HAMPTON & KEMPTON WATERWORKS RAILWAY LIMITED



FINANCIAL ACCOUNTS AND TRUSTEES' REPORT

YEAR ENDED 31 DECEMBER 2025

Company Number 08428299

Registered Charity Number 1166913

www.hamptonkemptonrailway.org.uk

HAMPTON & KEMPTON WATERWORKS RAILWAY LIMITED

Trustees' report for year ended 31 December 2025

Company Structure, Governance and Management

In the 1990's the disused ex-Metropolitan Water Board steam powered water pumping station at Kempton Park was restored to working order by a charity, the Kempton Great Engines Trust (KGET). Since then it has proved a popular historic tourist attraction. The pumping station is on a long lease from Thames Water, the privatised successor to the Metropolitan Water Board, and is surrounded by Thames Water land which extends as far as Hampton and the Kempton Park main-line station which is adjacent to the race course.

When built in 1928 it was coal fired and fuel was brought up from the Thames at Hampton by an existing narrow-gauge railway. Although the railway was closed and dismantled in the 1940's, significant parts of the original route through Thames Water land remained largely undeveloped, so in 2003 KGET members amongst others decided that restoring the railway to Hampton was feasible and would add considerably to the attraction of the Kempton Park site. The Metropolitan Water Board Railway Society (MWBRS) was formed to progress this project and although independent was strongly supported by the KGET who allowed use of part of their leased land to construct an initial demonstration circuit now called the 'Hanworth Loop'.

This was opened in May 2013 and for legal reasons a limited company, the Hampton & Kempton Waterworks Railway Ltd (HKWR) was set up to construct and operate the line. Charitable status was achieved in 2016 which meant that HKWR Company Directors also became Charity Trustees.

The MWBRS continues as a support organisation and the HKWR All work is performed by volunteers, there being no paid staff. The trustees provide oversight and strategic direction to ensure the railway achieves its charitable objectives. To this end they meet regularly with representatives from the MWBRS who report on progress and other matters such as Health and Safety.

As the trustees are directors, the HKWR being a limited company, they are required to comply with both company and charity law.

The Hanworth Loop

The early acquisition of a steam locomotive on long-term lease from a volunteer meant that most trains could be steam hauled from the opening. This remains the case today and the railway's early popularity was in large part due to the attraction of steam. Although the 'Hanworth Loop' is quite short this does mean that trains can be operated frequently giving many opportunities for volunteers to become fully trained in running a preserved railway.

Since opening more rolling stock has been gradually acquired and the infrastructure has been improved culminating in a Heritage Railway Association award in 2023 for our new carriage shed entirely assembled on site by volunteers.

Like other attractions the railway closed during the Covid epidemic but survived without any government assistance. Since the reopening in 2021 passengers and revenue have recovered and have steadily increased following a decision to concentrate on running popular special events such as 'Halloween Ghost Night' and 'Santa Specials'. Annually, before depreciation, a small operating surplus is produced which is used to maintain and improve the infrastructure.

Building the Mainline

Once the 'Hanworth Loop' was shown to be operating successfully and financially viable, attention turned to the real goal of rebuilding the line to Hampton.

A lease for the proposed route was needed before construction could begin. As the freeholder, Thames Water had already agreed in principle to this. However it was not possible to use all the original formation because parts had been used for various purposes by Thames Water and its predecessors. All this took time since Thames Water needed to ensure that the proposed route would not interfere with their future development plans. Nevertheless significant sections of the original formation were available and a route using as much as possible was agreed with Thames Water and a lease signed in 2018.

Planning including a detailed survey started together with preparations for the various consents required from the three councils involved, Hounslow, Richmond and Spelthorne, together with environmental authorities. The most important of these was the necessity to obtain planning permission from the councils.

Work was brought to a halt during the COVID epidemic and lockdown during which the railway closed for over a year.

Once work restarted it became obvious that parts of the agreed route needed changes because of poor ground conditions. Preliminary discussions with Hounslow Council while positive also revealed that an extended car-park would be needed to satisfy HM Government regulations before planning permission could be granted. Together with the discovery that parts of the leased route had also been previously leased to the Kempton Great Engines Trust meant that changes to the lease would be required.

By the end of 2022 Thames Water had verbally agreed to the route changes requested and to the provision of an area suitable for car parking.

2025 Developments

The planning application was submitted in early 2025 to Hounslow Council but Thames Water requested in July that they conduct an internal review before it was formally considered by the council. The application was temporally withdrawn pending approval from Thames Water which had not been received by the end of the year.

The introduction of the first stage of the garden railway proved popular and contributed to the small operational surplus achieved during the year. It was notable that there is a slight decline in visitors when the railway is open without any special event taking place, but events seem to be increasingly popular and their frequency and publicity are being increased.

Outlook for 2026

2026 is likely to be a year of consolidation with the existing railway being improved and more special events being organised to attract visitors. Progress beyond this relies on Thames Water resolving their financial difficulties which appear to be coming more acute with no solution likely in the short term.

