



CHARITY COMMISSION
FOR ENGLAND AND WALES

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	
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.	Para 1.20	<p>Advancing education</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>

	<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.</p> <p>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.</p> <p>Looking to the future rail tours continue to be very popular and are usually all booked within 7 days of being advertised.</p> <p>The following comments taken from Facebook reviews help demonstrate how the charity is delivering against its aims and objectives.</p> <p>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.</p> <p>SM-A really good experience & great value. Staff were helpful & informative.</p> <p>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!</p> <p>The acquisition, restoration, preservation, and operation of heritage railway locomotives, rolling stock.</p> <p>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].</p> <p>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</p>
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	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>The establishment and maintenance of a museum.</p>
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		<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> <ul style="list-style-type: none"> [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.
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"> • Failure of the only diesel locomotive available to haul rail tours; • Non availability of rolling stock to haul rail tours; • Increases in insurance and material costs.
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"> (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

		<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:

Policies and procedures adopted for the induction and training of trustees	Para 1.51	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.
The charity's organisational structure and any wider network with which the charity works	Para 1.51	<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 ¹	Chairman and Media & marketing coordinator	From 27/4/22	The membership
6	Michael Sugden ²	Vice Chairman	From 6/9/23	The membership
7	Christopher ³ 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		

¹ Appointed Chairman following the resignation of Christopher Theaker

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

³ Resigned as a trustee at the AGM on 6 September 2023

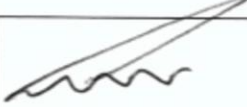

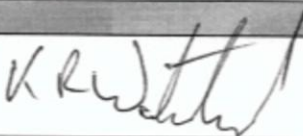
Funds held as custodian trustees on behalf of others

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 31st December 2021 to 31st 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

25th August 2023

APPLEBY FRODINGHAM RAILWAY-SCUNTHORPE

ACCOUNTS FOR YEAR ENDING 31 MARCH 2023

INCOME		EXPENDITURE	
Opening Bal/trans	1,000.00	Loan repayment	5500.00
Donations	21170.69	Order Book/Exp	3731.43
Upd. Chq	5000.00	Upd. Chq	5000.00
Pacer	5000.00	Internet	83.54
Subs	763.86	Insurance	2850.48
Interest	11.02	Brake Van Hire	140.00
Shop	705.05	Crew teas	222.24
	-332.30	Equip	471.70
Lounge coach	2026.96	CAF bank fees	92.25
	-1543.39	Bagnal	10.00
BBQ	127.50	Post	15.00
	-14.94	Disposable	217.90
From closed acc	13206.83	Stationery	29.16
Open Balances	<u>47121.28</u>	Closeing Balances	<u>18363.70</u>
Caf	0.00	Caf	28506.00
Cash	<u>2140.43</u>	Cash	<u>2392.01</u>
	49261.71		49261.71