

HAMPTON & KEMPTON WATERWORKS RAILWAY LIMITED

England & Wales · Charity number 1166913

Details

Other names KEMPTON STEAM RAILWAY

Status Registered

Legal form Charitable company

Company number [08428299](#)

Registered 2016-05-04

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

Contact

Address Little Danes
The Street
Betchworth
Surrey
RH3 7DJ

Phone 01932765328

Email operations@hamptonkemptonrailway.org.uk

Website www.hamptonkemptonrailway.org.uk

Activities

Objects: 4 The charity's objects ('Objects') are specifically restricted to the following: For the public benefit to restore, maintain and operate part of our industrial heritage, the Hampton & Kempton Waterworks Railway, in order to - (1) Advance the education of the public about the engineering achievement and legacy of the water industry serving London and the use of dedicated rail transport to serve that industry. (2) To reconstruct and operate, as a public amenity, on the original trackbed where possible, the former narrow-gauge railway linking the preserved Kempton Park pumping engines and the River Thames at Hampton. (3) To construct a branch of the narrow-gauge railway to the mainline station at Kempton Park thus providing an environmentally friendly public transport link to a wide area of West London and beyond. (4) Provide educational and training facilities to – (a) Those engaged in the restoration and operation of the railway (b) Young persons learning early 20th century engineering skills (c) School children and others studying our industrial heritage (5) Provide environmentally friendly access to ecologically sensitive nature reserves through currently inaccessible Green Belt land.

Activities: Restoration of historic railway

Classification

- **How:** Other Charitable Activities
- **What:** Education/training, Arts/culture/heritage/science, Environment/conservation/heritage, Recreation
- **Who:** Other Charities Or Voluntary Bodies, The General Public/mankind

Geography

- Hounslow
- Richmond Upon Thames
- Surrey

Finances

Period end	Income	Expenditure	Assets	Employees
2024-12-31	£76,719	£73,853	-	-
2023-12-31	£48,125	£58,277	-	-
2022-12-31	£54,271	£51,709	-	-
2021-12-31	£44,395	£29,070	-	-
2020-12-31	£40,636	£32,599	-	-

Trustees

Name	Role	Appointed
Bernard John Chorley		2021-05-12
Colin Patrick Clode		2021-05-12
David Bishop Lewis		2021-05-12
James Castle		2024-04-01
Les Munckton		2024-04-01
Linda Diane Roberts		2022-11-08

HAMPTON & KEMPTON WATERWORKS RAILWAY LIMITED

England & Wales - Charity number 1166913

Accounts

HAMPTON & KEMPTON WATERWORKS RAILWAY LIMITED



FINANCIAL ACCOUNTS AND TRUSTEES' REPORT

YEAR ENDED 31 DECEMBER 2024

Company Number 08428299

Registered Charity Number 1166913

www.hamptonkemptonrailway.org.uk

HAMPTON & KEMPTON WATERWORKS RAILWAY LIMITED

Trustees' report for year ended 31 December 2024

Company Structure, Governance and Management

In the 1990's the disused ex-Metropolitan Water Board steam powered water pumping station at Kempton Park was restored to working order by a charity, the Kempton Great Engines Trust (KGET). Since then it has proved a popular historic tourist attraction. The pumping station is on a long lease from Thames Water, the privatised successor to the Metropolitan Water Board, and is surrounded by Thames Water land which extends as far as Hampton and the Kempton Park main-line station which is adjacent to the race course.

When built in 1928 it was coal fired and fuel was brought up from the Thames at Hampton by an existing narrow-gauge railway. Although the railway was closed and dismantled in the 1940's, significant parts of the original route through Thames Water land remained largely undeveloped, so in 2003 KGET members amongst others decided that restoring the railway to Hampton was feasible and would add considerably to the attraction of the Kempton Park site. The Metropolitan Water Board Railway Society (MWBRs) was formed to progress this project and although independent was strongly supported by the KGET who allowed use of part of their leased land to construct an initial demonstration circuit now called the 'Hanworth Loop'.

This was opened in May 2013 and for legal reasons a limited company, the Hampton & Kempton Waterworks Railway Ltd (HKWR) was set up to construct and operate the line. Charitable status was achieved in 2016 which meant that HKWR Company Directors also became Charity Trustees.

The MWBRs continues as a support organisation and the HKWR trustees have given the society responsibility for all aspects of construction and operation. All work is performed by volunteers, there being no paid staff. The trustees provide oversight and strategic direction to ensure the railway achieves its charitable objectives. To this end they meet regularly with representatives from the MWBRs who report on progress and other matters such as Health and Safety.

As the trustees are also directors, the HKWR being a Limited Company, they are also required to comply with both company and charity law.

The Hanworth Loop

The early acquisition of a steam locomotive on long-term lease from a volunteer meant that most trains could be steam hauled from the opening. This remains the case today and the railway's early popularity was in large part due to the attraction of steam. Although the 'Hanworth Loop' is quite short this does mean that trains can be operated frequently giving many opportunities for volunteers to become fully trained in running a preserved railway.

Since opening more rolling stock has been gradually acquired and the infrastructure has been improved culminating in a Heritage Railway Association award in 2023 for our new carriage shed entirely assembled on site by volunteers.

Like other attractions the railway closed during the Covid epidemic but survived without any government assistance. Since the reopening in 2021 passengers and revenue have recovered and have steadily increased following a decision to concentrate on running popular special events such as 'Halloween Ghost Night' and 'Santa Specials'. Annually, before depreciation, a small operating surplus is produced which is used to maintain and improve the infrastructure.

Building the Mainline

Once the 'Hanworth Loop' was shown to be operating successfully and financially viable, attention turned to the real goal of rebuilding the line to Hampton.

