

# Appleby Frodingham Railway-Scunthorpe

England & Wales · Charity number 1196958

## Details

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Other names	SCUNTHORPE INDUSTRIAL HERITAGE RAILWAY, SCUNTHORPE INDUSTRIAL HERITAGE RAILWAY COMPANY LIMITED
Status	Registered
Legal form	CIO
Company number	<a href="#">11925991</a>
Registered	2021-12-06
Register	<a href="#">View on the Charity Commission register</a>

## Contact

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Address	Brigg Road Scunthorpe North Lincolnshire DN16 1BP
Phone	07875567953
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Website	<a href="https://afmps.co.uk">https://afmps.co.uk</a>

## Activities

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**Objects:** THE CHARITY'S OBJECTS [OBJECTS] ARE STRICTLY RESTRICTED TO THE FOLLOWING: TO ADVANCE EDUCATION FOR THE BENEFIT OF THE PUBLIC IN THE HISTORY, CONSTRUCTION, ENGINEERING AND OPERATION OF THE SCUNTHORPE RAILWAY SITE BY; (A) THE ACQUISITION, RESTORATION, PRESERVATION AND OPERATION OF HERITAGE RAILWAY LOCOMOTIVES, ROLLING STOCK, EQUIPMENT, ARTEFACTS AND OTHER ASSOCIATED HERITAGE INFRASTRUCTURE: AND (B) THE ESTABLISHMENT AND MAINTENANCE OF A MUSEUM.

**Activities:** The Charity advances education for the benefit of the public in the history, construction, engineering and operation of the Scunthorpe Railway site by acquiring, restoring, preserving and operating heritage railway locomotives, rolling stock, equipment, artefacts and other associated heritage infrastructure and has established and maintains a museum.

## Classification

- **How:** Makes Grants To Organisations, Provides Services, Provides Advocacy/advice/information, Acts As An Umbrella Or Resource Body
- **What:** General Charitable Purposes, Education/training, The Advancement Of Health Or Saving Of Lives, Arts/culture/heritage/science, Economic/community Development/employment, Other Charitable Purposes
- **Who:** Children/young People, Elderly/old People, People With Disabilities, Other Charities Or Voluntary Bodies, The General Public/mankind

## Geography

- North Lincolnshire

## Finances

Period end	Income	Expenditure	Assets	Employees
2025-03-31	£57,908	£30,690	-	-
2024-03-31	£34,250	£47,447	-	-
2023-03-31	£47,121	£18,364	-	-

## Trustees

Name	Role	Appointed
<b>Andrew Robert Plumtree</b>	Chair	2022-04-27
Andrew Glenn Britcliffe		2021-12-06
Christopher James Childs		2022-04-27
John Andrew Dunn		2022-04-27
Jordan Ellis Davison		2024-09-11
Keith Richard Waterland		2021-12-06
Michael Sugden		2023-09-06
Paul Cheeseman BA Hons		2021-12-06
Simon Joseph Theaker		2021-12-06

**Appleby Frodingham Railway-Scunthorpe**

England & Wales - Charity number 1196958

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# Accounts

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**CHARITY COMMISSION  
FOR ENGLAND AND WALES**

**Trustees' Annual Report for the period**

**From 1 April 2024**

**To 31 March 2025**

**Appleby Frodingham Railway-Scunthorpe**

**Charity registration number: 1196958**

**OBJECTIVES AND ACTIVITIES**

To advance education for the benefit of the public in the history, construction, engineering, and operation of the Scunthorpe Railway site by;

- (a) The acquisition, restoration, preservation, and operation of heritage railway locomotives, rolling stock, equipment, artefacts and other associated heritage infrastructure: And
- (b) The establishment and maintenance of a museum.

The trustees confirm they understand what the Charity Commission mean by 'Public Benefit' and at all times when making any decisions concerning the operation of the charity, they have had due regard to the guidance.

**ACHIEVEMENTS AND PERFORMANCE**

**Advancing education**

The charity continued its core activity during 2024-25 of providing rail tours around the steel works which allow members of the public to gain benefit by seeing at first-hand how iron and steel is manufactured. Each tour includes an in-depth commentary by a member of the charity most of whom are either former or current employees. They provide a personal and in-depth explanation which is tailored to the audience and answers at first hand many of the questions the public pose.

During the period of this report the charity delivered 27 rail tours using heritage steam and diesel hauled brake vans. The trustees are pleased to report that this year they were successful in securing the loan of Andrew Barclay Steam Locomotive No 54 which was used to operate 13 of the brake van tours. The remaining brake van tours were delivered by the heritage Yorkshire Engine Co 'Janus' diesel locomotive No 1. In addition to the brake van tours the charity also operated 3 tours using its Class 144 Pacer Unit. These included the very popular 'night pacer' rail tours which operate during winter months.

The unit was also used to deliver Santa Specials to take the children of steel workers on a tour of the site. This year 4 Santa Specials were operated over two days carrying nearly 500 children and their parents/guardians. Due to the generosity of Unite the Union and the site's

joint union Committee, the children were provided with good quality gifts which mainly comprised books appropriate to their ages and which also helped advance their education.

Additional income was once again generated by the hire of the steam and diesel locomotive and the pacer unit for 54 'driver experience' tours during the year. Supervised by an experienced driver, members of the public are permitted to drive around the site.

In total 1707 passengers were carried in 2024-25. This was an increase of 29% over the year before. One of the challenges that is emerging for the charity is that requests to ride on the rail tours far exceed the available capacity of the trains. Even with tours operating almost every weekend between Easter and the end of October, there is still a waiting list of people wishing to travel.

In addition to rail tours, and subject to appropriate safety measures, guided tours continue to be delivered to members of the public allowing them to see at first hand the workshops where locomotives and rolling stock are overhauled and maintained.

In support of the purposes of the charity a buffet lounge and shop continue to be staffed by volunteers and provide on-site catering and sales. As well as valuable sustenance for the public the buffet and shop generate additional income in support of the charity.

The charity continues to deliver a high profile through marketing media such as Facebook, Google and Tripadvisor. The following cross section of comments taken from social-media reviews help demonstrate how the charity is delivering against its aims and objectives.

*'Second time visiting today, by far one of the best railways to visit. Everything about it is unique...'. [Mark]*

*'We had a fantastic time tonight, well worth the journey from the Wirral. Our kids loved it, too! Thanks so much for a really interesting, fun evening' [Matthew]*

*'What an absolutely brilliant day it was!!!! Thank you to all involved. So friendly, helpful, knowledgeable and so amazing to see the vast complex, workings and to hear the history and stories. THANK YOU ALL who made this such a great day. Oh and the food was great, especially the cake' [Rob]*

*'thank you everyone for a fantastic day...today's sights, sounds and smells were wonderfully nostalgic...' [Phil]*

*'It was a fantastic day and me and my son really enjoyed it, thanks to all the team for a great day' [Paul]*

*'Its an amazing day, I would never have believed how much enjoyment we would have had today...' [Graham]*

## **The acquisition, restoration, preservation, and operation of heritage railway locomotives, rolling stock.**

During the year extensive work was undertaken by volunteers to overhaul, repair and repaint Hunslet diesel locomotive 0-6-0 number 58. This locomotive operated for several years both at the Workington and Scunthorpe steel works. Through the generosity of British Steel, the charity has a unique opportunity to preserve this heritage locomotive with genuine historical links to the site. Following this restoration work the locomotive will enter traffic during the 2025 season.

