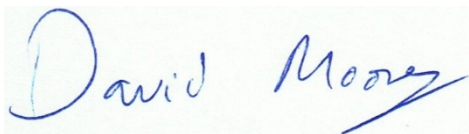
Finance

In future years, we expect our running costs to be around £1,000, most of which is insurance, and our income to be mostly visitor donations, with some additional expenditure on paint, maintenance, and minor improvements.

In the year, we spend around £2,000 on restoration, cladding, telegraph pole parts, simulator parts and the gate stops mechanism, and this brings the big restoration expenditure close to an end.

As of December 2024, we have almost £700 in the bank and no large foreseen costs, with the insurance for the year already paid.

Approved by the trustees

A handwritten signature in blue ink that reads "David Moore". The signature is written in a cursive style with a long, sweeping underline.

David Moore, Chair of Trustees

5 December 2024

Accounts for Lowdham Railway Heritage, 2023-2024

Lowdham Railway Heritage was incorporated on 17 Sept 2015.

Income

Gift Aid Donations	700.00	
Small Donations	1,019.82	
Nochex Donation	38.64	
Tax reclaim	444.53	
Sale of signs etc	10.00	
Total income		2,212.99

Expenditure

Restoration	1,049.68	
Telegraph Pole	150.44	
Simulator parts	488.99	
Vintage parts	305.00	
Running costs	851.24	
Total Expenditure		2,845.35
Deficit for the year		632.36

Balance Sheet

Bank at start of year	2,119.83	
Nochex at start of year	19.22	
Start of year funds (1/10/23)		2,139.05
Surplus for the year		632.36
Bank at end of year	1,506.69	
Nochex at end of year	0.00	
End of year funds (1/10/24)	1,506.69	1,506.69

Current Assets

Total Assets 0.00

Current Liabilities

Total Liabilities 0.00

Cash + Assets - Liabilities **1,506.69**

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Progress in the Year from Sept 2022 to Sept 2023

Last year we focussed on three projects: on-going restoration work, acquisition of computer equipment and electronic components for the simulator to bring the box to life, and we rebuilt the heavy-duty stock fence that once formed an edge of the former cattle dock. We also completed the re-locking of the lever frame, so that it now works as originally designed in 1896.

During this year, the block shelf was rewired with provision for the Pi-based computer board that will drive the block instruments, bells and indicators.

We have been given two relays by David Morris. One has been fitted as a track circuit relay with a wagon on a short length of OO track. This operates the electric lock on signal 12. The other relay is used to drive a starter release lock enabled by a Line Clear on the block. We will imagine that this had been piecemeal upgraded on the LH end of the lever frame but not the right. Although this is unlikely, it provides an opportunity to talk about the progress in railway safety, showing the 'before and after'. In reality, Lowdham was very late in receiving Line Clear locks – well into the 1970s, and definitely not fitted in the 1950s, which we portray. David has modified some original Midland Railway components to manufacture two replica MR electric locks.

The long-term loan of a Midland Railway **gate wheel** has been agreed with the Museum of Making in Derby. It has been moved and installed.

We also have enough pulley wheels and vertical cranks to complete the downrods from the frame to ground level.

We have obtained some parts for a telegraph pole, and these will be fitted near the upstairs door. We have already mocked up the telegraph wires coming in from the pole.

We are actively pursuing the possibility of licensing the old dock siding from NR/EMR.

The year finished with Heritage Open Days, which were very successful last year. Our normal visitors are either local, or have a railway connection. HODs bring in people from further afield who have an interest in heritage of any variety. This year, we interspersed the open days with a 'signalling gala' with an intensive Monday morning timetable from 1954, made more interesting by the late running of a key train!

We would like to express thanks to people who have given objects to us, in particular a quantity of non-Midland block instruments and lamps sold for around £900, and a number of cast iron signs and wagon plates, and which we expect to sell for round £500 in the coming year. We would like to acknowledge the support we have received from the public, and from the railway community. It has been a real pleasure to welcome visitors to the box, and to bring so much to life. A special joy is when former railwaymen or signalmen visit.

The date of the year end has been moved back from 17th Sept to 1st October to allow the Gift Aid claim for Heritage Open Days to be included in the year.

Future projects / progress since year end

There is a lot of work to do on the **simulator project**. Eventually we will need to upgrade the graphics card in the simulator PC, likely to cost £400-500.

Since the year end, we have replaced the **weatherboarding** on the lower back face of the box with proper boards with an overlap. The old boards were available cheaply, and more importantly, quickly, to make the box weatherproof but unfortunately, have since shrunk, leaving gaps.