A lease for the proposed route was needed before construction could begin. As the freeholder, Thames Water had already agreed in principle to this. However it was not possible to use all the original formation because parts had been used for various purposes by Thames Water and its predecessors. All this took time since Thames Water needed to ensure that the proposed route would not interfere with their future development plans. Nevertheless significant sections of the original formation were available and a route using as much as possible was agreed with Thames Water and a lease signed in 2018.

Planning including a detailed survey started together with preparations for the various consents required from the three councils involved, Hounslow, Richmond and Spelthorne, together with environmental authorities. The most important of these was the necessity to obtain planning permission from the councils.

Work was brought to a halt during the COVID epidemic and lockdown during which the railway closed for over a year.

Once work restarted it became obvious that parts of the agreed route needed changes because of poor ground conditions. Preliminary discussions with Hounslow Council while positive also revealed that an extended car-park would be needed to satisfy HM Government regulations before planning permission could be granted. Together with the discovery that parts of the leased route had also been previously leased to the Kempton Great Engines Trust meant that changes to the lease would be required.

By the end of 2022 Thames Water had verbally agreed to the route changes requested and to the provision of an area suitable for car parking.

2024 Developments

The current operation based on the 'Hanworth Loop' continued successfully and both turnover and operating surplus increased significantly. However, once again progress on expanding the railway was hampered by the financial difficulties of Thames Water which at the end of the year showed no sign of being resolved.

Work on preparing the complex planning application continued and in the course of this the objectives of the HKWR were reviewed. Originally the objectives of the HKWR were entirely about restoring the narrow gauge railway to Hampton but it has become apparent that a route to Kempton Park (GBR) station would also be feasible

allowing much improved public transport access to the Kempton Park site. It was decided that the planning application would cover this option and that the HKWR objectives should be brought into line. Therefore the objectives were revised and accepted by the Charity Commission and registered with Companies House.. This gives flexibility once construction begins although priorities have not yet been agreed.

On the ground apart from routine operations and maintenance the main activity has been the construction of an extension to the volunteer built ticket office. Once again it was constructed entirely by volunteers from a kit of parts and provides an essential multi-purpose facility for meetings, display and training use.

Outlook for 2025

The planning application will be submitted in early 2025 but because of its complex nature and involvement of three local councils, it is expected that several months will elapse before approval is given.

As there is also no immediate prospect of Thames Water's problems being resolved, it has been decided to increase the attraction of the existing 'Hanworth Loop'. A dual gauge miniature railway is proposed to run in parallel and the first stage is planned to be operation by the middle of 2025.

Trustees

The following served as trustees during 2024

First Elected	Name	Last Elected	Attendance 2024
May 2021	David Lewis	May 2024	8/8
May 2021	Bernard Chorley	September 2023	8/8
May 2021	Colin Clode	September 2023	7/8
June 2014	Robert Leadbetter	September 2023	6/8
March 2013	Nick Reynolds	July 2022	0/3
April 2024	Jim Castle	April 2024	3/5
April 2024	Les Munckton	April 2024	5/5
March 2013	Ray Marie	July 2022	4/8
November 2022	Linda Roberts	November 2022	8/8

A. Eaton acted as Company/Trust secretary throughout the year.

None of the Trustees was paid any remuneration or personal expenses during the year.

Financial Activity

Statement for the period 1 January 2024 to 31 December 2024

	Notes (see	2024	2023
<i>Income</i>			
Incoming resources	1	£45,977	£38,122
Donations & grants	2	£30,742	£10,003
Trading income		£76,719	£48,125
<i>Expenditure</i>			
Trading costs	3	£55,095	£37,674
Depreciation		£18,758	£20,604
Total expenditure		£73,853	£58,277
Balance (income-expenditure)		£2,865	-£10,152
Funds at start of year		£175,590	£185,742
Total at end of year		£178,458	£175,590

Notes to the accounts

		2024	2023
1	Incoming resources		
	Passengers	£44,713	£29,884
	Miscellaneous	£1,264	£8,238
		<u>£45,977</u>	<u>£38,122</u>
2	Donations & grants		
	Grants	£0	£0
	Gift Aid	£2,368	£926
	Donations	£28,374	£9,077
		<u>£30,742</u>	<u>£10,003</u>
3	Costs		
	Estate improvements	£19,180	£1,587
	Events	£1,338	£6,472
	Fuel	£2,809	£2,096
	Insurance	£6,210	£5,248
	Mainline development	£0	£2,308
	Maintenance of coaches	£120	£67
	Maintenance of estates	£634	£325
	Maintenance of locomotives	£343	£3,363
	Maintenance of mobile equipment	£244	£477
	Maintenance of PW	£69	£947
	Maintenance of wagons	£114	
	Management	£383	£1,285
	Membership fees	£637	£170
	Major equipment	£3,858	£0
	New carriage shed	£0	£0
	Operations	£2,700	£2,363
	Promotion	£2,959	£2,367
	Recruitment & retention	£970	£0
	Restoration of coaches	£0	£0
	Restoration of locomotives	£1,250	£740
	Restoration of wagons	£457	£260
	Safety	£250	£736
	Site security	£88	£36
	Ticket office	£8,729	£5,714
	Training	£0	£552
	Site shared costs	£1,335	
	Other	£416	£561
		<u>£55,095</u>	<u>£37,674</u>

Balance Sheet

	2024	2023
Fixed assets and WIP	£94,359	£105,946
Cash in hand and at bank	£75,847	£61,958
Prepayments	£2,995	£2,295
Shop stock	£3,795	£3,382
Debtors	£3,356	£4,399
Gift Aid not yet received	£0	£1,305
Creditors	-£1,897	-£3,695
Total assets at year end	£178,456	£175,590

Reserves Policy

The company is building up reserves of £10,000 for major work on its steam locomotive due in 2029. The reserve currently stands at £7,000 and there is also an operating reserve of a further £8,000.

Employees

There were no paid employees during the year.

