

NARROW GAUGE SENTINEL RAILCAR PRESERVATION TRUST

England & Wales · Charity number 1179250

Details

Status Registered

Legal form CIO

Registered 2018-07-18

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

Contact

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Activities

Objects: THE PRESERVATION, RESTORATION, EXHIBITION AND OPERATION AND EDUCATION FOR PUBLIC BENEFIT OF SELF-PROPELLED RAILCARS OF HISTORICAL OR ENGINEERING MERIT BUILT IN THE UK AND OPERATED IN ITS FORMER COLONIES, INCLUDING THE DEVELOPMENT AND USE OF SUCH RAILCARS.

Activities: To advance the education of the public in the subject of the industrial past of the Sentinel WagonWorks with specific reference to the development of the Sentinel Railcars and their impact around the Commonwealth. This will be achieved by purchasing, preserving, restoring and displaying running where possible narrow gauge Sentinel railcars as well as providing supporting information.

Classification

- **How:** Provides Buildings/facilities/open Space, Provides Advocacy/advice/information, Acts As An Umbrella Or Resource Body
- **What:** General Charitable Purposes, Education/training, Other Charitable Purposes
- **Who:** The General Public/mankind

Geography

- Throughout England And Wales

Finances

Period end	Income	Expenditure	Assets	Employees
2025-09-30	£15	£5	-	-
2024-09-30	£15	£10	-	-
2023-09-30	£20	£2,060	-	-
2022-09-30	£15	£45	-	-
2021-09-30	£25	£0	-	-
2020-09-30	£1,155	£900	-	-

Trustees

Name	Role	Appointed
HAROLD SIDNEY MICHAEL BILLMORE	Chair	2015-10-03
Dr ANTONY EDWARD THORNDIKE		2018-11-17
KEITH STURGESS		2015-10-03
MICHAEL JOHN YEADON		2015-10-03
SAMUEL GEORGE MARSHALL BILLMORE		2015-10-03

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NGSRPT Trustees Report

2023/24

The trustees continued their efforts to negotiate the sale of the narrow gauge Sentinel railcar from the Sri Lankan Railways.

This was hampered by the death in post of the General Manager of the railways (GMR) and the subsequent election which postponed the appointment of their replacement as it is a political position.

The trustees plan to visit the new GMR when he is in post to further the negotiations.

The trustees also explored alternatives, including supporting the rebuild of the only other item of narrow gauge material made by Sentinel (the locomotive Nutty) or to build a replica railcar.

Narrow Gauge Sentinel Railcar Preservation Trust

Accounts to 30 September 2024

Treasurers report

Trust assets	Year to: 30 Sep 2024	30 Sep 2023
Cash balance (prior year):	£23,007.05	£25,047.05
Member subscriptions plus donations (current year):	£15.00	£20.00
Outgoings (current year):	£10.00	£2060.00
Cash balance (current year):	£23,012.05	£23,007.05

Notes:

- (1) £20,000 of our cash is an interest free loan. The loan will be converted to a donation at the earlier of: (i) the trust claiming Gift Aid on donations; or (ii) the death of the lender.
- (2) The Trust does not hold any assets other than the cash in the bank account.
- (3) The outgoings are bank charges.

Analysis

Current position

The Trust is currently in a good financial position. However, to fulfil the full obligations in the constitution (including restoring the railcar), the trust will need to raise significantly more money.

It is estimated that it will cost between £7,000 and £10,000 to purchase and transport a single Sri Lankan 2'6" gauge railcar back to the UK. Note: it is to be stressed that these values are very much estimates as we have not received an estimate of the asking price from the current railcar owners.

Once a railcar is back in the UK the trust will need to raise an estimated £40,000 per railcar to get it operational.

Therefore, the trust will need to raise significantly more money to purchase, transport and restore one or more of the railcars.

Potential opportunities

This year has seen a return to the low levels of activity for the trust. This likely impacted donations to the trust, due to the limited activity.