Trustees

The following served as trustees during 2025

First Elected	Name	Last Elected	Meeting Attendance 2025
May 2021	David Lewis	May 2024	6/6
May 2021	Bernard Chorley	September 2023	6/6
May 2021	Colin Clode	September 2023	6/6
June 2014	Robert Leadbetter	September 2023	6/6
November 2022	Linda Roberts	October 2025	6/6
April 2024	Jim Castle	April 2024	5/6
April 2024	Les Munckton	April 2024	6/6
March 2013	Ray Marie	July 2022	Resigned March 2025

A. Eaton acted as Company/Trust secretary throughout the year.

None of the Trustees was paid any remuneration or personal expenses during the year.

Financial Activity

Statement for the period 1 January 2025 to 31 December 2025

	Notes	**2025**	***2024***	**2024**
	4		*(restated)*	
Income				
Incoming resources	1	£43,375	*£45,977*	£45,977
Donations & grants	2	£9,448	*£30,742*	£30,742
Trading income		**£52,823**	***£76,719***	**£76,719**
Expenditure				
Trading costs	3	£44,625	*£55,095*	£55,095
Depreciation	4			£18,758
Total expenditure		**£44.625**	***£55,095***	**£73,853**
Balance (income-expenditure)		£8,199	*£21,624*	£2,865
Funds at start of year		£84097	*£62,473*	£175,590
Total at end of year		**£92,295**	***£84,097***	**£178,456**

Notes to the accounts

			2025	2024
1	Incoming resources	Passengers	£41,860	£44,713
		Miscellaneous	£1,515	£1,264
			£43,375	£45,977
2	Donations & grants	Grants	£0	£0
		Gift Aid	£1,992	£2,368
		Donations	£7,456	£28,374
			£9,448	£30,742
3	Costs	Estate improvements	£9,363	£19,180
		Events	£9,397	£1,338
		Fuel	£1,554	£2,809
		Insurance	£5,382	£6,210
		Mainline development	£967	£0
		Maintenance of coaches	£5	£120
		Maintenance of estates	£147	£634
		Maintenance of locomotives	£2,718	£343
		Maintenance of mobile equipment	£65	£244
		Maintenance of PW	£89	£69
		Maintenance of wagons	£44	£114
		Management	£549	£383
		Membership fees	£1,120	£637
		Major equipment	£390	£3,858
		New carriage shed	£0	£0
		Operations	£2,588	£2,700
		Promotion	£2,932	£2,959
		Recruitment & retention	£713	£970
		Restoration of coaches	£0	£0
		Restoration of locomotives	£0	£1,250
		Restoration of wagons	£128	£457
		Safety	£1.214	£250
		Site security	£696	£88
		Ticket office	£3,415	£8,729
		Training	£0	£0
		Site shared costs	£1,148	£1,335
		Other	£0	£416
			£44,625	£55,095
4	Assets	Non-monetary assets and depreciation are no longer include in the accounts For comparison the restated 2024 results have been included.		

Balance Sheet

	2025	***2024*** *(restated)*	**2024**
Fixed assets			£94,359
Cash in hand and at bank	£82,545	*£75,847*	£75,847
Prepayments	£2,490	*£2,995*	£2,995
Shop stock	£3,012	*£3,795*	£3,795
Debtors	£4,359	*£3,356*	£3,356
Gift Aid not yet received	£0	*£0*	£0
Creditors	-£111	*-£1,897*	-£1,897
Total assets at year end	**£92,295**	***£84,097***	**£178,456**

Small Companies Exemption

For the financial year ending 31 December 2025, the company was entitled to exemption under Section 477 of the Companies Act relating to small companies. No members have required the Company to have an audit of its accounts for the year in question under section 476 of the Act. The directors acknowledge their responsibility for complying with the requirements of the Act in relation to accounting records and for the preparations of accounts. These accounts have been prepared in accordance with the provisions applicable to companies subject to the small companies regime.

Declarations

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

Signature

Full name David Lewis

Position Company Chairman

Date 24 September 2026

Reserves Policy

The company is building up reserves of £12.000 for major work on its steam locomotive due in 2029. The reserve currently stands at £11,000 and there is also an operating reserve of a further £10,000.

Employees

There were no paid employees during the year.

Independent Examiner's Report

I report to the Trustees on my examination of the accounts of the charitable company, the Hampton & Kempton Waterworks Railway Limited, for the year ending 31 December 2025.

Responsibilities and basis of report

As the charity's trustees, you are responsible for the preparation of the accounts in accordance with the requirements of the Charities Act 2011 ("the Act").

I report in respect of my examination of the Trust's accounts carried out under section 145 of the 2011 Act and in carrying out my examination, I have followed all the applicable Directions given by the Charity Commission under section 145(5)(b) of the Act.

I have completed my examination. I confirm that no material matters have come to my attention in connection with the examination which gives me cause to believe that in, any material respect, the accounting records were not kept in accordance with section 130 of the Act; or the accounts did not accord with the accounting records; or the accounts did not comply with the applicable requirements concerning the form and content of the accounts set out in the Charities (Accounts and Reports) Regulations 2008 other than any requirement that the accounts give a 'true and fair' view which is not a matter considered as par of an independent examination.

I have no concerns and have come across no other matters in connection with the examination to which attention should be drawn in this report in order to enable a proper understanding of the accounts to be reached.

Signed	J. Morson	Date 24/9/26	

Name	John Morson