The charity was delighted to be able to successfully conclude lease negotiations with the owners of Andrew Barclay steam locomotive [No 54]. The locomotive is in excellent condition having been recently subject to a comprehensive overhaul and repaint in the colours of the former National Coal Board. The locomotive operated throughout 2024-25 season without any failures delivering both bake van rides and driver experiences. It has proved a very popular locomotive with both visitors and volunteers and after nearly two years without a working steam locomotive the trustees were delighted to be able to see the return of heritage steam to the site.

Following extensive and expensive repairs last year the Shark brake van returned to service during the 2024-25 season. This has provided additional capacity and was very popular with visitors providing larger and more secure verandas than the other brake vans making it particularly suitable for the safe carriage of younger passengers.

During the year the trustees made the difficult decision to dispose of the three remaining Mk3 coaches they acquired some years ago with the intention of using on rail tours. This was because the work required to convert them for use around the site was too complex and expensive. The longer the vehicles sat unused, the more they were deteriorating, and the decision was made to dispose of them while they were still of marketable value. There was no interest from other heritage railways who would face the same technical difficulties in converting them for haulage by heritage traction. Therefore, following an acceptable offer from a rail leasing company the vehicles were sold and left the site.

Last year the trustees stated their intention to focus attention upon completing repairs and repainting of the officers' inspection saloon followed by return to traffic of the two DMU trailer cars. It is disappointing to report that, for several reasons including a lack of volunteer time and capacity, neither of these objectives have been achieved. The trustees intend to continue with their efforts to deliver both these objectives as soon as possible both of which will allow the charity to increase its passenger capacity and meet the additional demand that is clearly there.

The trustees would like to once again record their appreciation to British Steel for the continued support they provide to the charity. This includes the use of the engine shed, the yard and access to the railway lines on the site together with support in several other ways without which the charity could not deliver its objectives.

### **The establishment and maintenance of a museum.**

Last year it was reported work had started on the museum. The trustees are delighted to report that the work on assembling and setting out the display of historical material is now complete, and it is intended the museum will open at Easter 2025. The museum contains a large collection of material including pictures, artefacts and memorabilia which trace the history of iron, steel and rail on the site. British Steel have continued to be most generous in allowing the charity to assess and remove archival material from several buildings on the site as they were cleared for reuse or demolition. The trustees wish to record their thanks to the company. The trustees would also like to place on record their thanks to the many people who have donated or loaned material for the museum and to the volunteers involved in recovering material and assisting in the completion of the museum displays. The material on display represents only a portion of the collection that has been assembled and a long-term challenge for the future is finding the space and capacity to display the remaining material.

### **The contribution made by volunteers**

The charity continues to operate without any employees and [except for some specialist tasks that are sub-contracted out] it relies entirely on the dedication of volunteer members. The charity continues to be supported by a core of dedicated volunteers undertaking work at the site mainly on Wednesday and Saturday and running rail tours during the season mainly at weekends. During the last year the charity has been fortunate to welcome several additional volunteers. They come from a variety of different backgrounds and bring with them important skills that are proving invaluable to the charity. The main areas of their activities continue to be restoring and maintaining locomotives and rolling stock; operating rail tours; supporting operations by providing catering and retail services; undertaking support functions such as social media, marketing, finance, and secretarial functions.

Each volunteer day is usually 6-8 hours long and, [except for Christmas and New Year] volunteers are usually on site for 50 weeks of the year. The charity has gained an additional three working members since the last report. Using broad parameters it is estimated that during the 12-month period of this report volunteer hours increased from 4,500 to 5,600. Using the ONS calculator of £13.20 per hour the value of that work to the charity was around £74,000.

The trustees wish to place on record their sincere thanks to all those who have volunteered in any capacity during the last 12 months. Without their contribution the charity would not be able to function.

### **FINANCIAL REVIEW**

The charity is in a stronger financial position this year as it concludes its third year of operation. The annual accounts of the charity appear at Appendix A below.

The charity did not receive any government or local government grants during the period of this report.

Gross income for this year was significantly higher than last year, however much of this can be explained by £21,000 raised from the sale of the Mk3 coaches. Notwithstanding that, income from donations increased by around 5.5% and there were also welcome increases in shop and coach sales of nearly 50% and 27% respectively. Reassuringly membership subscriptions continued to rise reflecting the continuing interest in the activities of the charity.

Expenditure for the year fell significantly by 35%. Some of this can be explained by the completion of the rebuilding of the Shark bake van, the majority of which was paid for in the previous year. The sum of £1,785 spent this year being mainly on paint. The Charity repaid all the monies loaned for the repairs to the shed roof which again represented a decrease in revenue cost pressures. While insurance usually represent the largest single item of expenditure each year, it was reassuring to see this year insurance costs fell by £718.

However, there were increases in some other areas of expenditure. For example, as mentioned earlier, the charity has now secured the loan of a steam locomotive. Historically the charity was able to benefit from coal for steam locomotives supplied by British Steel from their stocks. However, with changes in their manufacturing process and financial restraints, the company have not been able to supply any coal this year and after much hard work the charity has now secured alternative supplies. Together with hire fees the cost of operating the steam locomotive this year was £3,812. This cost was more than met by the generosity of visitors who provided donations for riding behind the locomotive.

Discounting the income raised from the sale of the Mk3 coaches, the charity generated a net surplus of £7,218 this year compared to a loss of £13,196 the previous year.

The charity continues to see strong interest in its activities, particularly the site tours. Data from the Heritage Railway Association indicates 33% of heritage railways have seen a decrease in numbers with 26% reporting stable figures. An interesting factor from the HRA is that many visitors nationally are now gearing their day trips towards children's entertainment. As mentioned last year, the profile of many visitors to this charity continues to be towards the 'retired' sector who traditionally have more disposable income to donate than families. This may partly explain why this charity continues to see an increase in both visitors and income from this segment of the market. Another interesting piece of data from the HRA is that increasingly visitors are looking for cultural experiences that have depth and combine experience, food and identity. As the only visitor attraction in the UK [and possibly Europe or the world] that combines heritage steam and diesel trips around an operational steel works, the trustees believe the charity has a unique ingredient that positions itself strongly in the domestic tourism market.

Despite these encouraging facts the trustees are not complacent. They recognise that, while the net operating surplus this year has increased, it is narrow and may not continue to rise at a rate that will match increasing operational costs. For this reason, they continue to carefully monitor rises in fuel and materials always aiming to maintain a surplus position were possible.

The trustees are content the charity is solvent and remains a going concern.

The policy of the charity for 2024-25 was once again to hold sufficient in reserve to

[a] Meet its obligation to any creditors;

[b] Meet planned maintenance and replacement costs for locomotives and rolling stock; and

[c] Provide a reasonable financial margin for unplanned and unforeseen costs.

As at 31 March 2025 the charity held balances of £46,089 in its accounts and cash. Of this the trustees agreed to retain £21,000 [representing the sale of the Mk3 coaches] as a dedicated reserve for future investment in capital items. The trustees retained £11,000 as a revenue reserve in accordance with the above policy.