Network Rail have agreed to supervise the installation of the telegraph pole free-of-charge, and Andrew Goodman of RSS (the contractors who originally moved the box, have also agreed to help, FOC.

We would like to replace the plastic **gutters and downpipes** with cast iron.

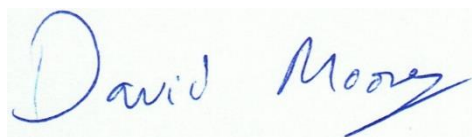
Finance

In future years, we expect our running costs to be around £1,000, most of which is insurance, and our income to be mostly visitor donations, with some additional expenditure on paint, maintenance, and minor improvements.

In the year, we spend around £300 on an intruder alarm, £300 on restoration parts, and £300 on new brass number plates for the levers.

As of December 2023, we have £700 on the bank, £500 of signs, and the cladding paid for.

Approved by the trustees

A handwritten signature in blue ink that reads "David Moore". The signature is written in a cursive style with a long, sweeping underline.

David Moore, Chair of Trustees

5 Feb 2024

Accounts for Lowdham Railway Heritage, 2022-2023

Lowdham Railway Heritage was incorporated on 17 Sept 2015.

Income

Gift Aid Donations	1,660.00	
Small Donations	1,213.29	
Nochex Donation	38.59	
Tax reclaim	761.00	
Sale of signs etc	130.00	
Total income		3,802.88

Expenditure

Restoration	821.81	
Simulator parts	269.65	
Vintage parts	997.28	
Running costs	835.52	
Total Expenditure		2,924.26

Surplus for the year		878.62
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Balance Sheet

Bank at start of year	1,260.01	
Nochex at start of year	0.42	
Start of year funds (17/9/22)		1,260.43
Surplus for the year		878.62
Bank at end of year	2,119.83	
Nochex at end of year	19.22	
End of year funds (1/10/23)	2,139.05	2,139.05

Current Assets

Total Assets	0.00
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Current Liabilities

Total Liabilities	0.00
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Cash + Assets - Liabilities	2,139.05
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Lowdham Railway Heritage

CIO 1163610

Aims

To preserve and restore for the benefit of the public the historic Victorian signal box once operational at Lowdham Station in Nottinghamshire, together with the equipment contained therein, and to provide the public with access to the signal box and other relevant exhibits in order to provide demonstrations of railway signalling history and practice designed to educate and inform the public.

Progress in the Year from Sept 2021

We started the last financial year from Sept 2020 with the big move, with a lot of expense for a small organisation. Then there was the initial restoration making the box weatherproof and fitting a new staircase. We completed the bulk of the restoration in time to open in August 2021.

This financial year was a lot quieter, with our focus on three projects. Firstly, was some on-going restoration work, although this did not incur much expenditure. Secondly, we purchased a fair amount of computer equipment and electronic components with a view to making the simulator to bring the box to life. Finally, we rebuilt the heavy-duty stock fence that once formed an edge of the former cattle dock. We also completed the re-locking of the lever frame, so that it now works as originally designed in 1896.

During the year, the Midland Railway Study Centre drew our attention to a photo collection from the late Nigel Hadlow, which included many previously unpublished images of the Nottingham to Lincoln line. In collaboration with the Friends of Lowdham and Burton Joyce Stations, we produced a series of historical information boards, used them as a special display for the two weekends of Heritage Open Days in September, before the boards went on display at the relevant stations along the line.

We would like to acknowledge the support we have received from the public, and from the railway community. It has been a real pleasure to welcome visitors to the box, and to bring so much to life. A special joy is when former railwaymen or signalmen visit.

Future projects

There is a lot of work to do on the **simulator project**, although very little future expenditure will be needed.

We also anticipate replacing the **weatherboarding** on the lower back face of the box with proper boards with an overlap. The current boards were available cheaply, and more importantly, quickly, to make the box weatherproof but unfortunately, have since shrunk, leaving gaps.

We are still hopeful of obtaining a Midland Railway **gate wheel**.

We would like to replace the plastic **gutters and downpipes** with cast iron.

Finance

In future years, we expect our running costs to be around £1,000, most of which is insurance, and our income to be mostly visitor donations, with some additional expenditure on paint, maintenance, and minor improvements.

Approved by the trustees

David Moore, Chairman of Trustees

Lowdham Railway Heritage Annual Report 2021-2022.docx

Accounts for Lowdham Railway Heritage, 2021-2022

Lowdham Railway Heritage was incorporated on 17 Sept 2015.

