

## **GWR 813 Preservation Fund – Charity (C.I.O.) No. 1196114**

### **Trustee's Report for Year Ended 31<sup>st</sup> December 2024**

#### Background

The Charity's objectives encompass the ongoing preservation, operation and operation for public benefit of 124-year-old former Port Talbot Railway and Great Western Railway (GWR) steam saddle tank locomotive no. 813 and a large collection of GWR items of rolling stock dating from the late 19<sup>th</sup> century to the early post WW2 period. The latter are accommodated and operated on a number of heritage railways and museum centres to portray to the public an image of how, in particular, goods traffic was conveyed by rail in years gone by.

Although sidelined awaiting repair during the year under review, locomotive 813 is based on the Severn Valley Railway (SVR) and normally operates there and, with the SVR as agent, under hire terms at various other heritage railways in the U.K., the income from which is accumulated to cover ongoing maintenance and the cost of each statutory ten year boiler overhaul.

The other rolling stock owned by the Fund, the majority of which are goods and non-passenger carrying vehicles, are kept under the terms of formal agreements at several heritage railways and centres including the Severn Valley, West Somerset, South Devon and Gwili Railways and Didcot Great Western Railway Centre. Under these agreements, the charity provides finance for initial restoration work, much of which is carried out by volunteers, after which the host organisation is responsible for public display, operation, and ongoing maintenance.

The charity is currently managed by eight trustees, each having a heritage railway background. Support membership is available to individuals wishing to further the Fund's preservation aims by making a modest financial contribution. Income is otherwise raised through donations (in respect of which the charity is registered to receive Gift Aid), locomotive hire charges and the sale of donated and other appropriate goods. Trading activities are based at Bewdley on the SVR with occasional visits to model railway exhibitions and similar events.

#### Locomotive 813

The misfortunes of the preceding two years have been followed in 2024 by a further setback that has led to the locomotive remaining out of service throughout the year. The new drag box casting acquired to replace the original fractured in April 2022 was eventually completed and fitted to the engine in the early part of 2024 ready for its return to service at the SVR Spring Steam Gala in April. Unfortunately, preparations for that event led to the discovery of numerous leaks in the twenty-four year old saddle tank. It was concluded that the only practical remedy was to fit a new tank. After due consideration, the Ffestiniog Railway in North Wales was approached to quote for the manufacture of a replacement. That organisation was chosen on account of its experience and proven expertise in the production of locomotive saddle tanks. The old tank was duly moved to Porthmadog in July and remained there for the remainder of the year pending the availability of workshop space and the preparation of drawings and

assessment of costs. Subject to provision of an acceptable quotation (thought likely to be more than £20K) it was anticipated that construction would start early in 2025.

### Rolling Stock

The project to reconstruct the 1908 built GWR 'Coral' glass transporting wagon 41723 to include the fitting of newly made main frames finally got under way during the year at the Didcot Railway Centre and was expected to take several months to complete. Also at Didcot, the extensive refurbishment of the 'Mica B' Refrigerated Meat Van no. 105860 had been largely completed to a very high standard by the end of the year. It is intended that this vehicle will play a prominent role in the Centre's project to portray the movement of goods by rail. Also at Didcot, other goods vehicles owned by the Fund have been freshly repainted to improve their presentation to the public and a new set of bearing springs for 1900 built GWR Tank Wagon 43949 purchased by the Fund at a cost of £3465 to replace the worn-out originals.

Planning work on what started as a relatively ambitious project – the re-construction of a Swindon built Cattle Wagon – started during the year. The original proposal was to marry the Fund's existing 1920s era GWR Cattle Wagon body stored on the West Somerset Railway with the 1950s built chassis acquired in 2020, a complex task in view of differing structural features between the two components. However, an offer of the donation of a 1950s built Cattle Wagon body in relatively good condition that would be a perfect fit for the chassis was subsequently received and accepted. The revised plan was to match this body with the chassis, a relatively simple proposition, leaving the older 1920s body to await the acquisition of a suitable chassis in due course. Arrangements were made to transport the 1950s body from the donor's premises in Embsay, Yorkshire together with the chassis from the West Somerset Railway to the Iron Age Forge near Frome, Somerset for the basic structural work to be undertaken under contract. This was expected to take place early in 2025. In the meantime, the trustees were made aware of a potential chassis for the 1920s GWR body, also available free of charge from the same source as the donated body. If accepted, it was intended that this would be moved to the West Somerset Railway at the same time in early 2025. Also on the West Somerset Railway, work by the Williton volunteer wagon team on GWR Open Wagon 135744 of 1937 vintage was nearing completion by the close of the year.

On the Severn Valley Railway, routine maintenance and refurbishment of several of the Fund's Open Wagons and other goods vehicles was progressed throughout the year by the volunteer SVR Wagon Department team and the vehicles concerned added to the Railway's demonstration goods train. A new project was commenced at Bewdley to extensively overhaul the Fund's 1931 built 20 ton 'Mink G' goods van no. 112889, work being undertaken by volunteers from the SVR LNER Coach Fund, with materials supplied by the GWR 813 Fund. This project is expected to extend well into 2025 and beyond.