### **Funds held as custodian trustees on behalf of others**

The charity holds a bank account on behalf of the shareholders of the Bagnall Locomotive owners' group. The Bagnall Locomotive owners' group are a group of volunteers and members of AFR-S who have purchased shares in a Bagnall diesel locomotive which is being overhauled at the locomotive sheds used by AFR-S. AFR-S also holds some shares in this locomotive. The funds are held in a separate bank account in the name of the Bagnall Locomotive Group and administered by the Treasurer of AFR-S on their behalf.

### **STRUCTURE, GOVERNANCE AND MANAGEMENT**

The charity is a Charitable Incorporated Organisation [CIO] and has adopted a constitution.

Clause 13 of the constitution sets out the selection method for trustees as follows.

- (1) At the first annual general meeting of the members of the CIO all the charity trustees shall retire from office;
- (2) At every annual general meeting of the members of the CIO, one-third of the charity trustees shall retire from office. If the number of charity trustees is not three or a multiple of three, then the number nearest to one-third shall retire from office, but if there is only one charity trustee, he or she shall retire;
- (3) The charity trustees to retire by rotation shall be those who have been longest in office since their last appointment or reappointment. If any trustees were last appointed or reappointed on the same day those to retire shall (unless they otherwise agree among themselves) be determined by lot;
- (4) The vacancies so arising may be filled by the decision of the members at the annual general meeting; any vacancies not filled at the annual general meeting may be filled as provided in sub-clause (5) of this clause;
- (5) The members or the charity trustees may at any time decide to appoint a new charity trustee, whether in place of a charity trustee who has retired or been removed in accordance with clause 15 (Retirement and removal of charity trustees), or as an additional charity trustee, provided that the limit specified in clause 12(3) on the number of charity trustees would not as a result be exceeded;

- (6) A person so appointed by the members of the CIO shall retire in accordance with the provisions of sub-clauses (2) and (3) of this clause. A person so appointed by the charity trustees shall retire at the conclusion of the next annual general meeting after the date of his or her appointment and shall not be counted for the purpose of determining which of the charity trustees is to retire by rotation at that meeting.

There are no constitutional provisions beyond those above and no member may cast more than one vote. On appointment charity trustees are provided with a copy of this constitution and any amendments made to it and a copy of the CIO's latest trustees' annual report and statement of accounts. In addition, the secretary provides them with copies of Charity Commission guidance on other important matters [i.e. conflicts of interest, payments to related parties etc]. The secretary receives updates and guidance from time to time from the Charity Commission which they provide to trustees as well as a briefing if necessary. Because it is a small charity there is normally no need for any sub committees. However, because of the need for a significant amount of work revising the rules and implementing a competency management system the charity established a rules sub-committee this year.

The trustees usually meet every month and hold an annual general meeting each autumn and designate posts that are filled from within their number. The charity continues to be an active member of the Heritage Railway Association [HRA]. The charity has renewed its membership of the local voluntary action umbrella organisation 'Voluntary Action North Lincolnshire' [VANL].

#### **REFERENCE AND ADMINISTRATIVE DETAILS**

Charity name	Appleby Frodingham Railway-Scunthorpe
Other name the charity uses	Nil
Registered charity number	1196958
Charity's principal address	Brigg Road Scunthorpe North Lincolnshire DN16 1BP

**NAMES OF THE CHARITY TRUSTEES WHO MANAGE THE CHARITY**

	<b>Trustee name</b>	<b>Office (if any)</b>	<b>Dates acted if not for whole year</b>	<b>Name of person (or body) entitled to appoint trustee (if any)</b>
1	Glen Britcliffe	Operations coordinator		The membership
2	Paul Cheeseman	Secretary		The membership
3	Christopher Childs	Diesel coordinator		The membership
4	Jordan Davison			The membership
5	John Dunn	Steam coordinator		The membership
5	Andrew Plumtree	Chairman and Media & marketing coordinator		The membership
7	Michael Sugden	Vice Chairman		The membership
8	Simon Theaker	Rolling stock coordinator		The membership
9	Keith Waterland	Treasurer		The membership

Corporate trustees – names of the directors at the date the report was approved

<b>Director name</b>		
Nil		

Name of trustees holding title to property belonging to the charity

<b>Trustee name</b>	<b>Dates acted if not for whole year</b>	
Nil		

**Declarations**

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

**Signed on behalf of the charity's trustee**

<b>Signature</b>	<i>Paul Cheeseman</i>
<b>Name</b>	Paul Cheeseman

<b>Position</b>	Secretary
<b>Signature</b>	<i>Andrew Plumtree</i>
<b>Name</b>	Andrew Plumtree
<b>Position</b>	Chairman
<b>Signature</b>	<i>Keith Waterland</i>
<b>Name</b>	Keith Waterland
<b>Position</b>	Treasurer

<b>Date</b>	13 August 2025
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**Appendix A**

APPLEBY FRODINGHAM RAILWAY - SCUNTHORPE

ACCOUNTS FOR YEAR ENDING 31 MARCH 2025

		<u>INCOME</u>	£			<u>EXPENDITURE</u>	£
Shop Sales in		978.01		Santa trip		1,832.80	
out		<u>-747.27</u>				<u>-1,549.94</u>	282.86
			230.74	Equipment			4,104.57
Coach Sales in		3789..51		Stationery/Postage			231.62
out		<u>-2,126.56</u>		Shark rebuild			1,785.66
			1,662.95	Running cost			5,671.65
Donations	in	33,966.02		Brake Van Hire			280.00
	refund	<u>-275.00</u>		Bank charges			60.00
			33,691.02	Crew Teas			226.52
Interest			69.92	Disposables			365.71
Subs			1,253.38	Insurance			7,472.84
				Lottery lice.			20.00
Sale of MK3s			21,000.00	Internet			370.08
				Steam fee			4,500.00
				Museum			216.47
				Sage			208.80
				BBQ	1,038.13		
					<u>-71.00</u>		967.13
				To Bagnal/acc			15.00
				HRA			99.00
				Coal	850.92		
					<u>-42.48</u>		808.44
				Loco 58			<u>3004.05</u>
			<u>57,908.01</u>				30,690.40
Balances @ 01/04/2024				Balances @ 31/03/2025			
Cash			432.04	Cash			760.75
Caf. Account			<u>18,440.93</u>	Caf Account			<u>45,329.83</u>
			<b>£76,780.98</b>				<b>£76,780.98</b>

APPLEBY FRODINGHAM RAILWAY - SCUNTHORPE

I have examined the books of the Appleby Frodingham Railway-  
Scunthorpe for the year ending 31<sup>st</sup> March 2025 and found them to  
be correct in accordance with cash book, receipts, invoices, and bank  
statements presented to me.

P W. EVANS

P W Evans

11, Tenters Green, Worsbrough, Barnsley, S70 5JY

2nd August 2025

**Appleby Frodingham Railway-Scunthorpe**

England & Wales - Charity number 1196958

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# Accounts

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**CHARITY COMMISSION  
FOR ENGLAND AND WALES**

**Trustees' Annual Report for the period**

**From 1 April 2023**

**To 31 March 2024**

**Appleby Frodingham Railway-Scunthorpe**

**Charity registration number: 1196958**

**OBJECTIVES AND ACTIVITIES**

To advance education for the benefit of the public in the history, construction, engineering, and operation of the Scunthorpe Railway site by;

- (a) The acquisition, restoration, preservation, and operation of heritage railway locomotives, rolling stock, equipment, artefacts and other associated heritage infrastructure: And
- (b) The establishment and maintenance of a museum.