Income

Gift Aid Donations	50.00
Small Donations	1,337.00
Nochex Donation	108.26
Tax reclaim	465.09
Sale of signs etc	1,749.77
Total income	3,710.12

NoChex Account

Opening Balance	157.16
Income	108.26
Transfer to Bank	265.00
Closing Balance	0.42

Expenditure

Restoration	1,455.01
Cost of Sales	841.76
Tools	0.00
Vintage parts	0.00
Running costs	702.04
Fence	573.48
Total Expenditure	3,572.29

Surplus for the year

137.83

Balance Sheet

Bank at start of year	965.44
Nochex at start of year	157.16
Start of year funds (17/9/21)	1,122.60
Surplus for the year	137.83
Bank at end of year	1,260.01
Nochex at end of year	0.42
End of year funds (16/9/22)	1,260.43

Current Assets

Dummy Detonators	30.00
Total Assets	30.00

Current Liabilities

Total Liabilities 0.00

Cash + Assets - Liabilities 1,290.43

Fixed Assets (Valued at purchase or scrap value)

Gate Wheel	200.00
Signal	50.00
Chain pulleys	50.00
Ground Frame	100.00
Land	5,900.00
Total Fixed Assets	6,300.00
Fixed Assets written off	6,300.00

Total Value 1,290.43

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TRUSTEES' REPORT FOR THE YEAR ENDED 17 SEPTEMBER 2021

ADMINISTRATIVE INFORMATION

Trustees who served during the year	Alison Glazebrook Paul Harrison David Moore Frances Moore John Sutcliffe Janice Yelland-Sutcliffe	(Appointed: 1 March 2021) (Appointed: 29 December 2020)
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Charity number 1163610

Companies House reference number CE004716
Type of registration Charitable Incorporate Organisation (CIO)

Principal address
Station House
Station Road
Lowdham
Nottingham
NG14 7DU

Independent examiner
Paul Smith
11 Tim Lane
Burton Joyce
Nottingham NG14 5DR

LOWDHAM RAILWAY HERITAGE

TRUSTEES' REPORT FOR THE YEAR ENDED 17 SEPTEMBER 2021

Introduction

The trustees present their report for the year ended 17 September 2021.

The financial statements have been prepared on a cash received and paid basis, in accordance with the charity's governing document and using the exemptions available under the Companies Act 2006 and "Accounting and Reporting by Charities: Statement of Recommended Practice applicable to charities preparing their accounts in accordance with the Financial Reporting Standard applicable in the UK and Republic of Ireland (FRS102)" (as issued in October 2019).

Charitable objective

To preserve and restore for the benefit of the public the historic Victorian signal box once operational at Lowdham station in Nottinghamshire, together with the equipment contained therein, and to provide the public with access to the signal box and other relevant exhibits in order to provide demonstrations of railway signalling history and practice designed to educate and inform the public.

Key objectives

The trustees consider that the key objectives of the charity are to:

- Secure the future of the disused signal box at Lowdham.
- Relocate the signal box to allow public access to it.
- Restore, as far as possible, the signal box to a condition reflecting its use in the late 1950s.
- Allow public access to the signal box and the exhibits contained therein.
- Demonstrate the operation of railway signalling.

Achievements and performance

The year started with the final safety checks required by Network Rail being completed just in time for the booked night for the move of the signal box from its original location on Network Rail land to a new permanent home on 24th October 2020. This was completed successfully, with substantial progress achieved in making the structure weathertight for the winter.

Although we were subject to Covid restrictions to varying degrees throughout the period, our restoration fell into the 'work at commercial premises that cannot be done from home' category. Our volunteers always worked in a well-ventilated and socially distanced way to reduce the impact of the pandemic. We are happy to report that as far as we are aware, no instances of Covid infection occurred as a result of our work.

We spent a lot of time at a local workshop stripping, restoring, oiling, and painting the many window frames for the signal box, and they were all refitted just after Christmas 2020.

The spring of 2021 was taken up with timber restoration. Luckily there was not too much rot, but there was some around a front sill which had previously been replaced with cheap softwood by British Rail. Two of the main exterior beams needed some sections replacing, together with a

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TRUSTEES' REPORT FOR THE YEAR ENDED 17 SEPTEMBER 2021

number of smaller sections of timber repairs. We replaced many of the lower weatherboards, putting as many serviceable originals as possible on the front and ends of the signal box, and using new boards for the back. To get the job done quickly and cheaply we used off-the-shelf boards, with the intention of replacing them in a year or two with properly manufactured ones that will cost about four times as much and have a long lead time. Sadly, the temporary ones have shrunk, and will probably have to be replaced sooner than we had originally anticipated.

