ROAD LOCOMOTIVE SOCIETY

Registered Charity No. 1159394

Annual Report
of
Officers and Section Officers 2025/2026

Chairman Michele Goddard

Our Society is its people. Those that give their time freely, either in support of the administration and events, those of you who contribute to the Journal, those who support the conservation, preservation and dissemination of the archive, those of you, our Members, who gift your historic items to the Society for the benefit of future enthusiasts. Thank you all.

Thank you to Hedd Jones, in his first full year as Treasurer of the Society, and Dick Garth our Membership Secretary, John Dickinson, Sales Officer and those of you who 'man' the display and sales stand with Robert and Maureen Pumfrey. For many of our members these people and the Journal are the contact with the Society.

Over the thirteen years now that I have been part of the Committee and then Trustee Board, those that support the Society have changed and this year is no different. You will have seen in my Chairmans Notes that Richard Willcox has retired as Liveries Officer and Simon Caudwell has retired as Information Officer last autumn. We thank them, very much, for all their work.

I have been delighted with the offers of help from members this last year; to assist with the rally stand, organise members meetings, help catalogue or conservation work, articles for the Journal, gifts for the Society archive or to sell for Society funds, offers to join the Trustee Board or become a Section Officer. All help is gratefully received.

The Trustee Board is still looking for a General Secretary. The role has been divided up. Clare Bullen is assisting with meeting minutes and Sue Beal will be helping organise our members meetings. The remainder involves a small number of administrative tasks for the Trustees, the Annual General Meeting, and general correspondence. Please phone me if you would be interested.

At our three meetings each year we have a large turnout of members keen to meet with fellow like – minded friends. I enjoy this too ! As those who know me will know, happy to chat ! The 2025 AGM was at Eastnor Castle by invitation of our President James Harvey – Bathurst. A wonderful display of engines in the Stable Yard greeted members. And Sunday morning saw a group visit the premises of Hadrian Spooner at HMS Engineering Ltd.

The Winter Meeting was at Milestones Museum is always well supported and this year was no different with illustrative talks by SPC Chairman, Paul Ransley and boiler inspector Dave Wothers. The Spring Visit saw us visit another museum, the World of Country Life, Sandy Bay by kind permission of Nigel Lee and his team.

You will see in Robert Pumfreys report details of the rallies attended last summer, with a very friendly reception at the Rempstone Rally this season. Sales made on the stand supplement those managed by John Dickinson via the website. Please do support our Society by purchasing our publications.

The Journal continues to be a leading class publication from the hard work of our editor Paul Abbott. It is good to see so many contributing articles but I am sure Paul would say 'more are always welcome'!

Conservation and cataloguing work on the archive continues with major effort in the pre-war photographic archive and library. You will see in the Section Officers Reports notes of thanks. Some initial scanning of the post war photographic collection has also started. Much of my time has been spent in support of the small team and training in the ehive product.

The Trustees continue to act as Administrators to the Estate of the late Derek Marder. I look back now and wish he had put all his 'papers' in good order. A lesson to us all. Our dear friend and trustee, John Wakeham worked effortlessly with others, to find a solution with our solicitors and I sincerely hope that Dereks and Sandras legacy for their passions – their friends in the yard and our Society can be concluded swiftly now.

I wish you all well for the Autumn season and the winter ahead, be it restoring or building your engines; out with your cameras and for some of us, cataloguing our archive !

Michele

Treasurer Hedd Jones

The accounts you will find presented as part of this report paint a rather better picture than they did 12 months ago. The Society is again generating a surplus.

The vast majority of our income comes from members subscriptions. The financial year and the membership year are separated by 6 months, and it has therefore been usual that the income from subscriptions does not accurately reflect the number of paid-up members. We seem to have gone many years with a significant proportion of subscriptions paid in the 2nd half of the Calendar year, thus in the following financial year. The 2025/6 accounts thus include the income from late paid subs for the 2025 membership year. Thanks to the late John Wakehams foresight setting up the direct debit method of payment, and the persistence of Dick Garth in getting subscriptions in early, while encouraging take up of the direct debit system we are now in the position where the vast majority of the 2026 membership subscription income is already in hand, and thus also shown on the 2025/6 Financial year accounts. We must however be

mindful that this inflated figure is likely to fall to a figure that more accurately reflects the membership number in future years.

Similarly, the income from the Gift Aid scheme is inflated, representing the gift aid from 2 years subscriptions. The process was delayed for 2025 into the 2nd half of the Callender year to maximise income to be able to pick up the late payers. A single year's amount will be the norm in future.

Income from investments is a little down from last year. Income from sales, which includes sales via the 'shop' and via the sales stand is also down. This may be reflective that some of the published titles are now sold out, and that it has been a few years since the Society published a new title.

The Society has not made any significant out of pocket archive acquisitions, - the £500 shown in the accounts was offset by a £500 donation (+ gift aid) and it has spent significantly less on conservation of the archive this year, thus totals costs are significantly less.

The Society has also invested in replenishing stock of Journal binders having sold out.

Expenditure on the journal – the Societies largest expense is broadly the same as last year. As is the combined expenditure on Meetings and Visits and the AGM (Administration).