The trustees confirm they understand what the Charity Commission mean by 'Public Benefit' and at all times when making any decisions concerning the operation of the charity, they have had due regard to the guidance.

**ACHIEVEMENTS AND PERFORMANCE**

**Advancing education**

As this report is written, Scunthorpe Steel works will soon be the only UK steel manufacturing site using traditional blast furnaces. For this reason, the operation of rail tours remains very popular and continues to be unique in the UK and allow members of the public to gain benefit by seeing at first hand how iron and steel is manufactured. Each tour includes an in-depth commentary by a member of the charity most of whom are either former or current employees. They provide a personal and in-depth explanation which is tailored to the audience and answers at first hand many of the questions the public pose.

During the period of this report the charity advanced education for the benefit of the public in the history, construction, engineering, and operation of the Scunthorpe Railway site by delivering rail tours using its brake vans. Because of the non-availability of a steam locomotive during the season all 13 of these were diesel hauled using the charity's own heritage diesel. In addition, 'night pacer' rail tours were delivered on 4 occasions using the charity's class 144 pacer. The class 144 was also used to deliver a tour for local school children allowing them to see at first hand the operation and history of the steel works as part of their curriculum studies and for a Santa Special provided to take the children of steel workers on a tour of the site. Additional income was generated by the hire of the pacer unit for 37 'driver experience' tours of 2 hours during the year. Supervised by an experienced driver, members of the public are

permitted to driver the pacer unit around the site. A total of 1,317 passengers were carried in 2023-24 [because last years trustees report covered a period of 18 months it is not possible to make direct year to year comparisons on passenger numbers].

In addition to rail tours, and subject to appropriate safety measures, several guided tours were delivered to members of the public allowing them to see at first hand the workshops where locomotives and rolling stock are overhauled and maintained.

In support of the purposes of the charity a buffet lounge and shop continue to be staffed by volunteers and provides on-site catering and sales. As well as valuable sustenance for the public the buffet and shop generates additional income in support of the charity.

The charity continues to deliver a high profile through marketing media such as Facebook, Google and Tripadvisor. The following cross section of comments taken from social-media reviews help demonstrate how the charity is delivering against its aims and objectives.

*Brake van tour. The time flew! Remarkable and unique experience, a mixture of engineering, history, trains and wildlife! Great hosts, amazing value [Nicola]*

*A delightful volunteer railway around Scunthorpe steel works. The tours are very interesting and the guides have vast knowledge of the trains and the steel works. The refreshment van is lovely and the toilets are very clean and well kept. I'd highly recommend a trip here! [Jodie]*

*Very much worth a visit. Great to see what was once a common sight in the UK. Go and see it whilst its still in use. Staff very informative. Nothing to much for them. The ride around the works is fantastic. Would go back in a heartbeat [Richard].*

### **The acquisition, restoration, preservation, and operation of heritage railway locomotives, rolling stock.**

Last year the charity identified several priorities which it set out to deliver in 2023-24 to enhance and improve its activities for the benefit of the public. The number one priority of the trustees is to ensure the safety and wellbeing of working volunteers and members of the public who use rail tours and visit the site. To this end the charity continues to engage an external consultant to work with the operations and steam and diesel leads to review and improve the safety management system [SMS]. Work on the SMS has proved more challenging than expected, however as the year closes work has commenced on re-assessing drivers and firemen so that steam services can resume in 2024-25. Because of a delay in completing the rule book, the safe working practices guidance to volunteers has been reviewed and reissued and it is hoped the SMS and rule book will be launched in the first half of the 2024-25 season.

The charity has not disposed of any locomotives and rolling stock during 2023-24. However, the private owner of two steam locomotives formally used and kept on the site made the decision to remove these from the site and lease them to other heritage railways during the season to help fund the rebuilding of another steam locomotive kept here. This meant that, once again, no steam locomotives were available for the 2023-24 operating season. Work

continues to overhaul two privately owned steam locomotives based at the site and it is hoped that when this work is complete [likely to be in 2025 or 2026] one or both will be available to haul rail tours. No progress has been made on the restoration of the society's own 0-6-0 former Polish Railway steam locomotive. During early 2024, the charity concluded negotiations to lease a freshly overhauled and operational Andrew Barclay steam locomotive [No 54]. This will enter service for the 2024-25 season.

The charity's diesel locomotive No1 therefore remains the main stay of operations. This remains a series issue and if No1 became unserviceable then some rail tours would have to be cancelled. Thankfully a significant acquisition during the period of this report was the donation of No 58 an 0-6-0 Hunslet diesel locomotive from British Steel. This locomotive requires some work to be carried out and a repaint before it can be put into traffic. The trustees would like to record their appreciation to British Steel for this generous donation of this locomotive and for the continued support they provide to the charity. This includes the use of the engine shed, the yard and access to the railway lines on the site together with support in several other ways without which the charity could not deliver its objectives.

As well as locomotives, the charity is reliant upon the availability of rolling stock to deliver rail tours. Last year the charity agreed a rolling stock strategy. A significant achievement during 2023-24 was the delivery of one of the priorities within the strategy: the overhaul of the 'Shark' brake van. This has been fitted with a brand-new body and work has been undertaken on the repair of the chassis. As this report is written volunteers have just completed work on painting and lettering the van so that it can return to traffic in the new season. Now that work on the Shark is complete, the focus of the charity will be upon delivery of the second leg of the strategy which is the completion of the repairs and repainting of the officers' inspection saloon followed by return to traffic of the two DMU trailer cars.

### **The establishment and maintenance of a museum.**

Last year it was reported that no progress had been made on the museum because of a lack of volunteer capacity. The trustees are pleased to report that this year capacity and capability has been found for this work which has commenced with preparing the museum to receive its first visitors hopefully in 2024-25. A significant amount of work has been undertaken on fitting out displays of material including pictures, artefacts and memorabilia which trace the history of iron steel and rail on the site. Archival research has continued with the cooperation of both North Lincolnshire Museums and British Steel. A potential challenge is that the amount of material that has been donated may exceed the capacity to display it, although the trustees see this as more a benefit than draw back.

### **The contribution made by volunteers**

The charity continues to operate without any employees and [except for some specialist tasks that are sub-contracted out] it relies entirely on the dedication of volunteer members. The charity continues to be supported by a core of around 15-20 volunteers undertaking work at the site mainly on Wednesday and Saturday. The main areas of their activities are; restoring and maintaining locomotives and rolling stock; operating rail tours; supporting operations by

providing catering and retail services; undertaking support functions such as social media, marketing, finance, and secretarial functions.

Each volunteer day is usually 6-8 hours long and, [except for Christmas and New Year] volunteers are usually on site for 50 weeks of the year. Using these broad parameters, it is estimated that during the 12-month period of this report volunteers contributed over 4,500 hours of their own time to the charity. Using the ONS calculator the value of that work to the charity was around £51,500.

The trustees wish to place on record their sincere thanks to all those who have volunteered in any capacity during the last 12 months. Without their contribution the charity would not be able to function.

## **FINANCIAL REVIEW**

The trustees continue to be confident the charity is in a strong financial position as it concludes its second year of operation. The annual accounts of the charity appear at Appendix A below.

The charity did not receive any government or local government grants during the period of this report.

Donations to the charity continue to increase and were about 51% more than the previous year which reflects the strong visitor interest. Although gross income this year appears to be around 25% less than last year, this can be explained by the fact that last year was unusual as it was the first year the charity was in operation: revenue in 2022-23 included the movement of balances from the previous society's account which skewed income.