Small Companies Exemption

For the financial year ending 31 December 2024, the company was entitled to exemption under Section 477 of the Companies Act relating to small companies. No members have required the Company to have an audit of its accounts for the year in question under section 476 of the Act. The directors acknowledge their responsibility for complying with the requirements of the Act in relation to accounting records and for the preparations of accounts. These accounts have been prepared in accordance with the provisions applicable to companies subject to the small companies regime.

Independent Examiner's Report

I report to the Trustees on my examination of the accounts of the charitable company, the Hampton & Kempton Waterworks Railway Limited, for the year ending 31 December 2024. **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.

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 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 the 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	
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Name	John Morson
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Declarations

The trustees declare that they have approved the trustees' report above.

Signature

Full name Anthony Eaton

Position Company Secretary

Date 10 September 2025

HAMPTON & KEMPTON WATERWORKS RAILWAY LIMITED

England & Wales - Charity number 1166913

Accounts

HAMPTON & KEMPTON WATERWORKS RAILWAY LIMITED



**FINANCIAL ACCOUNTS
AND TRUSTEES' REPORT**

YEAR ENDED 31 DECEMBER 2023

Company Number 08428299

Registered Charity Number 1166913

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HAMPTON & KEMPTON WATERWORKS RAILWAY LIMITED

Trustees' report for year ended 31 December 2023

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This was opened in May 2013 and for legal reasons a limited company, the Hampton & Kempton Waterworks Railway Ltd (HKWR) was set up to construct and operate the line. Charitable status was achieved in 2016 which meant that HKWR Company Directors also became Charity Trustees.

The MWBRs continues as a support organisation and the HKWR trustees have given the society responsibility for all aspects of construction and operation. All work is performed by volunteers, there being no paid staff. The trustees provide oversight and strategic direction to ensure the railway achieves its charitable objectives. To this end they meet regularly with representatives from the MWBRs who report on progress and other matters such as Health and Safety.

As the trustees are also directors, the HKWR being a Limited Company, they are also required to comply with both company and charity law.

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The early acquisition of a steam locomotive on long-term lease from a volunteer meant that most trains could be steam hauled from the opening. This remains the case today and the railway's early popularity was in large part due to the attraction of steam. Although the 'Hanworth Loop' is quite short this does mean that trains can be operated frequently giving many opportunities for volunteers to become fully trained in running a preserved railway.

Since opening more rolling stock has been gradually acquired and the infrastructure has been improved culminating in a Heritage Railway Association award in 2023 for our new carriage shed entirely assembled on site by volunteers.

Like other attractions the railway closed during the Covid epidemic but survived without any government assistance. Since the reopening in 2021 passengers and revenue have recovered and have steadily increased following a decision to concentrate on running popular special events such as 'Halloween Ghost Night' and 'Santa Specials'. Annually, before depreciation, a small operating surplus is produced which is used to maintain and improve the infrastructure.

Building the Mainline

Once the 'Hanworth Loop' was shown to be operating successfully and financially viable, attention turned to the real goal of rebuilding the line to Hampton.

A lease for the proposed route was needed before construction could begin. As the freeholder, Thames Water had already agreed in principle to this. However it was not possible to use all the original formation because parts had been used for various purposes by Thames Water and its predecessors. All this took time since Thames Water needed to ensure that the proposed route would not interfere with their future development plans. Nevertheless significant sections of the original formation were available and a route using as much as possible was agreed with Thames Water and a lease signed in 2018.

Planning including a detailed survey started together with preparations for the various consents required from Hounslow Council and environmental authorities. The most important of these was the necessity to obtain planning permission from the council.

Work was brought to a halt during the COVID epidemic and lockdown during which the railway closed for over a year.

Once work restarted it became obvious that parts of the agreed route needed changes because of poor ground conditions. Preliminary discussions with Hounslow Council while positive also revealed that an extended car-park would be needed to satisfy HM Government regulations before planning permission could be granted. Together with the discovery that parts of the leased route had also been previously leased to the Kempton Great Engines Trust meant that changes to the lease would be required.

By the end of 2022 Thames Water had verbally agreed to the route changes requested and to the provision of an area suitable for car parking.

2023 Developments

The year was marked by the sad and unexpected passing of our Chairman, Michael Hamilton. Michael was instrumental in setting up the Hampton & Kempton Waterworks Railway in 2013 and had also been involved with the KGET from its own inception in 1997. His contribution to both is much appreciated and he will be greatly missed.

David Lewis, an existing trustee and an experienced civil engineer, was elected by the other trustees to be the new chairman of the railway.

Operations on the 'Hanworth Loop' continued successfully with extra capacity being provided after the introduction of an additional coach following extensive refurbishment since its acquisition in 2018. In spite of sharply increased costs during the year a small operating surplus was again achieved.

As far as the mainline is concerned, early optimism of being able to be in a position to start construction in 2024 proved unfounded. A combination of factors prevented this happening but an important factor was Thames Water's serious financial situation. This did not affect routine train operation but the widespread personnel changes following the resignation of their Chief Executive in July 2023, meant that there was no progress made on finalising the verbally agreed lease changes. This had a knock on effect as until these are completed the planning application cannot be submitted to Hounslow Council since they will require exact details of the route and proposed car parking arrangements.

A similar difficulty affected the Kempton Great Engines Trust who are anxious to use a redundant boiler house as part of a proposed museum *extension*.

Outlook for 2024

Operation of the 'Hanworth Loop' is expected to follow a similar pattern as previous years with the emphasis on running a number of special events often in conjunction with the Kempton Great Engines Trust.

It is hoped that progress will be made with Thames Water and to this end it has been agreed with the KGET that we will act jointly in our negotiations with Thames Water.