New lines on this year's accounts include fees for the ever-increasing electronic payment methods used. This is a trend that will continue and I believe is unavoidable.

On the whole I believe the accounts demonstrate that the Trustees, myself included, are managing the Society with prudence.

Membership Secretary Dick Garth

Membership numbers have remained fairly stable over the last year with a total of 585 fully paid members. Twelve new members have joined in the year up to 31st July.

The Direct Debit system introduced last year is working well and 71 members are now using it to pay their annual subscription.

Sadly, the following members have died in the last year. Arthur Carpenter, PD Smith, AO (Tony) Hunt, John W Blagg, Steve Arrowsmith, Howard Snowden, David Anton and John Wakeham.

Section Officers Reports

Sales Officer – General & Website John Dickinson

Web-site sales have been quiet but steady over the past year. There are still copies of The Major RJW Ind Collection of Historical Photographs book and The Story of Ruston Traction Engines, 1877 – 1937, including Steam Road Rollers and Steam Tractors available from stock. Our Journal binders sold our earlier this year and have now been re-stocked.

Back issues of the Journal are available although not of every copy. Work is on-going to catalogue the Journal stock. In the meantime, please enquire if you have a requirement. Andrew Robertson has created a search facility for the Journals on the website by article title or author which is very useful.

Rally Sales Team Robert Pumfrey BEM

The 'Rally Sales Team' were formed to attend Steam rallies throughout the country. The aim to promote the Road Locomotive Society, meet and greet fellow RLS members, and encourage new members. Also, to display copies of some of the large archive of RLS photographs collated by Trevor Smallbone and sell steam related books old and new to raise money for Society funds.

The team attended three rallies in 2025, Weald of Kent, Onslow Park, Shropshire and Bedford Steam & Country Fayre.

The Weald of Kent Rally on 2nd & 3rd August celebrated the 70th Anniversary of the auction of steam engines belonging to well-known preservationist and former RLS President Chris Lambert. Thanks must go to Mike Retman and Sue Beal for looking after the RLS stand, and Andy Smith for the wonderful display of photographs of the sale held in 1955.

On Sunday & Monday 24th & 25th August we attended the Shrewsbury Steam Rally at Onslow Park. Another friendly rally with approx. 100 steam engines attending. The RLS Stand was well supported over the weekend by my wife, Mo and I, Edward & Jean George, Trevor Smallbone, Alan Rundle and Paul Abbott. Thanks to all for your help.

On the 12th,13th and 14th September the sales team attended the Bedford Steam & Country Faye which was held at Old Warden Park, Biggleswade. Another excellent rally, the team here being Mo & I, Trevor Smallbone, Paul Gilbey, Mike Retman and Sue Beal. President, Andy Smith also attended and had a chance to drive his McLaren steam model, "Jynx", which he had recently sold to Tom Smith.

I was also pleased to have my Ruston "Success", or part of it, on static display outside the Heritage Tent.

This summer has seen the Society stand at Rempstone rally for the first time on the 11th and 12th July. With help from Norman Smedley, Mike Retman, Sue and Kevin Beal, Michele and David Goddard and my wife Mo & I. As I write these notes we are looking forward to another year at Onslow Park and Bedford rally again this autumn. A good time was had by all. Thank you everyone.

Engine Records Officer Andy Wells

In most respects I have had a fairly typical year with a constant workload, in summary hard work but also very rewarding! The flow of enquiries has provided a continual source of interesting subjects and questions to tackle and kept me fully occupied through the year. I receive on average 1 or 2 enquiries per week, I find that I generally have more in the winter months. Invariably they arrive before I have completed the last one, and so I usually have several on the go at any point in time.

A small proportion of enquirers ask for information about specific engine(s) or particular owners, and this tends to be related to a family member or close business connection. The bulk of enquiries require at least some degree of research, especially where limited details are available, and this presents the most satisfying part of my work. When I am tasked with finding an elusive engine or unclear owner without the benefit of reliable or sufficient facts, the only approach is manual investigation by sifting through the manufacturers' listings and county records, entry by entry, page by page. This can take sometimes take a few weeks, but immersing myself in the depths of the records is one of the pleasures of my role. With patience and care I have been able to provide the requested information in most cases, such is the comprehensive nature of the records.

I have the occasional enquiry from overseas countries which shows that interest in traction engines is not restricted to the UK and indicates that the Society's archive is recognised as being the definitive record of road steam vehicles manufactured in the UK.

The overriding majority of my work has come from members, and the identification of a mystery engine or engines from photographs is a feature in three quarters of cases. Where the engine is pictured in its working life, there is often little in the way of an accompanying narrative on what is known about the context of the photograph which raises questions which need resolving. I can often supply some background history to the firm as well as the engines used in their business.