Expenditure this year [£47,446] was significantly higher than in 2022-23 [£17,067]. There are several reasons for this. The most significant of which was £17,067 that was spent on the refurbishment of the Shark. This included £15,750 paid to contractors and £1,317 for paint and sundries. The contractor payment was made to Theaker Joinery Ltd. This is a connected party organisation by the fact [at the time of the award] two of the trustees were directors of that company. The award of the contract was made strictly in accordance with guidance issued by the Charity Commission concerning payments to connected persons and parties.

Because last year was a 'part year' and spanned the formation of the charity from the previous society, some costs are not comparable as last year they were only pro rata. For example, insurance appears to have increased significantly [£2,850 vs £8,190 this year] when in fact they were not significantly different. Another noteworthy item of expenditure this year was £1,920 for the transport of the hired in steam locomotive No 54. It is hoped this will be recovered by means of additional donations secured through the running of the locomotive which it is anticipated will be popular with the public. The charity was able to complete the completion of the payment of the interest free loan for the repair of the shed roof that was made by the Peckett Fund. Trustees wish to place on record their thanks to the Fund for supporting the charity in this way. This means the only creditors the charity now has are the payment of the monthly insurance premiums and accruals for the pre-payment of trips or foot plate events.

Many other heritage railways continue to feel the squeeze from increased costs such as fuel and staff wages and reduced passenger levels. The trustees believe this charity has been fortunate to experience a reversal of that position with an increase in passenger donations. As mentioned last year, the profile of many visitors continues to be towards the 'retired' sector who traditionally have more disposable income to donate than families. However, the trustees believe it is important to encourage visitor participation from all sectors and for this reason continue to provide and promote events such as the 'night pacer' which generate lower levels of donations, but which encourages much greater diversity and family participation.

Despite the significant increase in donations, the trustees are not complacent and recognise this trend may not necessarily continue in an upward trajectory. For this reason, they continue to carefully monitor the rises in fuel, materials and insurance aiming always to maintain a surplus position were possible. The trustees are content the charity is solvent and remains a going concern.

The policy of the charity for 2023-24 was once again to hold sufficient in reserve to

- [a] Meet its obligation to any creditors;
- [b] Meet planned maintenance and replacement costs for locomotives and rolling stock; and
- [c] Provide a reasonable financial margin for unplanned and unforeseen costs.

As at 31 March 2024 the charity held balances of £18,872 in its accounts and cash, of which £11,000 was earmarked as a reserve.

#### **Funds held as custodian trustees on behalf of others**

The charity holds a bank account on behalf of the shareholders of the Bagnall Locomotive owners group. The Bagnall Locomotive owners group are a group of volunteers and members of AFRR-S who have purchased shares in a Bagnall diesel locomotive which is being overhauled at the locomotive sheds used by AFR-S. AFR-S also holds some shares in this locomotive. The funds are held in a separate bank account in the name of the Bagnall Locomotive Group and administered by the Treasurer of AFR-S on their behalf.

#### **STRUCTURE, GOVERNANCE AND MANAGEMENT**

The charity is a Charitable Incorporated Organisation [CIO] and has adopted a constitution.

Clause 13 of the constitution sets out the selection method for trustees as follows.

- (1) At the first annual general meeting of the members of the CIO all the charity trustees shall retire from office;
- (2) At every annual general meeting of the members of the CIO, one-third of the charity trustees shall retire from office. If the number of charity trustees is not three or a multiple of three, then the number nearest to one-third shall retire from office, but if there is only one charity trustee, he or she shall retire;

- (3) The charity trustees to retire by rotation shall be those who have been longest in office since their last appointment or reappointment. If any trustees were last appointed or reappointed on the same day those to retire shall (unless they otherwise agree among themselves) be determined by lot;
- (4) The vacancies so arising may be filled by the decision of the members at the annual general meeting; any vacancies not filled at the annual general meeting may be filled as provided in sub-clause (5) of this clause;
- (5) The members or the charity trustees may at any time decide to appoint a new charity trustee, whether in place of a charity trustee who has retired or been removed in accordance with clause 15 (Retirement and removal of charity trustees), or as an additional charity trustee, provided that the limit specified in clause 12(3) on the number of charity trustees would not as a result be exceeded;
- (6) A person so appointed by the members of the CIO shall retire in accordance with the provisions of sub-clauses (2) and (3) of this clause. A person so appointed by the charity trustees shall retire at the conclusion of the next annual general meeting after the date of his or her appointment and shall not be counted for the purpose of determining which of the charity trustees is to retire by rotation at that meeting.

There are no constitutional provisions beyond those above and no member may cast more than one vote. On appointment charity trustees are provided with a copy of this constitution and any amendments made to it and a copy of the CIO's latest trustees' annual report and statement of accounts. In addition, the secretary provides them with copies of Charity Commission guidance on other important matters [i.e. conflicts of interest, payments to related parties etc]. The secretary receives updates and guidance from time to time from the Charity Commission which they provide to trustees as well as a briefing if necessary. Because it is a small charity there is currently no need for any sub committees. The trustees usually meet every month and hold an annual general meeting each autumn and designate posts that are filled from within their number. The charity continues to be an active member of the Heritage Railway Association [HRA]. The charity has renewed its membership of the local voluntary action umbrella organisation 'Voluntary Action North Lincolnshire' [VANL].

#### **REFERENCE AND ADMINISTRATIVE DETAILS**

Charity name	Appleby Frodingham Railway-Scunthorpe
Other name the charity uses	Nil
Registered charity number	1196958

Charity's principal address	Brigg Road Scunthorpe North Lincolnshire DN16 1BP
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### NAMES OF THE CHARITY TRUSTEES WHO MANAGE THE CHARITY

	<b>Trustee name</b>	<b>Office (if any)</b>	<b>Dates acted if not for whole year</b>	<b>Name of person (or body) entitled to appoint trustee (if any)</b>
1	Glen Britcliffe	Operations coordinator		The membership
2	Paul Cheeseman	Secretary		The membership
3	Christopher Childs	Diesel coordinator		The membership
4	John Dunn	Steam coordinator		The membership
5	Andrew Plumtree	Chairman and Media & marketing coordinator		The membership
6	Michael Sugden	Vice Chairman	From 6/9/23	The membership
7	Christopher Theaker	Former Chairman	Resigned 6/9/23	The membership
8	Simon Theaker	Rolling stock coordinator		The membership
9	Keith Waterland	Treasurer		The membership

Corporate trustees – names of the directors at the date the report was approved

<b>Director name</b>		
Nil		



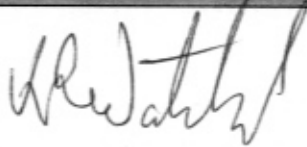
Name of trustees holding title to property belonging to the charity

<b>Trustee name</b>	<b>Dates acted if not for whole year</b>	
Nil		

**Declarations**

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

**Signed on behalf of the charity's trustee**

<b>Signature</b>	
<b>Name</b>	Paul Cheeseman
<b>Position</b>	Secretary
<b>Signature</b>	
<b>Name</b>	Andrew Plumtree
<b>Position</b>	Chairman
<b>Signature</b>	
<b>Name</b>	Keith Waterland
<b>Position</b>	Treasurer