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Narrow Gauge Sentinel Railcar Preservation Trust

Accounts to 30 September 2023

Treasurers report

Trust assets	Year to: 30 Sep 2023	30 Sep 2022
Cash balance (prior year):	£25,047.05	£25,077.05
Member subscriptions plus donations (current year):	£20.00	£15.00
Outgoings (current year):	£2,060.00	£45.00
Cash balance (current year):	£23,007.05	£25,047.05

Notes:

- (1) £20,000 of our cash is an interest free loan. The loan will be converted to a donation at the earlier of: (i) the trust claiming Gift Aid on donations; or (ii) the death of the lender.
- (2) The Trust does not hold any assets other than the cash in the bank account.
- (3) £2,000 of outgoings was to pay for the Chairman's trip to Sri Lanka. The remaining outgoings are £5 per month bank charges.

Analysis

Current position

The Trust is currently in a good financial position. However, to fulfil the full obligations in the constitution (including restoring the railcar), the trust will need to raise significantly more money.

It is estimated that it will cost between £7,000 and £10,000 to purchase a single Sri Lankan 2'6" gauge railcar, and an additional £15,000 to £30,000 to transport it back to the UK. Note: it is to be stressed that these values are very much estimates as we have not received an estimate of the asking price from the current railcar owners and shipping costs fluctuate significantly.

Once the railcar is back in the UK the Trust will need to raise an estimated £100,000 to £120,000 to get it operational.

Therefore, the Trust will need to raise significantly more money to purchase, transport and restore one or more of the railcars.

Potential opportunities

This year has seen a return to the low levels of activity for the Trust. This likely impacted donations to the trust, due to the limited activity.

Once the railcar is owned by the Trust we are expecting significantly higher levels of membership fees and donations.

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Report of activities of the Narrow Gauge Sentinel Railcar Preservation Trust for the year up to 30th September 2022

Following the Coronavirus pandemic and the challenging political climate in Sri Lanka, the activities of the Trust picked up significantly with the Chairman visiting Sri Lanka and the submission of a Proposal in Principle to Sri Lankan Railways and the Archaeology Department of the Sri Lankan Government.

The proposal is for the Narrow Gauge Sentinel Railcar Preservation Trust (NGSRPT) to purchase 2 out of use and not required Sentinel Railcars, 2 spare boilers and other associated spare parts, take them to the UK, restore 1 to full working order and use the other as a source of spare parts.

Sri Lankan Railways and the Archaeology Department have received the proposal and have set up a committee for managing the processes and procedures required for the sale of the railcars.

This is a significant step towards fulfilling the goals stated in the constitution.

The small amount of income to the trust has come from donations and the main expenditure has been the cost of the Chairman's trip to Sri Lanka.

Report prepared for the NGSRPT by H. Billmore.

Narrow Gauge Sentinel Railcar Preservation Trust

Accounts to 30 September 2022

Treasurers report

Trust assets	Year to: 30 Sep 2022	30 Sep 2021
Cash balance (prior year):	£25,077.05	£25,052.05
Member subscriptions plus donations (current year):	£15	£25.00
Outgoings (current year):	£45	Nil
Cash balance (current year):	£25,047.05	£25,077.05

Notes:

- (1) £20,000 of our cash is an interest free loan. The loan will be converted to a donation at the earlier of: (i) the trust claiming Gift Aid on donations; or (ii) the death of the lender.
- (2) The Trust does not hold any assets other than the cash in the bank account.
- (3) As at the end of the financial period, the Trust owes Sam Billmore (Treasurer and Trustee) £2,000 as he temporarily covered the costs for Harry Billmore to visit Sri Lanka during July 2022 whilst issues with the Trust's internet banking were resolved.

Analysis

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Once a railcar is back in the UK the trust will need to raise an estimated £40,000 per railcar to get it operational.