It is not well known, but in most cases the records include the nature of the owner's trade or business, such as boiler makers, flour millers, builders or simply scrap metal merchants, and some requests concern individual industries which were prolific users of steam traction. One such research task I have completed was on the engines engaged in the Bath stone industry and centred on a number of firms operating around the stone quarries in Portland. Aside from the obvious road locomotives and tractors used for hauling their products, the records also showed that engines passed between the competitor firms and were also hired out to neighbouring businesses. A small fact that emerged is that the largest such firm, Bath & Portland Stone Firms Limited, had a Wallis & Steevens 4 3/4 ton tractor based in Battersea, south London which suggests that they had a distribution depot for local deliveries to their customers in the London area. Such discoveries reveal the incredible level of detail contained in the records which bears testament to their value to historical research. The results are being shared with the membership through a series of articles appearing in our excellent Journal, and it is good to see the information from similar requests being shared in the same way.

As I have mentioned before, very little information is added to the records each year, and there are two main reasons for this. Firstly, in order to maintain the integrity of the records it is necessary to set a high standard of proof to ensure the accuracy of any new information before it can be incorporated. Secondly the kind of historic documentary evidence, such as a certificate from an official body, which meets the required standard does not surface very often. Occasionally I am passed a copy of an old local authority 'log book' (forerunner to the present DVLA vehicle registration document). These buff-coloured folded cards contain a veritable mine of information about engines apart from their registration, i.e. owners' names, addresses, and periods of ownership. As such they are very much the 'gold standard' of contemporary evidence as they present the sequence of owners, and even document change of name and address over time.

I have been fortunate to be loaned 12 log books for engines owned by William B Gaze a contractor in North Walsham in Norfolk. The records describe the firm as primarily a road rolling contractor and agricultural machinery operator, but the log books stated their trade as 'engineers & cetera'. This firm had a long history and grew by acquiring second hand rollers from local authorities as diverse as Evesham Borough Council, Hastings Corporation and the only roller operated by Erpingham Rural District Council near Holt. The log books chart the transition from sole trader to partnership and finally incorporation as Plumbly & Gaze Limited. You might think that this is somewhat trivial or insignificant, but these are precisely the details which prove pivotal to dating a photograph where the owner's plate is not fully legible. By scrutinising each entry on the log books I have been able to extract details, dates and one engine which was absent from the record for W B Gaze, including sale to Kings in Norwich for scrap. I wish to record my grateful thanks to Paul Abbot for the loan of these log books.

There may be a misconception that the records only hold the details of engine owners during their working lives, but this is not true. The records include the full progression of owners from build date up to the preservation period, modern day owners being as much a part of an engine's history as the earlier ones. It is extremely difficult to keep track of current changes in ownership, as there is no readily available source and I am unable to obtain this from my efforts alone. When engines are sold I sometimes find that the new owners contact me seeking the history of their newly-acquired engines, but otherwise I will be unaware. Regrettably this means that the records of most recent owners are incomplete, and I would welcome any help in filling these gaps.

Engine Livery Officer

On the retirement of Richard Willcox, he has kindly given the Society a copy of the notes he has recorded on the liveries of engines. These will be accessioned to the library as portfolios. You may remember seeing a number of 'liveries boards' that Richard produced, with the able assistance of Adam Meredith, showing some of the lining detail of manufactured and a transfer, some hand painted by Adam. The plan is to photograph these and add the images to the portfolios. My thanks to both Richard and Adam.

If you would like to continue Richards work and become the Society Liveries Officer, please write to the Chairman, email is sufficient.

Modern Photographic Officer Ian McKey

As I type for the yearly reports, we have received the 'Casserley collection' through the efforts of Sandy and David Ross for which the Society is very grateful. A small collection of photographs from the period of late working, post war, and early preservation and I would like to thank Mary Casserly for ensuring her fathers and grandfather's collection of photographs and negatives of working day engines are preserved for future generations to enjoy, these were taken, mainly around Hertfordshire, Bedfordshire areas.

I would like to thank Paul Gilby who has started to scan and catalogue some of the more 'modern' photographic collection. Many of these are from the early days of preservation, more than 60 years ago and others depict engines that have now changed significantly in those preservation years – some for the better and some not but either way they chart the history that we record. It is most interesting.

I am still looking for someone to carry on the work that has been started cataloguing the modern collection for the Society. It contains so many interesting images that deserve wider distribution. Please contact either myself or the Chairman if you feel you would like to help.

Photographic Archive Officer Trevor Smallbone

The past year has been a really busy time, I have seen a good number of requests for photographs from the Society's archive photographic collection, which is good that members are using the archive, the majority have been requests for engines owned by members or family members, others have been used to illustrate articles for the journal or for displays. Some requests are for research purposes by a member or sometimes by a non-member, of which we'd always recommend a donation to the society for the service.

Also, a good many members and engine owners have contacted me, asking for photographs of their engine in its working days, sometimes I am able to provide an image, but sometimes it is not possible, as the engine escaped the lens of the camera! All of the requests are always via email, which speeds up the response that I can give, all requests are always dealt with reasonably quickly.

Photographic images and information from the collection have been used in a display of archive photographs, this was displayed at the Society's Annual General Meeting at Eastnor Castle last October, which featured Nayler steam wagons, some rare images were used to support the meeting, which was well received by members.