<b>Date</b>	21/8/2024
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## APPLEBY FRODINGHAM RAILWAY - SCUNTHORPE

## ACCOUNTS FOR YEAR ENDING 31 MARCH 2024

INCOME			EXPENDITURE	
£			£	
Shop Sales in	765.95		Roof loan repayments	6,100.00
		267.01	Expenditure	10,110.17
out			Equipment	482.62
		498.94	Stationery/Postage	183.75
Coach Sales in	2,545.55		Shark rebuild	15,750.00
		1,592.65	Eyewatch	117.60
out			Brake Van Hire	170.00
		952.90	Bank charges	81.75
Donations in	32,218.67		Crew Teas	154.29
refund	377.00		Disposables	293.89
		31,841.67	Insurance	8,190.70
Interest	45.48		Card Machine Charges	101.10
Subs	911.18		Internet	342.96
			Shark exp	1,317.49
			Shop roof	1,500.00
			Transport 54	1,920.00
			Lottery lice.	20.00
			Santa trip exp.	423.86

To Bagnal/acc	15.00
Sage	171.60

**34,250.17**

**47,446.78**

Balances @  
31/03/2023

Balances @  
31/03/2024

Cash	2,392.01
Barclays	1,005.38
Barc.saving	166.19
Caf. Account	28,506.00

Cash	432.04
Barclays	closed
Barc saving	closed
Caf Account	18,440.93

**£66,319.75**

**£66,319.75**

Running  
Expen  
include

Coach  
repair      £2640.00

Pacer cost    £1,050.28

Loco 1        £888.00

Non Slip      £1,363.63

APPLEBY FRODINGHAM RAILWAY - SCUNTHORPE

I have examined the books of the Appleby Frodingham Railway-Scunthorpe for the year ending 31st March 2024 and found them to be correct in accordance with cash book, receipts, invoices, and bank statements presented to me.

P W Evans

11, Tenters Green, Worsbrough, Barnsley, 570 5JY

5th August 2024

**Appleby Frodingham Railway-Scunthorpe**

England & Wales - Charity number 1196958

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# Accounts

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## Trustees' Annual Report for the period

From 6 December 2021

To 31 March 2023

Charity name: Appleby Frodingham Railway-Scunthorpe

Charity registration number: 1196958

### Objectives and Activities

	SORP reference	
Summary of the purposes of the charity as set out in its governing document	Para 1.17	To advance education for the benefit of the public in the history, construction, engineering, and operation of the Scunthorpe Railway site by; (a) The acquisition, restoration, preservation, and operation of heritage railway locomotives, rolling stock, equipment, artefacts and other associated heritage infrastructure: And (b) The establishment and maintenance of a museum.
Summary of the main activities in relation to those purposes for the public benefit, in particular, the activities, projects or services identified in the accounts.	Para 1.17 and 1.19	The main operational focus of the charity during the last 16 months has been to continue to run rail tours around the site to advance the education of the public. These remain very popular and are accompanied by an experienced guide who provides a commentary giving the public information about the history and operation of the site. The charity is unique in that it is the only organisation in the UK that provides rail tours around an operational steel works. (a) The charity has not made any acquisitions during the last 12 months. Volunteers have continued to put significant effort into overhauling locomotives and rolling stock to return them to operation and/or undertaking maintenance on the rolling stock and locomotives used to provide rail tours. (b) Because of a lack of volunteer capacity, the charity has not yet been able to complete the refurbishment of the museum. However, this remains a priority as and when volunteer time and money permit. Volunteer time has been spent on researching archival material that may be of value to the museum in the future.
Statement confirming whether the trustees have had regard to the guidance issued by the Charity	Para 1.18	The trustees confirm that they understand what the Charity Commission mean by 'Public Benefit' and at all times when making any decisions concerning the operation of the charity, they have had due regard to the guidance.

Commission on public benefit		
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### Additional information (optional)

You may choose to include further statements where relevant about:

	SORP reference	
Policy on grant making	Para 1.38	The charity does not make, nor intends to make any grants.
Policy on social investment including program related investment	Para 1.38	The charity does not have a policy on social investment.
Contribution made by volunteers	Para 1.38	<p>The charity has no employees and [except for some specialist tasks that are sub-contracted out] it relies entirely on the dedication of volunteer members. The charity has a core of around 15-20 volunteers. They undertake work at the site mainly on Wednesday and Saturday. The main areas of their activities are; restoring and maintaining locomotives and rolling stock; operating rail tours; supporting operations by providing catering and retail services; undertaking support functions such as social media, marketing, finance, and secretarial functions.</p> <p>Each volunteer day is usually 6-8 hours long and, [except for Christmas and New Year] volunteers are usually on site for 50 weeks of the year. Using these broad parameters, it is estimated that during the 16-month period of this report volunteers contributed over 12,000 hours of their own time to the charity. Using the ONS calculator the value of that work to the charity was around £164,000.</p> <p>The trustees wish to place on record their sincere thanks to all those who have volunteered in any capacity during 2022-23 in support of the charity. Without their contribution the charity would not be able to deliver any of its objectives.</p>
Other		<p>The trustees would like to record their appreciation to British Steel for the continued support they provide to the charity. This includes the use of the engine shed, the yard and access to the railway lines on the site together with support in several other ways without which the charity could not deliver its objectives.</p> <p>Finally, it is with great sadness that the trustees record the sudden passing in 2023 of Dennis Rowell who was a long-term volunteer and skilled lifting supervisor at AFR-S. The trustees wish to place on record their appreciation for all he did as a volunteer and their condolences to his family and friends for their loss.</p>

## Achievements and Performance

	SORP reference	
<p>Summary of the main achievements of the charity, identifying the difference the charity's work has made to the circumstances of its beneficiaries and any wider benefits to society as a whole.</p>	<p>Para 1.20</p>	<p><b>Advancing education</b></p> <p>Scunthorpe Steel works is the largest of the two remaining UK steel manufacturing sites. The operation of rail tours allows a range of members of the public to gain benefit by a close quarter understanding of how iron and steel is manufactured and the part it plays in the UK and world economy as well as the significant role that rail transport plays in steel and other industrial processes.</p> <p>Each tour includes an in-depth commentary by a member of the charity most of whom are either former or current employees. They provide a personal and in-depth commentary which is tailored to the audience and answer at first hand many of the questions the public pose.</p> <p>During the period of this report the charity advanced education for the benefit of the public in the history, construction, engineering, and operation of the Scunthorpe Railway site by delivering over 30 rail tours using its brake vans. Of these 13 were steam hauled using a privately preserved steam locomotive at a cost of £250 per day. The charity used its own heritage diesels to deliver the other tours. In addition, 'night pacer' rail tours were delivered using the charity's class 144 pacer. The class 144 was also used to deliver tours for local school children allowing them to see at first hand the operations and history of the steel works as part of their curriculum studies. This is an area of operations the charity hopes to increase during next year as other schools identify the opportunities for education that the rail tours present. Over 1500 passengers were carried on these tours during the period of this report.</p> <p>Additional income was generated by the hire of the pacer unit for 'driver experience' tours of 2 hours. Supervised by an experienced driver, members of the public are permitted to driver the pacer unit around the site for up to two hours.</p> <p>In addition to the rail tours, and subject to appropriate safety measures, several guided tours were delivered to members of the public allowing them to see at first hand the workshops where locomotives and rolling stock are overhauled and maintained.</p> <p>In support of the purposes of the charity a buffet lounge and shop is staffed by volunteers and</p>

provides on-site catering and sales. As well as providing valuable sustenance for the public the buffet and shop generates a additional and income in support of the charity.

