

**HAMPTON & KEMPTON WATERWORKS RAILWAY LIMITED**



**FINANCIAL ACCOUNTS**

**YEAR ENDED 31<sup>st</sup> DECEMBER 2020**

**Company Number 08428299**

**Charity number 1166913**

**[www.hamptonkemptonrailway.org.uk](http://www.hamptonkemptonrailway.org.uk)**

# HAMPTON & KEMPTON WATERWORKS RAILWAY LIMITED

## DIRECTORS REPORT for the year ending 31<sup>st</sup> December 2020

The Company is a company limited by guarantee and has no shares. It was incorporated on March 4<sup>th</sup> 2013 and commenced trading on 1<sup>st</sup> 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 20<sup>th</sup> 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](http://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 31<sup>st</sup> 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
<b>INCOMING RESOURCES</b>			
Trading Income	2	19204	50
Donation and Grants	1	17924	40586
Trading Income		37128	40636
less, Expenditure			
Trading costs	3	16715	14845
depreciation	4	17069	17754
		33784	32599
<b>Balance, being NET RESOURCES RECEIVED IN YEAR</b>		3344	8037
add funds at beginning of year		156536	159818
<b>TOTAL FUNDS at end of year</b>		<b>159880</b>	<b>167855</b>
<b>BALANCE SHEET at end of year</b>			
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
<b>NET TANGIBLE ASSETS</b>		<b>159877</b>	<b>167855</b>
Represented by unrestricted funds		<b>159877</b>	<b>167855</b>

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 31<sup>st</sup> 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:

- 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.



John Morson  
33 Lebanon Avenue  
Feltham  
Middlesex  
TW13 6RS