Photographs from the Society's extensive collection, will be used in the proposed forthcoming book on Norman E. Box "The Heavy Haulage Contractor", photographic archive book, this will continue when time permits, the original glass plate slides, which were donated to the society many decades ago, have been scanned and digitalised, with some outstanding results! The Society was also fortunate in 2013 in being able to purchase approximately another forty original Norman E. Box large photographs from the late John Williams auction, these were original photographs as they had the original Entwistle & Thorpe photographer stamps on the reverse. Hopefully the proposed new publication in landscape format will do this important collection of original Norman E Box heavy haulage photographs justice, just like the Major Ind photographs has done in the last publication.

And a big thank you to Bill Milner for donating the late Jack Pierson photographic collection to the society, these have come via longstanding member Derek Rayner, a big thank you to Derek for enabling the collection to come to the Society, this collection consists of more than 1600 photographs of engines at work, mainly in the North of the country.

I'd like to thank these people for their kind donation of original photographs/negatives of engines at work, which are most interesting, and will be scanned and added to the ehive archive, when time permits.

Also, I would like to thank members who continue to donate photographs and negatives to the collection on a regular basis. Just recently we have also received another kind donation of photographs and negatives from Kevin Swann with a strong bias of East Anglia subjects.

Work continues to preserve our huge photographic archive. We have just purchased more acid free storage boxes and another 10,000 acid free sleeves to help preserve the collection for the future, this is a timeless task, and will take many months, if not years to complete. If any member would like to donate to support this work, please contact the Chairman.

The Dr John Middlemiss collection continues to be added to the E-hive system, scanning and cataloguing each photo, by member Ron Feakes. It is a timeless task scanning photo albums of pictures, but Ron has made excellent progress, and myself and the trustee board would like to thank him for his continued support and commitment.

I'd also like to say a huge thank you to Jeff Shackell for all his efforts and many hours of work, he has continued scanning photographs and uploading them to e-hive over the last few years. He has completed three of the Jack Pierson albums with over 271 photographs in these. But he has completed over 4000 scanned and catalogued records to date. A huge achievement for the Society.

The Derek Stoyel photograph collection that the Society was bequeathed by his son the late Alan Stoyel, have now been sorted into makers and put into acid free sleeves and new acid free storage boxes over the past year, this will make it much easier to search for photographs from this important collection from one of the Society's founder members.

Work to scan and digitalise the huge collection continues, now with the E-Hive project up and running, it has made scanning and cataloguing the photographs much easier, and these can be uploaded to the system, but there is still a vast amount of work still to do with this huge project. I would like to thank our Society Chairman Michele Goddard and Andrew Robertson our technical support department for all their time spent in ensuring this project got off the ground. There is still absolutely huge amount of work to do on the E-Hive project, as scanning the many hundreds of thousands of photographs and documents will take many years to complete.
Progress has been made on identifying the many unknown photographs in the collection, but this is a very difficult task sometimes with very little to help identify them, sometimes having to use build sheets and County engine records, but there is still more work to do on this front as time permits.

I am always on the lookout for new previously unseen photographs to add to the Society's photographic archives, either originals or copies. If you think you have anything interesting that you think the Society has not got a copy of or if you need to contact me, to see if we have a photograph of a particular engine, roller, wagon, or road locomotive, then my email details are inside the journal front cover.

Information Officer Chris Bedo

Since taking on the role earlier this year, I have dealt with enquiries relating to 14 engines, the majority requesting copies of Burrell build sheets. It is always rewarding to see the wide interest in the Society's archive, with enquiries this year coming from as far afield as New Zealand.

One of the most enjoyable aspects of the role is hearing the stories behind the requests. Sometimes an owner is restoring an engine and wants to locate a drawing from its original specification; on other occasions the enquiry comes from someone researching an engine that once belonged to their family, perhaps many decades ago, and has sadly long since disappeared. This year, one particularly interesting request came from a talented member intending to use the Burrell drawings to produce highly detailed 3D printed models of an engine—an excellent example of how these historic records continue to find new and innovative uses.

I have begun exploring the use of AI-enabled software to assist with reading and interpreting the Burrell build sheets. As many members will appreciate, the combination of small handwriting, faded documents and handwritten annotations over the original typed records can make interpretation challenging. Early results have been mixed, but the technology is advancing rapidly and I hope it may become a useful tool in helping us unlock even more of the information contained within this remarkable archive.

Portable Engine Officer Alan Rundle

This year I have only loaned out two portable portfolios – Richard Hornsby and Rustons.

During the last year I have helped with an enquiry from an enthusiast in Australia regarding Robey portables. In return he has sent some photos of his portable engine in Australia which I have added to the Robey portfolio.

By the society's rules, portfolios must be handed over personally to members and returned in the same way. If anyone wishes to borrow a portfolio I will be attending the AGM in October and the Spring Meeting next year.
I can be contacted by email a.rundle56@outlook.com.

Traction Engine Portfolio Section Neil Smith

Loans from this section over the last year have only been three in number. The subjects covered being Lampitt of Banbury; Garrett Steam Tractors; and Mornement and Ray of East Harling, Norfolk.

The research material belonging to our late librarian, Tim Smith, regarding the Alton depot of Mornement & Ray has been accessioned to the portfolio. The details of this work appeared in Journal Vol 58, No. 3, August 2005.

I intend being at the AGM, if this helps with portfolios being collected from me."