The charity continues to deliver have a high profile through marketing media such as Facebook. The charity's page has around 4,000 followers and is now starting to gain more followers than several other attractions in the heritage sector. As an indicator of the diversity of our visitors and followers, it is noteworthy that 25% of the Facebook followers record their gender as female.

Looking to the future rail tours continue to be very popular and are usually all booked within 7 days of being advertised.

The following comments taken from Facebook reviews help demonstrate how the charity is delivering against its aims and objectives.

**SR**-Took the Scouts on the evening tour of the Steelworks tonight. Very interesting and just long enough to keep them interested. The selection boxes for all the kids was a really nice touch too. Thank you.

**SM**-A really good experience & great value. Staff were helpful & informative.

**SC**-Big thank you to all the volunteers! What a lovely bunch of people, we had an amazing day on the site tour, kids and grown ups all enjoyed it. If you've not been on the train tour you're missing out, get yourselves booked on!

**The acquisition, restoration, preservation, and operation of heritage railway locomotives, rolling stock.**

The number one propriety of the trustees has been to ensure the safety and wellbeing of volunteers who work on the site and members of the public who use rail tours and visit the site. To this end the charity has engaged an external consultant to work with the operations and steam and diesel leads to review and improve the safety management system [SMS].

The society has not acquired, nor disposed of, any locomotives and rolling stock during 2022-23. It is unfortunate that during the 2022-23 operating season, for a variety of reasons, the steam locomotives normally leased to the charity were not available on a regular basis. As a heritage organisation the charity believes the operation of some steam hauled services is important and it will be looking at ways in which steam may return

to the site during 2023-24. Work continues to overhaul two privately owned steam locomotives based at the site and it is hoped that when this work is complete [likely to be in 2024] one or both will be available to haul rail tours. The society owns an 0-6-0 former Polish Railway steam locomotive which requires an extensive overhaul, and this is considered to be a long term project that will require a major funding bid.

The charity's diesel locomotives therefore remain the main stay of operations. An issue for the charity is that it only has one diesel locomotive available for traffic now. This is a series issue and if this becomes unserviceable then rail tours would have to be cancelled. Thankfully the charity does have the pacer unit as a backup, although it's route availability is more restricted than a diesel locomotive. A key focus for volunteers is therefore trying to return the three unserviceable diesel locomotives back to traffic.

As well as locomotives, the charity is reliant upon the availability of rolling stock to deliver rail tours. The charity has agreed a rolling stock strategy. This has three legs. The first of these is to try and maintain at least three brake vans at all time for rail tours. To achieve this the 'Shark' brake van is undergoing a major overhaul which will involve the provision of a brand-new body and repair of the chassis and fitment of a continuous brake at a cost of around £15k. This should be completed by the end of 2023 and when this is returned to traffic will allow for the overhaul of the privately hauled LMS brake van.

The second leg of the strategy is the repair and return to traffic of the two DMU trailer cars. When complete this will allow the charity to provide locomotive hauled services that will be more appropriate for families and those not able to use the brake vans. With a capacity of around 120 passengers the return to traffic of the DMU's would significantly increase charitable income as the brake vans currently hold only around 40 passengers.

The third leg of the strategy is the return to traffic of the officers' saloon. This has been out of service now for several years and is close to the end of an extensive overhaul.

During the year up to four privately owned steam locomotives have been based at the site as well as two privately owned brake vans. Any expenditure on these locomotives and vehicles is borne entirely by the owners.

**The establishment and maintenance of a museum.**

		<p>As set out earlier, very little work has been undertaken upon the museum this year. The building is complete and watertight and houses a large amount of archival material. Unfortunately, a lack of volunteer capacity means that little progress has been made on setting up displays. However, work has been undertaken with British Steel and North Lincolnshire Museums to identify and protect potential future archival material. The identification of a volunteer archivist[s] who could work on completing the establishment of the museum would be a major benefit for the charity.</p>
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## Financial Review

<p>Review of the charity's financial position at the end of the period</p>	<p>Para 1.21</p>	<p>The trustees believe that the charity is in a strong financial position at the end of its first 16 months of operation. Because this first trustees' report covers a period of 16 months it is not possible to make accurate financial comparisons with the previous financial year before the formation of the charity.</p> <p>However, looking at the last year when operating as the Appleby Frodingham Railway Preservation Society [AFRPS], it is estimated that pro rata donations to the charity were about 36% higher than they were when operating as AFRPS.</p> <p>The trustees believe the charity has been fortunate not to be affected significantly by the reductions in revenue that many other charities have experienced consequent upon the current financial crisis and the rise in interest rates. They believe this is partly due to their customer profile in which many of those who book rail tours and donate are very often retired professional persons whose income is not as significantly affected by fluctuations in interest and mortgage rates. However, the trustees have seen some evidence that rail tours [particularly night pacer events] which are popular with families have generated lower levels of donations through mechanisms such as bucket collections. They feel this is probably indicative of the fact that customers in this segment now have lower levels of disposable income.</p> <p>Again, it is not possible to make accurate comparisons between expenditure in the 16-month period of this report and previous years when operating as AFRPS. An estimate seems to indicate</p>
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		<p>that expenditure has fallen by about 51% when compared with the last year of AFRPS operations. The reason for this appears to be the number of one-off high value purchases which AFRPS made in 2022-23 [i.e. shed roof repairs, the purchase of the pacer and Mk3 coaches, steaming fees and coal].</p> <p>Despite the significant reduction in expenditure, the trustees are not complacent and recognise the nature of their operations means that significant costs will continue to arise on maintaining and repairing locomotives, rolling stock equipment and buildings. Insurance is an example in which the charity is a hostage to the fortunes of the market. The charity was fortunate this year to engage the services of a most helpful specialist broker who is very knowledgeable on the heritage rail sector and was able to keep the premium costs at a reasonable level. However, the trustees recognise that, in line with the rest of the heritage rail sector, these costs will undoubtedly continue to rise every year.</p> <p>Despite the challenges of potential reductions in donations because of national financial pressures due to rising interest rates and less disposable income, the trustees are content the charity is solvent, remains a going concern and can meet any financial commitments placed upon it by its creditors. The trustees believe the charity has a strong future and should continue to generate a surplus on its operations for 2023/24.</p>
Statement explaining the policy for holding reserves stating why they are held	Para 1.22	<p>The policy of the charity is to hold sufficient in reserve to</p> <p>[a] Meet its obligation to any creditors;</p> <p>[b] Meet planned maintenance and replacement costs for locomotives and rolling stock; and</p> <p>[c] Provide a reasonable financial margin for unplanned and unforeseen costs.</p>
Amount of reserves held	Para 1.22	As at 31/3/2023 £11,800
Reasons for holding zero reserves	Para 1.22	n/a
Details of fund materially in deficit	Para 1.24	Nil
Explanation of any uncertainties about the charity continuing as a going concern	Para 1.23	None.