The KGET and HKWR have always been closely associated but with slightly different objectives. Prompted by our meetings with Thames Water it has been agreed for our two organisations to work together in a slightly more formalised way on areas of mutual interest such as parking. A memorandum of understanding has been agreed between the HKWR and the KGET to aid future discussions.

Both organisations have experienced difficulties in fund raising on their own account and once construction of the main line is authorised the need for funds will increase dramatically. It is apparent that potential major donors will be more likely to make grants to either organisation if the application is within the context of an overall development plan for the Kempton Park site. The same principle applies to attracting increased visitor numbers and it is becoming evident throughout the heritage movement that visitors require more than the basic offering such as a train ride, or viewing pumping engines. In our case the Kempton Park site offers the opportunity to provide an experience that leads to a wider understanding of the vital part played in the supply of clean water since the 19th Century.

Trustees

The following served as trustees during 2023

First Elected	Name	Last Elected	Attendance 2023
March 2013	Michael Hamilton	July 2022	4/4
May 2021	Bernard Chorley	September 2023	6/6

May 2021	Colin Clode	September 2023	4/6
June 2014	Robert Leadbetter	September 2023	4/6
May 2021	David Lewis	May 2021	6/6
March 2013	Ray Marie	July 2022	5/6
March 2013	Nick Reynolds	July 2022	6/6
November 2022	Linda Roberts	November 2022	5/6

A. Eaton acted as Company/Trust secretary throughout the year.

None of the Trustees was paid any remuneration or personal expenses during the year.

Financial Activity

Statement for the period 1 January 2023 to 31 December 2023

	Notes (see	2023	2022
<i>Income</i>			
Incoming resources	1	£38,122	£40,077
Donations & grants	2	£10,003	£14,194
Trading income		£48,125	£54,271
<i>Expenditure</i>			
Trading costs	3	£37,674	£34,077
Depreciation	4	£20,604	£17,632
Total expenditure		£58,277	£51,709
Balance (income-expenditure)		-£10,152	£2,562
Funds at start of year		£185,742	£183,180
Total at end of year		£175,590	£185,742

Notes

		2023	2022
1	Sales		
	Passengers	£29,88	£28,95
	Miscellaneous	£8,238	£11,12
		£38,1	£40,0
		--	--
2	Donations &		
	Grants	£0	£1,250
	Gift Aid	£926	£1,021
	Donations	£9077	£11,92
		£10,0	£14,1
		--	--
3	Costs		
	Estate improvements	£1,587	£424
	Events	£6,472	£5,870
	Fuel	£2,096	£2,457
	Insurance	£5,248	£4,664
	Maintenance of coaches	£67	£41
	Maintenance of estates	£325	£2,894
	Maintenance of locomotives	£3,363	£721
	Maintenance of mobile	£477	£1,227
	Maintenance of PW	£947	£906
	Management	£1,285	£1,399
	Membership fees	£170	£454
	Mobile equipment	£0	£3,174
	New carriage shed	£0	£8,355
	Operations	£2,363	£633
	Promotion	£3,367	£3,396
	Recruitment	£0	£153
	Restoration of coaches	£0	£2,831
	Restoration of locomotives	£740	£48
	Restoration of wagons	£260	£22
	Safety	£736	£2,086
	Site security	£36	£1,162
	Ticket office extension	£5.714	£3,975
	Training	£552	£136
	Donations	£561	£0
		£37,6	£47,0
		--	--
4	Depreciation		
	Track costs will be written off over 10 years, all other assets expected lives. In 2022 WIP was included in the costs		

Balance Sheet

	2023	2022
Fixed assets and WIP	£105,94	£125,605
Cash in hand and at bank	£61,958	£49,648
Prepayments	£2,295	£2,841
Shop stock	£3,382	£3,220
VAT refund due	£4,399	£3,503
Gift Aid claimed	£1,305	£926
Creditors	-£3,695	£0
Total assets at year end	£175,59	£185,742

Reserves Policy

The company is building up reserves of £10,000 for major work on its steam locomotive due in 2029. The reserve currently stands at £7,000 and there is also an operating reserve of a further £8,000.

Employees

There were no paid employees during the year.

Small Companies Exemption

For the financial year ending 31 December 2023, the company was entitled to exemption under Section 477 of the Companies Act relating to small companies. No members have required the Company to have an audit of its accounts for the year in question under section 476 of the Act. The directors acknowledge their responsibility for complying with the requirements of the Act in relation to accounting records and for the preparations of accounts. These accounts have been prepared in accordance with the provisions applicable to companies subject to the small companies regime.

Independent Examiner's Report

I report to the Trustees on my examination of the accounts of the charitable company, the Hampton & Kempton Waterworks Railway Limited, for the year ending 31 December 2023.

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.

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 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 the 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 par 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	
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Name	John Morson
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Declarations

The trustees declare that they have approved the trustees' report above.

Signature

Full name David Bishop Lewis

Position Trust Chairman

Date

HAMPTON & KEMPTON WATERWORKS RAILWAY LIMITED

England & Wales - Charity number 1166913

Accounts

HAMPTON & KEMPTON WATERWORKS RAILWAY LIMITED



**FINANCIAL ACCOUNTS
AND TRUSTEES' REPORT**

YEAR ENDED 31 DECEMBER 2022

Company Number 08428299

Registered Charity Number 1166913

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HAMPTON & KEMPTON WATERWORKS RAILWAY LIMITED

Trustees' report for year ended 31 December 2022

Company Structure, Governance and Management

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Originally it was coal fired and fuel was brought up from the Thames at Hampton by a narrow-gauge railway. Although this had been closed and was dismantled in the 1940's, the original route through what by then was Thames Water land remained largely intact. In 2003 a number of KGET members and others decided that restoring the railway to Hampton was feasible and would add considerably to the attraction of the Kempton Park site. Initially an unincorporated society, the Metropolitan Water Board Railway Society (MWBRSS) was formed to progress this project. Although independent it worked closely with and was supported by the KGET.