Therefore, the trust will need to raise significantly more money to purchase, transport and restore one or more of the railcars.

Potential opportunities

This year has seen an increase in activity following on from the low levels of activity during the COVID-19 pandemic and the political challenges in Sri Lanka. However, this came late in the year and, as such, it was decided not to charge subscription fees to the membership. This likely also impacted donations to the trust, due to the limited activity.

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Report of activities of the Narrow Gauge Sentinel Railcar Preservation Trust for the year up to 30th September 2021

Due to the Coronavirus pandemic, the activities of the Trust were severely limited, we have continued to keep up lines of communication with Sri Lanka Railways using online resources. The trust also took the decision to start researching the appropriate drawings and other resources required to complete the rebuild of the railcar when it is acquired, again due to the pandemic and most research organisations not allowing in person viewing of the archives, this activity has been limited to online resources only.

The income to the trust has come from donations, while there has been no expenditure, this is expected to change dramatically in the following year.

Report prepared for the NGSRPT by H. Billmore.

Narrow Gauge Sentinel Railcar Preservation Trust

Accounts to 30 September 2021

Treasurers report

Trust assets	Year to: 30 Sep 2021	30 Sep 2020
Cash balance (prior year):	£25,052.05	£24,797.05
Member subscriptions plus donations (current year):	£25.00	£1,155.00
Outgoings (current year):	Nil	Nil
Cash balance (current year):	£25,077.05	£25,052.05

Notes:

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Once a railcar is back in the UK the trust will need to raise an estimated £40,000 per railcar to get it operational.

Therefore, the trust will need to raise significantly more money to purchase, transport and restore one or more of the railcars.

Potential opportunities

This year has seen very limited activity due to the COVID-19 pandemic. As such, it was decided not to charge subscription fees to the membership. This likely also impacted donations to the trust, due to the limited activity.

As the COVID-19 pandemic is passing, there will likely be a significant increase in opportunities for the trust.

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Narrow Gauge Sentinel Railcar Preservation Trust

Trustees Report

2019-2020

In January of 2020, after very little communication yet again from the Sri Lankan Railways, the chairman of the trust, Harry Billmore, made a visit to Sri Lanka just before the pandemic hit across the globe.

Harry met the General Manager, who was very positive about the project and requested a complete and definite plan to take to the cabinet for approval, involving an offer of financial and non-financial support for the rebuild of one of their Garrets in return for the railcar. However, before this proposal could be finalised, the pandemic hit and progress slowed dramatically.

Sri Lanka has been hit quite hard by the pandemic and, understandably, their focus has not been on the railcars. Communication has been maintained but, as at the end of the accounting year, the trust does not yet have an agreement in writing.

As the pandemic abates the intention is to increase communication levels. It is likely further visits will be required in order to gain the approval required.

Narrow Gauge Sentinel Railcar Preservation Trust

Accounts to 30 September 2020

Treasurers report

Trust assets	Year to: 30 Sep 2020	30 Sep 2019
Cash balance (prior year):	£24,797.05	£25,404.01
Member subscriptions plus donations (current year):	£1,155.00	£302.82
Outgoings (current year):	(£900.00)	(£909.78)
Cash balance (current year):	£25,052.05	£24,797.05

Notes:

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- (2) The Trust does not hold any assets other than the cash in the bank account.
- (3) The outgoings covered the Chairman's trip to Sri Lanka as approved at the previous AGM.

Analysis

Current position

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Therefore, the trust will need to raise significantly more money to purchase, transport and restore one or more of the railcars.

Potential opportunities

Very little funds have been raised this year. This is likely due to the limited advertising completed by the trust due to negotiations being underway.

It is likely that, once we have a known target and repatriation is looking more likely, further advertising will have a similar effect as in previous years and could significantly increase donations.

It is still unclear whether the 'subscription' approach reminds members about the trust and encourages them to donate, but this may be an area where the trust can develop its approach.