

Hull & Barnsley Railway Stock Fund

REPORT OF THE TRUSTEES TO THE ANNUAL GENERAL MEETING

HELD ON 12TH JULY 2025

The Trustees were very sad to report the death of its Patron, Sir Michael Parkinson. We are pleased report that Alan Whitehouse has agreed to take on this role. His support and assistance is much appreciated!

The year 2024 was one in which the Association made significant progress though some projects also “ran into the buffers”. The major development in the year was the receipt in January of a legacy of £125,179.99 from the estate of our late member John Boddy. John had sustained the Association through some of its most difficult years, for which we owe him a debt of thanks. His gift opens the door for us to move forward with the restoration of some at least of our stock assets.

There has been a recognition that we can only get our stock “back on the rails” with assistance from outside contractors with the appropriate machinery, equipment and skills. We are an “orphan” organisation that we have no permanent home. Restoration requires premises, equipment and suitable facilities, none of which we own. John’s legacy, together with funds accumulated over the years, are now being put to good use.

The other good news is that we have a home for our stock – at least for 2 years but most probably more long term – on the North York Moors Railway. We are grateful to the NYMR for their assistance.

We also recognise that our overall financial resources are not sufficient to complete restoration of all our stock. We will need additional funding, but more or that later! Accepting this to be the case, we are prioritising restoration. First in line is our Coach number 1, dating back to 1884, and being a 3-compartment brake 3rd. This was acquired as a coach body but is to be mounted on an underframe to enable it to be restored to a running condition. It had latterly been located at Hull College (of which more below!) but has now been moved to the Ffestiniog and Welsh Highland Railway for the underframe to be amended and various works to both the underframe and bodywork undertaken – works we have not the facility or skill to undertake. The estimated price is £45,300 but plus the

dreaded VAT which we cannot (at least at present) recover. Work is expected to start in the near future with a potential for completion by the end of September. We have invited the contractor to provide a price for additional work but have yet to hear in reply. When this work is complete No 1 will find a home at the NYMR in the Carriage Stable. This unit will then be priority 1 with a view to full restoration in 2026. There are possible uses on the NYMR for this Coach which is of considerable historic interest.

Next in line for complete restoration is Coach 40. Volunteer work on this has been ongoing throughout the year at the Carriage Stable. We are currently having an assessment made on the likely cost of restoration including those works that will need to be contracted out. Once we have a programme of works and full costing we can assess whether our resources will be sufficient or whether we seek external funding. The latter is in any event something we wish to explore.

There remains Coach 58, Van 2, the CCT and PMV. The anticipated order of play is yet to be decided. All are currently on the NYMR, No 58 having only recently been relocated there from Hull College. Of these, it is only No 58 that is likely to be a candidate for passenger carrying service. The others are more likely to be museum pieces.

We also have our 2 open wagons, number 577 and 3697, located in and effectively an integral part of the tearoom at Goathland station. We recently entered into an agreement with NYMR for these wagons to remain on their track for a further period of 5 years.

As a separate issue, this year has seen the completion of the relocation of the former Sprotborough signal box to the Yorkshire Wolds Railway at Fimber, where it will in due course be put into operational use. The transport and rebuilding of the Box has been a joint venture with the YWR, our team being led by Allan Halman and Peter Cox with assistance from others – and in particular Peter Sargieson. The remaining work to put the box into operational use is for the YWR. We have therefore completed this project! Most funding for this has been by the YWR but also the work required was something they are our volunteers were able to address.

I mentioned earlier that some projects had “hit the buffers”. Specifically, our joint venture with Hull College has had to be terminated. The original concept was that we would locate Coach 1 and 58 at the College where their restoration would be undertaken in part by students under college supervision. This fell foul of Covid. The College was out of action and those College members driving the project moved on. There was mutual recognition that things had changed. The College arranged and paid for

the transport of No 58 to the NYMR who kindly agreed to hold it in storage pending our being able to start renovation.

We also had ambitions to engage the workshop at Hull Prison in the manufacture of sectors of work (such as seat bases and the like) but this has not moved forward. Staff pressure of work is largely to blame for this.