Work proceeded over the next few years until it became possible to construct a small demonstration circuit on land already leased from Thames Water by the KGET. This is known as the 'Hanworth Loop' and opened in May 2013. For legal reasons a company limited by guarantee, the Hampton & Kempton Waterworks Railway Ltd (HKWR) was set up to construct and operate the railway. It obtained charitable status in 2016. The MWBRSS continues as an unincorporated support organisation.

The HKWR Trustees have given the MWBRSS responsibility for all aspects of construction and day-to-day operation of the railway which are performed by their volunteers. The Trustees provide oversight and meet bimonthly with representatives from the MWBRSS who report on all aspects of the railway including health and safety.

The Trustees are ultimately responsible for ensuring the railway is run in order to achieve its charitable objectives. As the Trustees are also Directors, the HKWR being a Limited Company, they are also required to comply with Company as well as Charity Law.

Progress since opening in 2013

Once the railway was running and proving successful, attention turned to the objective of restoring the railway on its original formation to Hampton. Thames Water had agreed in principle to this but it was not possible to use all the original formation because parts had been used for various purposes by Thames Water and its predecessors. However significant sections of the original formation were available. The railway opened to the public in May 2013 on a circular operating mainly at weekends initially using one coach and a steam locomotive on loan from the Museum of Steam and Water at Brentford, but later replaced on long-term loan by another locomotive belonging to an MWBRSS volunteer.

Supported by a relatively small number of dedicated volunteers, traffic has gradually increased resulting in a small operating surplus being made for each year of operation which has been reinvested in the railway. The railway did shut down during the Covid epidemic but was able to manage without government assistance because fixed costs are low on a railway that is run entirely by volunteers.

All this took time since Thames Water needed to ensure that the proposed route would not interfere with their future development plans. However, agreement was reached and a lease was signed by HKWR and Thames Water in March 2018.

Recent Developments

A period of consolidation followed the lease agreement with additional rolling stock being acquired and refurbished to cope with the steadily increasing traffic. At the same time work started on obtaining planning permission from Hounslow Council.

All this was brought to a stop by the lockdown in 2019 and the railway was closed for over a year before reopening in June 2021. Luckily as an all volunteer organisation fixed costs are low, and it was possible to survive the crisis financially without having to apply to the Government for any assistance.

Once the epidemic was over work resumed on the planning application which apart from needing the approval of Hounslow Council also has to satisfy various environmental organisations. The Council have been very supportive but have to work within Government guidelines which include making provision for public parking based on the expected number of visitors. Discussions on this issue have been very protracted and have involved not only Thames Water but also Transport for London, who have an interest in one of the proposed locations beneath the elevated A316, as well as the KGET who have their own plans for development.

This matter was unresolved at the end of the financial year at 31st December 2022, but in early 2023 Thames Water offered a lease on land adjacent to railway at Kempton Park.

Also interrupted by the shutdown was the construction of a carriage shed and workshop which enables most rolling stock to be stored under cover and provides a much improved working environment for volunteers working on rolling stock. It was partly financed by a substantial grant from the Hounslow Community Fund but was constructed by volunteers and completed in late 2022.

The successful completion of this project represents a major achievement by volunteers none of whom had been involved in a project of this kind before. The building was entered into the Heritage Railway Association annual awards competition in early 2023 and won the award for best infrastructure development in 2022.

Since reopening in 2021 there has been a steady increase in visitors and the railway continues to produce a small operating surplus each year. Special events such as Christmas and Halloween attract many visitors and provide a significant proportion of revenue.

Outlook for 2023

The offer of the lease of car-parking space by Thames Water in early 2023 removes the last remaining obstacle in the way of applying for planning permission. However although most of the preparation has been done processing the planning application is likely to take several months but it is hoped to start construction in 2024. In the meantime volunteers have been running the existing railway, restoring and repairing rolling-stock, and upgrading the infrastructure, preparing for the start of construction. This has been assisted by grants from local organisations together with donations from members and visitors. It has also been possible to stockpile some materials such as track leaving the railway physically well-prepared for the time when construction can start.

However, the original plan estimated the cost of the extension to Hampton to be about £1.5 Million but since then costs have risen significantly particularly during the last year. Although it is planned to reopen the line to Hampton in stages over a number of years each section will require funding substantially in excess of that raised hitherto.

A high priority for this year will be to expand the fund raising team and to widen fund raising activities including approaching potential corporate sponsors based on an updated and fully costed business plan.

Trustees

The following served as Trustees during 2022 –

M.J.Hamilton (Chairman)	
R.Leadbetter	
D.Lawrie	Resigned 23 March 2022
D.Lewis	
R.Marie	
N.Reynolds	
L.Roberts	Appointed 8 November 2022
S.Webb	Resigned 18 December 2022
B Chorley	
C.Clode	

A. Eaton acted as Company/Trust secretary throughout the year

Statement of financial activity
For the period 1 January 2022 to 31 December 2022

	Notes	2022	2021
<i>Income</i>			
Incoming resources	1	£40,077	£21,748
Donations & grants	2	£14,194	£22,647
Trading income		£54,271	£44,395
<i>Expenditure</i>			
Trading costs	3	£34,077	£15,360
Depreciation	4	£17,632	£13,710
Total expenditure		£51,709	£29,070
Balance (income-expenditure)		£2,562	£15,325
Funds at 1/1/2022		£183,180	£167,855
Total 2022		£185,742	£183,180

Balance sheet

Fixed assets and WIP	£125,605	£130,864
Cash in hand and at bank	£49,648	£46,317
Prepayments	£2,841	£1,755
Shop stock	£3,220	£3,525
VAT refund due	£3,503	£1,088
Gift Aid claimed	£926	-£369
Creditors	£0	£0
Total assets at 31/12/2022	£185,742	£183,180