The major job of the spring following this work was the design and construction of the staircase. Here, the aim was to build something that would look right, be as true to the original design of the Midland Railway as possible and meet modern building regulations. We took an original Midland Railway drawing and rotated the staircase by 90 degrees so that it would fit within the plot of land available. We then raised the handrail to the height required by Building Control and added an extra intermediate rail. We retained the open structure of the stairs but added extra discreet bars that would meet the regulations. Finally, we beefed up the handrails to cope with the additional traffic of the visiting public when compared to the original specification designed to accommodate just the appointed signalmen with occasional visitors. Overall, we are very happy with the outcome, which has received many compliments.

Once the staircase was complete, the whole signal box needed repainting. As paint was stripped, we found that the original colours from 1896 had a dark brown throughout the interior, and on the external frame. There was a pale yellow on the weatherboarding. We also found many layers of green on the frame, and various shades of cream on the boarding. There was also evidence that the signal box had spent a short while in two-tone grey, probably in the 1950s, before reverting to green and cream. Although the period we have chosen to portray is the 1950s, we decided upon the green and cream colour scheme as that was most popular in a Facebook poll which considered what would look good as well as what was historically authentic. As we were doing this, we decided that the upper cladding needed replacing as the existing cladding had largely rotted at its base. We ordered a quantity of accoya wood, given its durability, and used it to replace most of the back and windward end. We then re-used the best of the original cladding on the front and end that does not get the worst of the prevailing winds.

We rebuilt the lever frame and set about restoring the interior. In choosing to portray the signal box in the 1950s, before the goods yard closed in 1964, we are able to show a variety of signalling equipment, including much of that originally installed, but also some of the piecemeal modernisation that had occurred by that date.

We were very lucky to be given a 1969 photograph of the interior of the signal box on the day of signalman Jack Hammond's retirement, after 46 years of work on the railways without a single day off sick. Significantly, it shows all the equipment on the block shelf, and we have been able to recreate it almost exactly.

We are also fortunate in being given three pieces of equipment originally in use at Lowdham. A block instrument and bell were retained by a former signalman when they were removed in 1973, and following his death over 20 years ago, his family gave them to us. Additionally, a power indicator was kept by the young British Rail employee who removed them in the course of his work, and he gave it to us

LOWDHAM RAILWAY HERITAGE

TRUSTEES' REPORT FOR THE YEAR ENDED 17 SEPTEMBER 2021

Public benefit

We have worked with the East Midlands Railway Station Adopters on a number of projects. The most ambitious so far was events to commemorate the 175th anniversary of the opening of the railway in August 1846. As the progress on the box was such that we would be able to welcome our first visitors in August, we decided to hold a full week of open days for the event, and this was very successful. We had around 300 visitors in the week and found that most were still interested in staying longer after their 30-minute booked slots. Almost everyone said that until then, they had no idea what a signaller did, or that it was such a critical, responsible, and involved job.

Since August 2021, we have continued with interior works – gradually improving the way we simulate the operation of the signal box and connecting up signals outdoors to be operated by the levers, and electrical equipment inside so that it works realistically.

Acknowledgements

We would like to acknowledge the support we have received from the public, and from the railway community. We would also like to thank the band of hard-working volunteers who have jointly given over 1,000 hours of effort to the project during the course of the year, the Covid pandemic notwithstanding.

Financial review

The key features of the year from a financial viewpoint were the significant costs associated with the move of the signal box in October 2020 to its new location and its subsequent restoration.

The grant of £4,000 towards the costs of restoration from The Pilgrim Trust awarded last year was received this year. We also applied for and were awarded a grant for £3,000 from the Garfield Weston Trust, also received this year. Other significant sources of income were Gift Aided donations from a couple of generous supporters (£13,300) and the reclaimed tax on it (£4,700). A further £600 was donated by visitors.

Although the income from sales did not exceed the cost of sales, we ended the year with £750 of stock that was sold early in the next financial year (Nov 2020).

The significant one-off cost this year was that associated with the moving of the signal box. In round figures, this was £16,000 for the physical move (truck and crane hire, contractors, road closure, etc.), and a little over £6,000 for the consultant engineers to plan the move and satisfy Network Rail's requirements. We spent nearly £6,500 on the restoration (which included £750 of vintage parts) and £1,250 on building the new staircase.