Librarian Michele Goddard

I must thank James Nutty for his continued support with the library. He has been reading through the Journals to ensure we have provenance notes with the library items. It is key that we record this information properly and our ehive system allows us to do this.

I have also had a number of enquires for information. These are generally for those writing articles for the Journal or information held within catalogues. The Society holds 881 original, copies or reprints of catalogues. Two recent queries related to a Thomas Greens roller and scarifier and the second a Marshall Light Traction Engine. If there is a topic you are researching, let me know and I can give you a library listing of what we hold. I am slowly working through adding an image to each item, to aid identification but also to broaden the single line description.

Now the library is stored literally 'in my spare room' I have naturally become the 'librarian' but there is a small 'team' assisting with the library and this has evolved over the last year; James Nutty is helping with photographing oversizes documents, Clare Bullen is cataloguing some Burrell patents, Richard Morris is sorting through the huge collection of McLaren information of the late Henry Roskilly and John Wakeham. My thanks to them all, every little bit of work is a step forward.

Registered Number
1159394

Road Locomotive Society

Charitable Incorporated Organisation

Trustees' Report and Accounts

12 months period from 1July 2025 to 30 June 2026

Road Locomotive Society CIO

Board of Trustees' Report

The Trustees present their report, together with the accounts, which have been subjected to an Independent Examination for the 12 month period ended 30 June 2026.

Governing Document and Organisational Structure
The Society is a Charitable Incorporated Organisation as defined by the Charities Commission and subject to the Charities Acts. The Society was incorporated on the 27th November 2014.
The administration is carried out by the Board of Trustees on behalf of the Society. All members of the Board are Trustees for the purpose of the Charities Acts. Training for new Trustees is provided by existing Trustees. The Trustees meet on a regular basis to consider all matters relevant to the Society. The following were Trustees during the year:

A L Smith
A N Wells
H W Jones
B Johnson
T R Smallbone
J Wakeham
Mrs C Bullen
Mrs M Goddard
P Abbott
S J Caudwell
T Baines

Objectives and Aims
The objectives of the Society are the advancement of education and research into the past history of self-propelled steam engines (other than those running on rails) and types of stationary steam engines known as portable engines. Results of this research are published in the Society's Journal and other publications. The Trustees confirm that they have referred to the guidance contained in the Charity Commission's general guidance on public benefit when reviewing the C I O's aims and objectives and in planning future activities.

Financial Review
The organisaton generated a surplus for the 12 month period of £14,178 and had reserves at the end of the period of £147,377. The society derives the majority of it's income from subscriptions and related gift aid and the sale of publications.

The Society's policy on reserves is to hold an amount sufficient to fund expenses for a year and also to purchase any major collections which may come on the market. The investment policy of the Society is reviewed annually by the Trustees. The funds not required for day to day activities are held in a unit trust investment and bank deposit account. The Trustees have identified the major risks to which they believe the Society is exposed.They have reviewed these and established systems to mitigate them.

Trustees' Responsibilities
The Trustees are responsible for the following duties:

- To prepare financial statements which show a true and fair view
- To make judgement and estimates that are prudent and reasonable
- To apply the going concern basis unless it is not appropriate to do so
- To keep proper accounting records
- To safeguard the assets of the charity and take resonable steps for the prevention of fraud and other irregularities

H W Jones
DATE 23/07/2026
Mrs M Goddard

Road Locomotive Society CIO

Accountants' report on the unaudited accounts to Road Locomotive Society CIO

Independent examiner's report to the trustees of Road Locomotive Society

I report on the accounts of the Society for the 12 month period ended 30 June 2026, which are set out on pages 3 to 7 .

Respective responsibilities of trustees and examiner

The charity's trustees are responsible for the preparation of the accounts. The charity's trustees consider that an audit is not required for this year under section 144 of the Charities Act 2011 (the 2011 Act) and that an independent examination is needed.

It is my responsibility to:

- examine the accounts under section 145 of the 2011 Act

- to follow the procedures laid down in the general directions given by the commission under section 145(5)(b) of the 2011 Act

- to state whether particular matters have come to my attention

Basis of independent examiner's report

My examination was carried out in accordance with the general directions given by the Charity Commission. An examination includes a review of the accounting records kept by the charity and a comparison of the accounts presented with those records. It also includes consideration of any unusual items or disclosures in the accounts, and seeking explanations from you as trustees concerning any such matters. The procedures undertaken do not provide all the evidence that would be required in an audit and consequently no opinion is given as to whether the accounts present a 'true and fair view' and the report is limited to those matters set out in the next statement.