Notes to the accounts

		2022	2021
1	Donations & grants		
	Grants	£1,250	£11,250
	Gift Aid	£1,021	£1,671
	Donations	£11,923	£9,726
		£14,194	£22,647
2	Sales		
	Passengers	£28,953	£19,854
	Miscellaneous	£11,124	£1,894
		£40,077	£21,748
3	Costs (inc WIP)		
	Estate improvements	£424	£775
	Events	£5,870	£2,259
	Fuel	£2,457	£846
	Insurance	£4,664	£4,452
	Maintenance of coaches	£41	
	Maintenance of estates	£2,894	£1,590
	Maintenance of locomotives	£721	£251
	Maintenance of mobile equipment	£1,227	£377
	Maintenance of PW	£906	
	Management	£1,399	£177
	Membership fees	£454	£230
	Mobile equipment	£3,174	
	New carriage shed	£8,355	£7,545
	Operations	£633	£1,592
	Promotion	£3,396	£1,097
	Recruitment	£153	
	Restoration of coaches	£2,831	£579
	Restoration of locomotives	£48	
	Restoration of wagons	£22	
	Safety	£2,086	£954
	Site security	£1,162	
	Ticket office	£3,975	£1,911
	Training	£136	
		£47,029	£24,634
4	Depreciation		
	Track costs will be written off over 10 years, all other assets over their expected lives		

Reserves Policy

The company is building up reserves of £10,000 for major work on its steam locomotive due in 2029. The reserve currently stands at £7,000 and there is also an operating reserve of a further £7,000.

Employees

There were no paid employees during the year.

Small Companies Exemption

For the financial year ending 31 December 2022, the company was entitled to exemption under Section 477 of the Companies Act relating to small companies. No members have required the Company to have an audit of its accounts for the year in question under section 476 of the Act. The directors acknowledge their responsibility for complying with the requirements of the Act in relation to accounting records and for the preparations of accounts. These accounts have been prepared in accordance with the provisions applicable to companies subject to the small companies regime.

Independent Examiner's Report

I report to the trustees on my examination of the accounts of the above charity ("the Trust") for the year ended 31 December 2022.

Responsibilities and basis of report

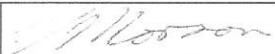
As the charity's trustees, you are responsible for the preparation of the accounts in accordance with the requirements of the Charities Act 2011 ("the Act").

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.

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	10 th July 2023
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Name	John Morson
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Declarations

The trustees declare that they have approved the trustees' report above.

Signature



Full name

Anthony Eaton

Position

Company Secretary

Date

12/7/23

HAMPTON & KEMPTON WATERWORKS RAILWAY LIMITED

England & Wales - Charity number 1166913

Accounts

HAMPTON & KEMPTON WATERWORKS RAILWAY LIMITED



**FINANCIAL ACCOUNTS
AND TRUSTEES' REPORT**

YEAR ENDED 31 DECEMBER 2021

Company Number 08428299

Charity number 1166913

www.hamptonkemptonrailway.org.uk

HAMPTON & KEMPTON WATERWORKS RAILWAY LIMITED

Trustees' report for year ended 31 December 2021

Company Structure, Governance and Management

In the 1990's the disused ex-Metropolitan Water Board steam powered water pumping station at Kempton Park was restored to working order by a charity, the Kempton Great Engines Trust (KGET). Since then it has proved a popular historic tourist attraction.

Originally it was coal fired and fuel was brought up from the Thames at Hampton by a narrow-gauge railway. Although this had been closed and was dismantled in the 1940's, the original route through what by then was Thames Water land remained largely intact. In 2003 a number of KGET members and others decided that restoring the railway to Hampton was feasible and would add considerably to the attraction of the Kempton Park site. Initially an unincorporated society, the Metropolitan Water Board Railway Society (MWBR) was formed to progress this project. Although independent it worked closely with and was supported by the KGET.

Work proceeded over the next few years until it became possible to open a small demonstration circuit in 2013 on land already leased from Thames Water by the KGET. For legal reasons a company limited by guarantee, the Hampton & Kempton Waterworks Railway Ltd (HKWR), registered company 8428899, was set up to build and operate the railway. It applied for and obtained charitable status in 2016.

The HKWR trustees have given the MWBR responsibility for all aspects of construction and operation of the railway which are performed by their volunteers. The trustees provide oversight and meet bimonthly with representatives from the MWBR who report on all aspects of the railway including health and safety.

Trustees

The following served as trustees during 2021 –

M.J.Hamilton (Chairman)	
R.Leadbetter	
R.Marie	
D.Lawrie	
N.Reynolds	
R.Scholefield	Died January 2021.
S.Webb	
B Chorley	Appointed 12 May 2021.
D.Lewis	Appointed 12 May 2021.
C.Clode	Appointed 12 May 2021.

A. Eaton acted as Company/Trust secretary throughout the year.

Sadly, one of the charity's trustees, Dick Scholefield passed away in January. He was a professional Engineer involved with the railway from its start.

The trustees are ultimately responsible for ensuring the railway is run in order to achieve its charitable objectives. As the trustees are also Directors, the HKWR being a Limited Company, they are also required to comply with Company as well as Charity Law.

In order to achieve this the Board of Trustees meets bimonthly with representatives from the MWBRS who report on all aspects of the railway including Health & Safety. The trustees have collective responsibility for decisions made and no trustee has sole control of any aspect of the railway construction or operation. There are no paid employees and no trustee has been reimbursed for any personal expenses during 2021.

Operations in 2021

Since first opening to the public in 2013, the railway had seen a steady increase in the number of passengers. Unfortunately, that came to an end in 2019 because of restrictions put in place as a result of the COVID-19 pandemic. The railway opened again for public operation in June 2021. In the intervening period a considerable amount of development work was undertaken on the railway, for example the construction of a new carriage shed some 20m long by 8m wide. The railway obtained a substantial grant from the Hounslow Community Fund in 2019 for this. A unique feature of the carriage shed is the significantly large pit that will allow engineering work to be carried out underneath locomotives.