#### Additional information (optional)

You may choose to include further statements where relevant about:

The charity's principal sources of funds (including any fundraising)	Para 1.47	The principal sources of funding during the 16 month period of this report were donations for rail tours.
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Investment policy and objectives including any social investment policy adopted	Para 1.46	The charity does not have an investment policy.
A description of the principal risks facing the charity	Para 1.46	<p>The trustees have identified the following risks for 2023/24</p> <ul style="list-style-type: none"> <li>• Failure of the only diesel locomotive available to haul rail tours;</li> <li>• Non availability of rolling stock to haul rail tours;</li> <li>• Increases in insurance and material costs.</li> </ul>
Other		

## Structure, Governance and Management

Description of charity's trusts:		The charity is not a trust
Type of governing document (trust deed, royal charter)	Para 1.25	The charity has adopted a constitution.
How is the charity constituted? (e.g unincorporated association, CIO)	Para 1.25	The charity is a CIO
Trustee selection methods including details of any constitutional provisions e.g. election to post or name of any person or body entitled to appoint one or more trustees	Para 1.25	<p>Clause 13 of the constitution sets out the selection method for trustees as follows.</p> <ol style="list-style-type: none"> <li>(1) At the first annual general meeting of the members of the CIO all the charity trustees shall retire from office;</li> <li>(2) At every annual general meeting of the members of the CIO, one-third of the charity trustees shall retire from office. If the number of charity trustees is not three or a multiple of three, then the number nearest to one-third shall retire from office, but if there is only one charity trustee, he or she shall retire;</li> <li>(3) The charity trustees to retire by rotation shall be those who have been longest in office since their last appointment or reappointment. If any trustees were last appointed or reappointed on the same day those to retire shall (unless they otherwise agree among themselves) be determined by lot;</li> <li>(4) The vacancies so arising may be filled by the decision of the members at the</li> </ol>

		<p>annual general meeting; any vacancies not filled at the annual general meeting may be filled as provided in sub-clause (5) of this clause;</p> <p>(5) The members or the charity trustees may at any time decide to appoint a new charity trustee, whether in place of a charity trustee who has retired or been removed in accordance with clause 15 (Retirement and removal of charity trustees), or as an additional charity trustee, provided that the limit specified in clause 12(3) on the number of charity trustees would not as a result be exceeded;</p> <p>(6) A person so appointed by the members of the CIO shall retire in accordance with the provisions of sub-clauses (2) and (3) of this clause. A person so appointed by the charity trustees shall retire at the conclusion of the next annual general meeting after the date of his or her appointment and shall not be counted for the purpose of determining which of the charity trustees is to retire by rotation at that meeting.</p> <p>There are no constitutional provisions beyond those above and no member may cast more than one vote.</p>
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**Additional information (optional)**

You may choose to include further statements where relevant about:

<p>Policies and procedures adopted for the induction and training of trustees</p>	<p>Para 1.51</p>	<p>On appointment charity trustees are provided with a copy of this constitution and any amendments made to it and a copy of the CIO's latest trustees' annual report and statement of accounts. In addition, the secretary provides them with copies of Charity Commission guidance on other important matters [i.e conflicts of interest, payments to related parties etc]. The secretary receives updates and guidance from time to time from the Charity Commission which they provide to trustees as well as a briefing if necessary.</p>
<p>The charity's organisational structure and any wider network with which the charity works</p>	<p>Para 1.51</p>	<p>Because it is a small charity there is currently no need for any sub committees. The trustees usually meet every month and at the beginning of each year and designate posts that are filled from within their number.</p> <p>The charity applied for and was granted membership of the Heritage Railway Association [HRA]. This body represents most of the heritage railway organisations in the UK. It acts as a trade body and provides a range of services including guidance on safety matters, governance etc.</p>

		In addition, the charity has gained membership of the local voluntary action umbrella organisation 'Voluntary Action North Lincolnshire' [VANL]. They provide a range of services and training to the voluntary section as well as a wide range of information concerning funding and grants.
Relationship with any related parties	Para 1.51	On 1 May 2022 the charity benefited from an interest free loan of £11,600 from the Peckett Steam Fund to assist with the cost of repairing the engine shed roof. The loan is being repaid at £500 per month and will be discharged on 31 March 2024. Two of the trustees of the charity are related parties by virtue of their connection to the Peckett Fund.
Other		Nil

### Reference and Administrative details

Charity name	Appleby Frodingham Railway-Scunthorpe
Other name the charity uses	Nil
Registered charity number	1196958
Charity's principal address	Brigg Road Scunthorpe North Lincolnshire DN16 1BP

### Names of the charity trustees who manage the charity

	Trustee name	Office (if any)	Dates acted if not for whole year	Name of person (or body) entitled to appoint trustee (if any)
1	Glen Britcliffe	Operations coordinator	From 6/12/21	The membership
2	Paul Cheeseman	Secretary	From 6/12/21	The membership
3	Christopher Childs	Diesel coordinator	From 27/4/22	The membership
4	John Dunn	Steam coordinator	From 27/4/22	The membership
5	Andrew Plumtree <sup>1</sup>	Chairman and Media & marketing coordinator	From 27/4/22	The membership
6	Michael Sugden <sup>2</sup>	Vice Chairman	From 6/9/23	The membership
7	Christopher <sup>3</sup> Theaker	Former Chairman	From 6/12/21	The membership
8	Simon Theaker	Rolling stock coordinator	From 6/12/21	The membership
9	Keith Waterland	Treasurer	From 6/12/21	The membership

### Corporate trustees – names of the directors at the date the report was approved

Director name		
Nil		

### Name of trustees holding title to property belonging to the charity

Trustee name	Dates acted if not for whole year	
Nil		

<sup>1</sup> Appointed Chairman following the resignation of Christopher Theaker

<sup>2</sup> Appointed a trustee at the AGM on 6 September 2023 following the resignation of Christopher Theaker

<sup>3</sup> Resigned as a trustee at the AGM on 6 September 2023

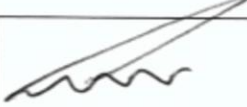

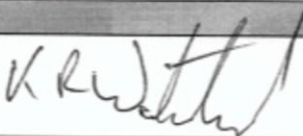
## Funds held as custodian trustees on behalf of others

Description of the assets held in this capacity	Bank account on behalf of the shareholders of the Bagnall Locomotive owners group.
Name and objects of the charity on whose behalf the assets are held and how this falls within the custodian charity's objects	The Bagnall Locomotive owners group are a group of volunteers and members of AFRR-S who have purchased shares in a Bagnall diesel locomotive which is being overhauled at the locomotive sheds used by AFR-S. AFR-S also holds some shares in this locomotive
Details of arrangements for safe custody and segregation of such assets from the charity's own assets	The funds are held in a separate bank account in the name of the Bagnall Locomotive Group and administered by the Treasurer of AFR-S on their behalf.

## Declarations

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

Signed on behalf of the charity's trustee

Signature	
Name	Paul Cheeseman
Position	Secretary
Signature	
Name	Andrew Plumtree
Position	Chairman
Signature	
Name	Keith Waterland
Position	Treasurer

Date	10 January 2023
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APPLEBY FRODINGHAM RAILWAY - SCUNTHORPE

I have examined the books of the Appleby Frodingham Railway-  
Scunthorpe for the period from 31<sup>st</sup> December 2021 to 31<sup>st</sup> March  
2023 and found them to be correct in accordance with cash book,  
receipts, invoices, and bank statements presented to me.

P W Evans

11, Tenters Green, Worsbrough, Barnsley, S70 5JY

25<sup>th</sup> August 2023