Independent examiner's statement

In connection with my examination, no matter has come to my attention:

1) which gives me reasonable cause to believe that in any material respect the requirements:

- to keep accounting records in accordance with section 130 of the 2011 Act and

- to prepare accounts which accord with the accounting records and comply with the accounting requirements of the 2011 Act

- have not been met or

2) to which, in my opinion, attention should be drawn in order to enable a proper understanding of the accounts to be reached

Monahans

Oakley House
Tetbury Road
Cirencester
Gloucestershire
GL7 1US

Road Locomotive Society CIO
Statement of Financial Activites
Period from 1 July 2025 to 30 June 2026

	Year to 30 June 2026 £	Year to 30 June 2025 £
Income	36,990	28,299
Cost of sales	2,801	15,788
Gross profit	34,189	12,511
Other business income	-	-
Expenses		
Other business expenses	19,380	20,141
Bank, credit card and other finance charges	54	98
Accountancy, legal and other professional fees	577	442
Depreciation and loss/(profit) on sale	-	-
Other business expenses		
	20,011	20,681
Surplus for the year	14,178	(8,170)
Total unrestricted funds carried forward	14,178	(8,170)

Road Locomotive Society CIO
Balance Sheet
as at 30 June 2026

	Notes	30 Jun 26 £	30-Jun-25 £
Fixed assets			
Library and Equipment	3	665	992
Current assets			
Stock and work in progress		11,252	10,034
Bank/building society balances		135,842	122,555
Other current assets and prepayments		-	-
		147,094	132,589

Road Locomotive Society CIO
Balance Sheet (cont.)
as at 30 June 2026

	Notes	30 Jun 26 £	30-Jun-25 £
Current liabilities			
Other liabilities and accruals		382	382
Net current assets		146,712	132,207
Net assets		147,377	133,199
Represented by			
Balance at start of year		133,199	141,369
Surplus for the year		14,178	(8,170)
		147,377	133,199

Road Locomotive Society CIO
Notes to the Accounts
Period from 1 July 2025 to 30 June 2026

1 Accounting Policies

Accounting Convention
The accounts have been compiled on a basis that enables profits to be calculated in accordance with UK Generally Accepted Accounting Practice.

Fixed Assets - Equipment
These are shown at cost, less provision for depreciation calculated to write off the assets over the estimated useful life.

Stock
Stock is valued at cost.

Income recognition
Subscription income and donations and grants are included in the accounts in the year received. Sales are recognised when the item has been dispatched to the customer and gift aid is recognised on an estimated basis to match the year of claim.

Archive (Library, Photograph Library, Burrell Records, Portfolios and Engine Records etc)
These are valued by the Board at a nominal total sum of £1 for accounts purposes and are not depreciated. Additions are written off in the Statements of Financial Activities account in the year of acquisition.

Road Locomotive Society CIO
Notes to the Accounts
Period from 1 July 2025 to 30 June 2026

2 Statement of Financial Activities

	Year to 30 June 2026	30 June 2025
	£	£
Income		
Subscriptions	24,154	20,308
Sales of publications and badges	2,975	3,742
Sales of copies of Burrell Records	-	65
Investments Income	3,314	3,859
Gift Aid	5,683	-
Donations and Grants	864	325
	36,990	28,299
Cost of sales		
Archive aquisitions	500	11,500
Stock movement	(1,218)	456
New publications	-	-
Archive and conservation	1,533	3,832
Stock items for resale	1,986	-
	2,801	15,788
Expenditure		
Journal	14,784	15,125
Meeting and Visits	2,916	1,008
Postage	363	290
Administration	847	3,109
Paypal	100	95
Legal Fees	-	-
Go Cardless Fees	43	
Depreciation	327	327
Subscriptions	-	187
Other insurance costs	-	-
	19,380	20,141
Bank, credit card and other finance charges		
Bank charges	54	98
	54	98
Accountancy, legal and other professional fees		
Accountants fees	577	442
	577	442

Road Locomotive Society CIO
Notes to the Accounts
Period from 1 July 2025 to 30 June 2026

3 Archive and Equipment

	Archive	Equipment	Total
	£	£	£
Cost			
At 1 July 2025	1	2,545	2,546
Additions	-	-	-
At 30 June 2026	1	2,545	2,546
Depreciation			
At 1 July 2025	-	1,554	1,554
Charge for the period	-	327	327
At 30 June 2026	-	1,881	1,881
Net book value			
At 30 June 2026	1	664	665
At 30 June 2025	1	991	992

THE ROAD LOCOMOTIVE SOCIETY

Minutes of the Annual General Meeting held on Saturday, 25th October 2025 in the Cricket Pavilion at Eastnor Castle by kind permission of Eastnor Cricket Club and James Herevey-Bathurst

John Wakeham, Chairman, welcomed members to the 88th Annual General Meeting and thanked James Hervey-Bathurst for the invitation to Eastnor Castle and to view the interesting collection of engines in the stable yard. He thanked the members who had brought their engines, the members of the Cricket Club for their hospitality and the ladies providing the food.

John Wakeham asked members to stand for a minute in memory of the following members DLT Price, Ted EW Freeman, CR Iveson, BC Street, SR Shelton, M Ward, GL Shipman and H Netherway.

Apologies for Absence

Jean Whitehead, Keith Brothwell, Brian Johnson, Peter Stainer, Steve Parrott, Andy Smith, Clive Hearsey, Paul Gilby, Roger Mills, Stephen Wittingstall, Keiran Richards,

Andrew Robertson, Richard Francis, Jeff Shackle, Keith Brooking, Barry Thirlwall, Charles Bush, Richard Weston, Willem Middlemiss, Brian Hilsdon, Richard Jackson, Martin Fletcher, Steve Durance, Malcolm Frost, John Penfold, Anthony Coulls, Peter Smart, Steve Milnes, Tony Hunt.