Darent, the railway's steam locomotive, returned from a major service in January 2021 with a new boiler but with much work still to do to get it to a fully working condition. That work was completed by May and it is now fully operational.

Objectives for 2022 include the restoration of a fully enclosed coach, a small guards van and at least one tipper wagons. The railway also aims to submit its planning application for the entire stretch of the railway

Statement of financial activities for the period 1 January 2021 to 31 December 2021

	Note	2021	2020
Incoming Resources	2	21,748	50
Donation and Grants	1	22,647	40,586
Trading Income		<u>44,395</u>	<u>40,636</u>
LESS			
Expenditure			
Trading costs	3	15,360	14,845
Depreciation	4	13,710	17,754
		<u>29,070</u>	<u>32,599</u>
Balance, being net resources received in the year		15,325	8,037
Add funds at beginning of year		167,855	159,818
Total funds at 31.12.2021		<u>183,180</u>	<u>167,855</u>

Balance sheet at 31 December 2021

	2021	2020
Fixed assets and work-in progress	130,864	136,450
Cash at bank and in hand	46,317	20,246
Prepayments	1,755	605
Shop stock	3,525	3,467
Gift aid claimed	1,088	1,790
VAT reclaim	-369	5,237
Creditor	0	60
	<u>183,180</u>	<u>167,855</u>
Being unrestricted funds	183,180	167,855

For the financial year ending 31 December 2021, the company was entitled to exemption under Section 477 of the Companies Act relating to small companies. No members have required the Company to have an audit of its accounts for the year in question under section 476 of the Act. The directors acknowledge their responsibility for complying with the requirements of the Act in relation to accounting records and for the preparations of accounts. These accounts have been prepared in accordance with the provisions applicable to companies subject to the small companies regime.

Notes to the accounts

			2021	2020
1	Donations & grants	Grants	11,250	14,000
		Gift Aid	1,671	5,232
		Donations	9,726	20,854
			22,647	40,586
2	Sales	Passengers	19,854	50
		Miscellaneous	1,894	0
			21,748	50
3	Costs	Office	1,062	156
		Sales stock	1,152	
		Planning and surveys	0	2,236
		Insurance	3,405	5,186
		Promotion	1,097	1,229
		VAT unrecovered	0	1,219
		Event costs	2,259	166
		Operations	1,592	1,114
		Fuel	846	638
		Health & Safety	954	1,077
		Engineering	0	759
		Maintenance	2,993	1,065
			15,360	14,845
4	Depreciation	Track costs will be written off over 10 years, all other assets over their expected lives.		

Reserves policy

The charity is building up reserves of £10,000 for major work on its steam locomotive, due in 2029, The reserve currently stands at £6,000. The charity also has an operating reserve of £6,000.

Independent Examiner's Report

I report to the trustees on my examination of the accounts of the above charity ("the Trust") for the year ended 31 December 2021.

Responsibilities and basis of report

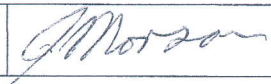
As the charity's trustees, you are responsible for the preparation of the accounts in accordance with the requirements of the Charities Act 2011 ("the Act").

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.

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	13 TH AUGUST 2022
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Name	John Morson
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Declarations

The trustees declare that they have approved the trustees' report above.

Signature 

Full name Michael John Hamilton

Position Chairman

Date 13/9/22

HAMPTON & KEMPTON WATERWORKS RAILWAY LIMITED

England & Wales - Charity number 1166913

Accounts

HAMPTON & KEMPTON WATERWORKS RAILWAY LIMITED



FINANCIAL ACCOUNTS

YEAR ENDED 31st DECEMBER 2020

Company Number 08428299

Charity number 1166913

www.hamptonkemptonrailway.org.uk

HAMPTON & KEMPTON WATERWORKS RAILWAY LIMITED

DIRECTORS REPORT for the year ending 31st December 2020

The Company is a company limited by guarantee and has no shares. It was incorporated on March 4th 2013 and commenced trading on 1st October 2013. Charitable status was granted in 2016.

The President is David Allan Esq

DIRECTORS

The following served as directors during 2020 -

M.J.Hamilton, Chairman

R.Leadbetter

R.Marie,

R.Scholefield ,

D.Lawrie,

N.Reynolds,

S.Webb,

A.Eaton, Secretary

There are no employees.

There are no agreements which might allow directors any personal benefits.

OBJECTS

- Advance the education of the public about the engineering achievement and legacy of the water industry serving London and the use of the dedicated rail transport to serve that industry.
- To reconstruct and operate, as a public amenity, on the original track bed where possible, the former narrow-gauge railway linking the preserved Kempton Park pumping engines and the River Thames at Hampton.
- Provide educational and training facilities to –
Those engaged in the restoration and operation of the railway
Young persons learning early 20th Century engineering skills
School children and others studying our industrial heritage
- Provide environmentally friendly access to ecologically sensitive nature reserves through currently inaccessible Green Belt land.

Achieving these objectives involves cooperation with Thames Water (freeholder and landlord), conservationists, historical societies, schools and other educational organisations. Above all the railway works very closely with the Kempton Steam Museum (www.kemptonsteam.org) to provide a complementary visitor attraction at the same site to the mutual advantage of both charitable organisations.

MANAGEMENT

The trustees are ultimately responsible for ensuring that the railway is run in order to meet its charitable objectives. All work on the railway is performed by volunteers belonging to the Metropolitan Water Board railway Society (MWBRs) which has been given responsibility for all aspects of construction and operation of the railway. The board of trustees meets bimonthly with representatives of the MWBRs who report on all aspects of the railway including Health & Safety and external regulatory matters.