The end result is that funds in hand, a core of volunteers working at Pickering on a regular basis at an indoor location with good facilities. Funds will not stretch meet us fulfilling all our objectives and the next phase will be to seek external sources and/or sponsorship.

Malcolm Grassam

**HULL & BARNSELY RAILWAY STOCK FUND
INCOME AND EXPENDITURE ACCOUNT
FOR THE YEAR ENDED 31st December 2024**

	2024	2024	2023	2023
INCOME				
Subscriptions and Donations		2,907.32		3,654.08
Legacy and Bequests		125,179.99		
Grants		500.00		4,000.00
Net interest received		797.83		50.08
Sales of Scrap		645.98		823.75
		130,031.12		8,527.91
EXPENDITURE				
Materials and equipment	2,866.55		6,745.16	
Heritage Railway Association	90.00		204.00	
Postage and Stationery	257.25		242.46	
Spotbrough Box materials Funds Off	303.89			
Sundries/transportation veh no1	12,508.06			
insurance premium	552.32		526.20	
		16,578.07		7,717.82
Surplus for the year		113,453.05		810.09
SALES SECTION				
Sales	98.00		141.00	
Selling expences	-27.00		-16.00	
Postage & printing Newsletter	-100.00		-145.00	
		-29.00		-20.00
Gross/net interest received				
Donations Received				
Miscellaneous receipts				
		113,424.05		790.09

All in all a good year for the group with the early receipt of the bequest from our late member John Boddy. Although we are now in a good financial position, we have a lot of expenditure coming up with the conversion of the PMV underframe for number 1 our four wheeled brake which is with the Ffestiniog for conversion. On top of this there will be expenditure on vehicle 40 going forward. John Wrigley is still finding things to sell and continue's with a steady flow of income. Well done John. Thank you for your efforts. Partly because of the bequest and interest rates in general the interest earned has increased during the period. This income will reduce over time. Lets hope we can continue with a good position going forward.

Peter Gregory
Treasurer

Hull and Barnsley Railway Stock Fund
Balance Sheet
as at 31st December 2024

	2024	2023
Current Assets		
Bank - Lloyds Current	4,760.39	26,801.28
Bank - Lloyds Savings	66,539.50	4,850.60
Fixed Deposit	75,000.00	
Bank Coach 58	0.00	891.07
Bank - Sales officer	122.70	41.70
Cash in Hand treasurer	3.56	3.56
Cash in Hand Membership Sec	20.28	20.28
Cash in hand Sales officer	16.55	126.55
Cash in hand Publicity and Fundraising Officer	0.00	303.89
	146,462.98	33,038.93
Current Liabilities		
	0.00	0.00
Creditors and Accruals		
	0.00	0.00
Net Liabilities		
£	<u>146,462.98</u>	<u>33,038.93</u>
Financed By		
Accumulated Fund		
at 31st December 2023	28,485.43	27,695.34
Surplus for the year	113,424.05	790.09
	141,909.48	28,485.43
FABRIC FUND		
	2678.50	2,678.50
LUGGAGE BRACKET FUND		
	1875.00	1,875.00
	<u>146,462.98</u>	<u>33,038.93</u>

INDEPENDENT EXAMINERS REPORT

I the undersigned have been appointed as Independent examiner for the Hull and Barnsley Railway Stock Fund, have examined the accounts, comprising the Balance Sheet Income and Expenditure Account and relevant notes, and find them to be in accordance with the books, records and information supplied.


MN Lawn

Independent examiners report to the trustees of Hull and Barnsley Railway Stock Fund
I report to the trustees on my examination of the accounts of the Hull and Barnsley Railway Stock Fund (the Trust) for the year ended 31 December 2024.

Responsibilities and basis of report

As the charity trustees of the Trust 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.

Independent examiner's statement

I have completed my examination. I confirm that no material 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 Trust as required by section 130 of the Act;
2. the accounts do not accord with those records;
3. the accounts do 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: 

Name: Malcolm Nicholas Lawn

Qualification Retired Associate of the Chartered Institute of Management Accountants

Address: Cotherstone Manor Lane, Hougham, Lincs NG32 2JE

4 August 2025

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