Members were asked to sign the Attendance Sheet to ensure the meeting was quorum, and to add email addresses. The Secretary stated that all proxy votes submitted were in favour of all agenda resolutions.

To approve the Minutes of The Road Locomotive Society AGM held on Saturday, 26th October 2024

The Minutes of the meeting had previously been circulated to members. There were no matters arising. Acceptance of the minutes were proposed by Alex Hayward, seconded by Mike Deering. All members were in favour.

Adoption of Annual Reports of The Road Locomotive Society for year ending 30th June 2025

There were no questions regarding the reports, which had been circulated prior to the meeting. Acceptance of the reports were proposed by Bob Allison and seconded by Reg Dawe. All members were in favour.

John Wakeham expressed thanks to Michele Goddard for her work as Secretary over the years and her work on the introduction of the EHive system. Michele then gave a short presentation on the system, which is a general catalogue of the Society's archive.

Thanks were expressed to Paul Abbot for the journal and to all those who contribute articles for the Journal.

Presentation of the Accounts for the year ending 30th June 2025

Hedd Wyn Jones, Treasurer, presented the following summary to the members present. Firstly, he thanked Simon Caudwell for his ten years as treasurer and that it had been easy to firstly take the book-keeping over and then transition to acting as Treasurer. The Society has a healthy reserve of £133,199 but with a deficit this year of £8,170, compared to a surplus the last two years. He highlighted a number of items from the accounts.

1.The subscription income was down by approximately £4,000, subscription payments have been slow to come in and the historic issues with underpayments has been slow to be resolved. Dick Garth, Membership Secretary, has been working hard to collect these payments, A Direct Debit system has been introduced and initially new members, late payers and underpayers are being migrated to this system. Thanks were expressed

to John Wakeham for setting this system up and to Dick Garth who is populating the system as forms are received.

2.Gift Aid – these monies are directly related to the subscription income. It was decided to delay the usual application for the Gift Aid monies from the HMRC to maximise the payment. There is therefore zero income for this in the 2025 accounts. This has now been received (£2,482.79) and will be shown in the accounts for 2026.

3.Expenditure – During the year the Society was offered, reviewed the content and negotiated the purchase of the Middlemiss collection to add to the Society's existing collection and adds significantly to it, but came at a significant cost. As seen in the accounts this purchase alone could be considered the cause of the deficit.

Monies from the current reserves are to be used for acquisitions, such as this. The total outgoings for 2025 are similar to that in 2024, notwithstanding this purchase. Solving the subscription issue is the key to healthy future accounts and that migration onto a Direct Debit system will resolve most, if not all, of this issue. The trustees will continue to exercise prudence in expenditure, particularly when it concerns large acquisitions.

Acceptance of the Treasurer's Report was proposed by Trevor Smallbone and seconded by Norman Smedley. All members were in favour.

Motion under Part K Rules and Procedures

To expand the CIO objectives permitting the RLS 'to support and encourage kindred organisations holding a shared ambition in the history and working of road and stationary steam machinery'.

This amendment is recommended following the situation regarding the Will of the late Derek Marder, who died in October 2023. Derek's appointed personal representatives had declined to act and the administrative function passed to the RLS trustees as they are residual beneficiaries under the Will.

The RLS have two very separate functions – firstly as administrators they have a duty to all who benefit from the estate and to HMRC whereby they are required to correctly interpret the terms of the will and other papers reflecting interests in the estate and act accordingly. As administrators the Trustees have no latitude and are bound by the correct interpretation of his Will and associated papers. Currently uncertainties including to the tax liability has prevented distribution of specifically directed bequests. The second RLS interest is in the estate as beneficiaries. The RLS is a registered charity, subject to audit, and its actions are regulated by the Charity Commission.

The RLS wish to ensure that those in Marder's Yard, i.e. Marders Yard Club has a home. There had been a meeting with the RLS trustees and Derek in 2012 when he discussed his plans for the yard after his death.

There still needs to be a meaningful discussion between Marder's Yard Club and the RLS to prevent months, if not years, of waiting and uncertainly and require thousands

of pounds more spent on lawyers and court costs. The current CIO does not permit the RLS trustees to use RLS funds in pursuit of anything other than RLS core business. This motion, would, if approved permit the RLS as freeholders of Ox Drove to settle with Marder's Yard Club on a less than commercial basis, if that position was required. The RLS wish to see Marder's Yard Club accommodated, which is the reason for this motion.

