



**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

	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		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

Director name		
Nil		

Name of trustees holding title to property belonging to the charity

Trustee name	Dates acted if not for whole year	
Nil		

Declarations

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

Signed on behalf of the charity's trustee

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

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

Date	13 August 2025
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Appendix A

APPLEBY FRODINGHAM RAILWAY - SCUNTHORPE

ACCOUNTS FOR YEAR ENDING 31 MARCH 2025

INCOME			£	EXPENDITURE			£
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>
			57,908.01				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>
			£76,780.98				£76,780.98

APPLEBY FRODINGHAM RAILWAY - SCUNTHORPE

I have examined the books of the Appleby Frodingham Railway-
Scunthorpe for the year ending 31st 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