The trustees have collective responsibility for decisions made – no trustee has sole control of any aspect of the railway development or operation.

OPERATIONS DURING 2020

Passenger carrying started in 2013 and having been granted a lease by Thames Water in 2018 to extend the line as far as Hampton, it was expected that 2020 would see further progress towards this goal. However, like many other heritage railways the railway was badly affected by the Corona virus lockdowns and did not open to the public at all during 2020.

Trading income was expected to be about £25,000 for the year but was almost eliminated by the closure. Although an entirely volunteer run railway with no paid staff, there were still significant expenses such as insurance. However the contingency reserve that is maintained was sufficient for the railway to remain solvent without resort to emergency government funding.

Nevertheless, between lockdowns and working under Government guidelines, volunteers continued to work on the railway and made good progress on a number of projects including a new two-road carriage shed that was partly funded by a grant from the Heathrow Community Fund.

The major 10-year overhaul of the steam engine “Darent”, on long-term loan from its volunteer owner, was also completed and it passed its boiler tests ready for use when operations restart. Progress was also made on an additional carriage which will enable increased passenger spacing in order to comply with Government health guidelines when the railway reopens.

MARKETING & PUBLICITY

With no trains being run there has been little to market but newsletters (in electronic form) continued to be produced and distributed to maintain awareness of the railway.

FUTURE PLANS

At the time of preparing of these accounts, April 2021, preparations were in progress to enable the railway to reopen in late June. A considerable amount of work and expense is required to meet Government health

guidelines but there is confidence that these will be achieved. Closure during the early part of the season will affect revenue but traditionally most income has been generated in the second half of the year particularly by the Halloween and Santa events. There is still a lot of uncertainty but if reopening goes ahead as planned it is expected that trading income will be pro-rata about the same as in 2019.

PEOPLE

Throughout the difficult year of 2020 volunteers have remained eager to attend whenever permitted by the often changing Government regulations and lockdowns. It is encouraging that with reopening in prospect most have immediately returned to regular attendance giving confidence that the reopening can happen on schedule.

Sadly, it has to be reported that one of the trustees, Dick Scholefield, passed away in January 2021 after a long illness. He was involved with the railway from its inception and as a professional engineer worked tirelessly on everything to do with locomotives and rolling stock. Without his outstanding contribution the railway would not be in such a secure position today.

FINANCIAL REPORT

During 2020 there was an operating surplus, including donations and before depreciation, of £25,791. Depreciation was £17,754. Capital expenditure was £44,776. No corporation tax is payable.

ACCOUNTS EXAMINATION

In view of the small turnover the directors have decided to use the services of an independent examiner, taking advantage of special exemptions available to small companies, under the Companies Acts. For the year ending 31st December 2020 the company was entitled to exemption from audit under section 477 of the Companies Act 2006 relating to small companies. The members have not required the company to obtain an audit in accordance with section 476 of the Companies Act 2006. The directors acknowledge their responsibility for complying with the requirements of the act with respect to the accounting records and for the preparation of accounts. These accounts have been prepared in accordance with the provisions applicable to companies subject to the Small Companies regime.



N.F.Reynolds, FCA; Trustee.

HAMPTON and KEMPTON WATERWORKS RAILWAY LIMITED

STATEMENT OF FINANCIAL ACTIVITIES, for the year ended 31st December 2020.

Profit and Loss Account in year	notes	2019	2020
INCOMING RESOURCES			
Trading Income	2	19204	50
Donation and Grants	1	17924	40586
Trading Income		<u>37128</u>	<u>40636</u>
less, Expenditure			
Trading costs	3	16715	14845
depreciation	4	17069	17754
		<u>33784</u>	<u>32599</u>
Balance, being NET RESOURCES RECEIVED IN YEAR		3344	8037
add funds at beginning of year		156536	159818
TOTAL FUNDS at end of year		<u>159880</u>	<u>167855</u>
BALANCE SHEET at end of year			
Fixed assets and work-in progress		109498	136450
cash at bank and in hand		44079	20246
prepayments		2093	605
shop stock		3437	3467
gift aid claimed		1170	1790
vat reclaim		0	5237
creditors		-400	60
NET TANGIBLE ASSETS		<u>159877</u>	<u>167855</u>
Represented by unrestricted funds		159877	167855

For the financial year to 31st December 2020, the company was entitled to exemption under Section 477 of the Companies Act relating to small companies. No members have required the Company to have an audit of its accounts for the year in question under section 476 of the Act. The directors acknowledge their responsibility for complying with the requirements of the Act in relation to accounting records and the preparation of accounts. These accounts have been prepared in accordance with the provisions applicable to companies subject to the small companies regime.



M.J.Hamilton Esq
Chairman.

NOTES TO THE ACCOUNTS

		2019	2020
1 Donations	grants from Kempton Great Engines Trust	1100	0
	Other grants	3500	14000
	gift aid	3529	5232
	field rent	500	500
	donations	10575	20854
		<u>19204</u>	<u>40586</u>
2 sales	passengers	17603	50
	shop	321	0
		<u>17924</u>	<u>50</u>
3 costs	office	240	156
	planning and surveys	4348	2236
	insurances incl prior year adjustments.	1892	5186
	promotion	3305	1229
	vat cost unrecovered		1219
	event costs	2442	166
	operations	1398	1114
	fuel	810	638
	health and safety	457	1077
	engineering	1035	759
	maintenance	788	1065
		<u>16715</u>	<u>14845</u>
4 depreciation	track costs are written off over 10 years and all other assets over their expected lives.		

INDEPENDENT EXAMINER'S REPORT

I report to the trustees on my examination of the accounts of the above charitable company for the year ending 31st December 2020. As the 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.

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:

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- 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.



John Morson
33 Lebanon Avenue
Feltham
Middlesex
TW13 6RS