Questions:
Peter Turvey – What guarantees are that this will not turn into a drain on the RLS's financial resources? John Wakeham replied that it would not as the RLS is entitled to residue under the Will. No RLS funds were being used. The costs in administering the will are bourne by the Estate of Derek Marder.
This does mean that the value of any cash residue due to the RLS upon completion would be lower the longer things progress. It also means that should the administration costs drain the entire cash in the estate, then the administrators would have to realise the value of the assets held by the estate to cover costs. This has the potential to affect other beneficiaries on the will. It therefore should not impinge on RLS assets. But it could affect what Derek Marder wanted the RLS to do.
Gerald Whittaker – What are the long term aspect for the yard and should this vote go out to the membership and not just those present today? John Wakeham replied: long term aspect for the yard – probably too early to answer, it is a piece of ground on the outskirts of Andover which is almost certainly at some stage to have a change of use. JW said the people in the yard see a great tradition in the premises and the RLS should not seek to change this. GW said so few yards are left now and that yards like this should not be developed and this should not happen to Derek's yard. JW said that a way needs to be found to move forward. RLS cannot avoid any potential tax implications. Derek tried to use the RLS charitable status 'constructively', but our lawyers think he failed. RLS feel this can be overcome by all parties talking about this and moving forward again. The RLS have shared openly all investigations on the will, the lease and all the information received from lawyers. We have shared the perceived tax implications to those in the yard; all parties need to move away from the emotional aspects and talk. The RLS wish to fulfil Derek's intentions for the yard. GW said this answer did not help, he feels there should be some guarantee that the yard is going to survive. He appreciated the inheritance tax position and understands what Derek wanted to do. GW suggested that an independent property management team could be put in place to develop the yard and free up a capital sum that could go to the RLS. JW said nothing can be done unless all parties sit down and find a way. The RLS do not want to find themselves in bad repute over this situation. GW thinks the yard could pay for itself and make a profit. JW said that Marders Yard had been asked for a business

plan, without this the administrators cannot let he yard without terms being agreed.

Peter Turvey – Asked about the exact change in the wording of the objectives regarding the motion proposed. JW said it might be changed by lawyers, but it was to expand the CIO objectives (moving from just the archives and facilitating the members) to enable to help others outside the organisation. JW anticipated that as the RLS is a charity, the other party would also need to have charitable status. This has been discussed. A charity can help another charity without tax implications.

Motion proposed by John Wakeham and seconded by Simon Cauldwell. All members were in favour.

To elect Members of the Trustee Board
Twelve trustees are provided for in the CIO with the Chairman, Treasurer and Secretary required to be a trustee. This means that four retire each year and are eligible for re-election, including one of the principal officers. The officer this year is Michele.

John Wakeham to stand for one year only, as trustee, to bring the four year cycle back into line. The nominations are:
Paul Abbott - proposed by John Wakeham, seconded by Brian Snelgar
Clare Bullen - proposed by Michele Goddard, seconded by Doug Roseaman
Michele Goddard – proposed by John Wakeham, seconded by Trevor Smallbone
Trevor Smallbone – proposed by Edward George, seconded by Clive Flack
John Wakeham – proposed by Michele Goddard, seconded by Andy Smith

All members present and all proxy votes were in favour.

Election of Principal Officers
Hedd Wyn-Jones – Treasurer, proposed by Simon Caudwell, seconded by Michele Goddard
John Wakeham stated that Hedd has been acting as Treasurer for the last six months and was doing a very good job.

Michele Goddard – Chairman, proposed by John Wakeham, seconded by Trevor Smallbone
John Wakeham stated that Michele would make an excellent chairman. She has tremendous respect for the Society and wants to see it evolve. She is meticulous in the care of the archive.
All in favour

Michele then said a few words. She was introduced to the Society and the archive by Mike Thexton. When Sandra Marder passed away she had spoken to Richard Wilcox and asked if she could become the portable portfolio officer, but he said he had given that job is someone else. However, he asked her to be secretary instead, a job which was just 'taking a few minutes'! It is now twelve years later and she has enjoyed it all and met some wonderful people.
She then thanked John Wakeham, who started working with the society in about 2017, he then wrote the McLaren book with Henry Roskilly; and helped with the marques. Andy Smith who asked him to a Truste and Vice-Chairman. Michele stated that she has asked John to remain to help with Derek Marder's estate which he has accepted. She then concluded by thanking the trustees and wider management team.

President's Award

Andy Smith was not present due to being in hospital recently, and this was the first AGM he had missed in 15 years and asked Trevor to say a few words on his behalf.
Andy said it had been a great honour to be your President for the last year. He proposed to the trustees that we allow the President to select an individual, group, organisation who are members to be recipients of this award during their year as President. The criteria are that they have carried out significant research to allow them to complete a major restoration/rebuild of road steam engines, create a new build or build a model. The inaugural winners are Malcolm Frost and John Steer for their 51 year joint project building a pair of 4" scale models of the famous Burrell 10nhp road locomotive 'Clyde' from the Burrell work drawings as well as researching the details. Malcolm and John are also responsible for the many 2" scale Burrell GMT and Fowler A7 traction engines we see at model shows up and down the country. Both are now in their 80's and unable to attend the meeting. Framed pictures of these will be presented to both after the meeting.
John Wakeham said that good wishes from all the members would be passed to Andy after the meeting.
John Wakeham then asked for formal approval from the meeting that James Hervey-Bathurst be the President for the coming year. All in favour. The President's Badge of Office was presented to James Hervey-Bathurst by Bob Pumfrey, a previous President.

Any Other Business

There was no other business and the meeting was declared closed at 2.50 pm.
The members were then treated to an excellent talk and slideshow by James Hervey-Bathurst.