### Financial Matters

The trustees are always conscious of the need to keep in mind likely or potential expenditure on existing commitments. At the close of the year under review, these included the unknown cost of the new locomotive saddle tank and expenditure leading to provision of the next locomotive ten year boiler 'ticket' (due after 2025). Also to be borne in mind is the limited availability of voluntary labour resources

and heritage railway workshop capacity. Contracting work to outside commercial concerns has to be kept to a minimum where possible. For these reasons, a number of pipeline projects were held on hold at the end of the year. These included the rebuilding of a WW2 'Aero' aircraft propeller wagon, the reconstruction of a 1941 built GWR container and renovation of a 1905 'Pooley' weighing machine contractor's wrought iron Tool and Mess Van.

Whilst existing financial reserves were considered adequate to meet the immediate and medium-term commitments at the close of 2024, it is always considered essential that efforts are made to attract additional funds to invest in future projects and to meet unexpected expenditure that could arise at any time. Finance raised through trading activities is relatively limited, and income from donations is very welcome but unpredictable. It is likely that fundraising through platforms such as Crowd Funding will feature more in future months. Now that the C.I.O. is well established, the trustees are planning to approach external grant-awarding organisations such as the National Lottery Heritage Fund, Garfield Weston Foundation and others to support specific major restoration projects. One welcome factor is the likely return in 2025 of earnings from locomotive hire fees, an income stream that has been sorely missed since early 2022.

Signed on behalf of the Trustees .....



Patrick Goss, Trustee and Administrator.

28/10/2025





CHARITY COMMISSION  
FOR ENGLAND AND WALES

Charity Name	No (if any)
GWR 813 PRESERVATION FUND	1196114

### Receipts and payments accounts

For the period from	Period start date	To	Period end date
	01/01/2024		31/12/2024

#### Section A Receipts and payments

	Unrestricted funds	Restricted funds	Endowment funds	Total funds
	£	£	£	£
<b>A1 Receipts</b>				
Donations		13,597	-	13,597
Sales of donated goods	-	6,312	-	6,312
Locomotive steaming fees	-	-	-	-
Other fundraising income	7,090	-	-	7,090
Sale of scrap metal	2,768	-	-	2,768
Net VAT reclaimed	986	-	-	986
<b>Sub total (Gross income for AR)</b>	10,844	19,909	-	30,753
<b>A2 Asset and investment sales, (see table).</b>				
	-	-	-	-
<b>Sub total</b>	-	-	-	-
<b>Total receipts</b>	10,844	19,909	-	30,753
<b>A3 Payments</b>				
Locomotive maintenance		5,820	-	5,820
Rolling stock maintenance		10,824	-	10,824
Transfer to non-monetary fund	15,000		-	15,000
Purchase of fundraising stock	2,976		-	2,976
Purchase of Tools	20		-	20
Card machine and platform fees	467		-	467
Website	213		-	213
Subscriptions	212		-	212
Wagon storage Rent			-	-
Printing, Postage and stationery	129		-	129
Travel expenses	1,103		-	1,103
Accountant Fees	200		-	200
Public Liability insurance			-	-
<b>Sub total</b>	20,320	16,644	-	36,964
<b>A4 Asset and investment purchases, (see table)</b>				
	-		-	-
<b>Sub total</b>	-	-	-	-
<b>Total payments</b>	20,320	16,644	-	36,964
<b>Net of receipts/(payments)</b>	9,476	3,265	-	6,211
<b>A5 Transfers between funds</b>				
<b>A6 Cash funds last year end</b>	18,541		-	18,541
<b>Cash funds this year end</b>	9,065	3,265	-	12,330

## Section B Statement of assets and liabilities at the end of the period

Categories	Details	Unrestricted funds to nearest £	Restricted funds to nearest £
<b>B1 Cash funds</b>	Bank and cash	9,065	3,265
		-	-
	<b>Total cash funds</b> (agree balances with receipts and payments account(s))	9,065	3,265
		OK	OK
<b>B2 Other monetary assets</b>	Details	Unrestricted funds to nearest £	Restricted funds to nearest £
	Deposit accounts (non-current)		261,744

Signed by one or two trustees on behalf of all the trustees

Signature

Print Name & Date

## **Independent Examiner's Report to the Trustees of the GWR 813 Preservation Fund**

I report to the Charity (CIO) trustees on my examination of the accounts of the charity for the year ending 31<sup>st</sup> December 2024.

### **Responsibilities and basis of report**

The charity's trustees 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 charity's accounts carried out under section 145 of the 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 confirm that I am qualified to undertake the examination because I am a member of the ACCA, which is one of the listed bodies, in section 124 of the Charities Act 2011.

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 charity as required by section 130 of the Act; or
2. the accounts do not accord with those records

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.

### **Iqbal Chowdhury FCCA**

Association of Chartered Certified Accountants

16 High Holborn

London

WC1V 6BX

Date : 12/10/2025