For future years, we expect our running costs to be around £1,000, most of which is insurance, and our income to be mostly visitor donations, with some additional expenditure on paint, maintenance, and minor improvements.

LOWDHAM RAILWAY HERITAGE

TRUSTEES' REPORT FOR THE YEAR ENDED 17 SEPTEMBER 2021

Independent Examiner's Report to the Trustees of Lowdham Railway Heritage

I report to the trustees on my examination of the receipts and payments of Lowdham Railway Heritage (the charity) for the year ended 17 September 2021.

Responsibilities and basis of report

As the trustees of the charity (a charitable incorporated organisation), you are responsible for the preparation of the receipts and payments account in accordance with the requirements of the Charities Act 2011 (the 2011 Act).

Having satisfied myself that the charity is not required to draw up full accruals accounts in accordance with the requirements of the Companies Act 2006 (the 2006 Act) and further that the charity is not required to be audited under Part 16 of the 2006 Act but is eligible for independent examination. I report in respect of my examination of the charity's financial statements carried out under section 145 of the Charities act 2011 (the 2011 Act). In carrying out my examination, I have followed all applicable Directions given by the Charity Commission under section 145(5)(b) of the 2011 Act.

Independent examiner's statement

Since the charity's gross income is less than £250,000, your examiner does not need to be a member of a body listed in section 145 of the 2011 Act. However, you have elected to have the financial statements examined by a person qualified by virtue of s145(3) of the 2011 Act. I confirm that I am qualified to undertake the examination because I have relevant knowledge and experience.

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

1. Accounting records were not kept in respect of the charity as required by section 386 of the 2006 Act; or
2. The receipts and payments accounts do not accord with those records; or
3. The receipts and payments accounts do not comply with the requirements of the 2011 Act; or
4. Full accruals based financial statements should have been prepared in accordance with the methods and principles of the Statement of Recommended Practice for accounting and reporting by charities applicable to charities preparing their accounts in accordance with the Financial Reporting Standard applicable in the UK and Republic of Ireland (FRS102).
5. 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 proper understanding of the financial statements to be reached.



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12 April 2022

LOWDHAM RAILWAY HERITAGE

TRUSTEES' REPORT FOR THE YEAR ENDED 17 SEPTEMBER 2021

Receipts and Payments for the year ended 17 September 2021

There are no restrictions placed on any of the funds received by the charity	2021 £	2020 £
Receipts		
Grants	7,000	1,962
Gift aided donations	13,295	5,376
Other donations	607	40
Gift aid tax reclaimed	4,740	-
Sale of cast signs	1,480	-
	<hr/>	<hr/>
	27,122	7,378
Asset and investment sales	<hr/>	<hr/>
	-	-
Total receipts	<hr/>	<hr/>
	27,122	7,378
Payments		
Restoration costs	5,163	3,340
Relocation costs	22,377	-
Cost of cast signs	1,572	-
Tools	640	178
Vintage parts	754	-
Running costs	823	-
Staircase materials	1,257	-
	<hr/>	<hr/>
	32,586	3,518
Asset and investment purchases	<hr/>	<hr/>
	-	-
Total payments	<hr/>	<hr/>
	32,586	3,518
Net (payments)/receipts	(5,464)	3,860
Bank balances brought forward	<hr/>	<hr/>
	6,587	2,727
Bank balances carried forward	<hr/>	<hr/>
	1,122	6,587

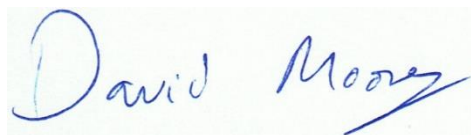
LOWDHAM RAILWAY HERITAGE

TRUSTEES' REPORT FOR THE YEAR ENDED 17 SEPTEMBER 2021

Statement of Assets and Liabilities as at 17 September 2021

	2021	2020
	£	£
Cash funds		
Barclays Bank plc	966	6,567
Nochex	157	20
	<hr/>	<hr/>
	1,123	6,587
	<hr/>	<hr/>
Assets retained for the charity's own use		
Gate wheel	200	200
Signal	50	50
Chain pulleys	50	50
Ground frame	100	100
Land	5,900	5,900
	<hr/>	<hr/>
Total fixed assets	6,300	6,300
	<hr/>	<hr/>
Liabilities	-	-
	<hr/>	<hr/>
Total net assets	7,023	12,887
	<hr/>	<hr/>

Approved by the trustees on 12 April 2022



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Trustee