GWR 813 Preservation Fund – Charity (C.I.O.) No. 1196114

Trustee's Report for Year Ended 31st December 2025

Background

The Charity's objectives encompass the ongoing preservation, display and operation for public benefit of 125 year old former Port Talbot Railway and Great Western Railway (GWR) saddle tank steam locomotive GWR no. 813 and an extensive collection of items of GWR rolling stock dating from the late 19th century to the early post WW2 period. The latter are accommodated and displayed at a number of heritage railways and museum sites to portray to the public an image of how, in particular, goods traffic was conveyed by rail in years gone by.

Locomotive 813 is based on the Severn Valley Railway (SVR) and normally operates there and, with the SVR as agent, under hire terms at various other heritage railways in the U.K., the income from which is accumulated to cover ongoing heavy maintenance and the cost of each statutory ten year boiler overhaul.

The other rolling stock owned by the Fund, the majority of which are goods and non-passenger carrying vehicles, are kept under the terms of formal agreements at several heritage railways and centres including the Severn Valley, West Somerset, South Devon, Avon Valley and Gwili Railways and Didcot GWR Railway Centre. Under these agreements, the Charity provides finance for initial restoration work, much of which is carried out by volunteers, after which the host organisation is responsible for public display, operation and ongoing routine maintenance.

The Charity is currently managed by nine trustees, each having a heritage railway background. Support membership is available to individuals wishing to further the Fund's aims by making a modest financial contribution. Income is otherwise raised through donations (in respect of which the Fund is registered to receive Gift Aid), locomotive hire charges and the sale of donated and other appropriate goods. Trading activities are centred at Bewdley on the SVR with occasional visits to model railway exhibitions and similar events.

Locomotive 813

The Autumn of 2025 marked a positive change in the fortunes of the Charity when, after an absence of over three and a half years and a cost to the Fund in excess of £53,800 for the provision of the new drag box casting and replacement saddle tank, the engine returned to operating service.

Construction of the new tank was undertaken in the early part of the year by the Ffestiniog Railway at its Boston Lodge Works, Porthmadoc. Upon completion it was moved to the Severn Valley Railway in July and subsequently fitted to the locomotive. The quality and accuracy of the work undertaken at Boston Lodge was to a very high standard and the tank was fitted to the engine with relative ease.

Following successful test steamings, the locomotive was released for public service in time for participation in the SVR Autumn Steam Gala in September. As there was insufficient time in which to undertake a full repaint, the engine was turned out in a temporary livery as N.C.B. Backworth Colliery No. 11 in recognition of its service at that Northumberland location in the post war period prior to purchase for preservation. The Gala debut was followed by a brief period of use on SVR passenger services and a subsequent visit to the West Somerset Railway for participation in the latter's Autumn Steam Gala event.

Although the temporary repaint in N.C.B. livery proved to be a popular move, the trustees considered that a full repaint in authentic 1920/30s GWR livery would be more appropriate and consistent with the charity's objectives. Accordingly, following return from Somerset, the engine was moved into the SVR paint shop at Bridgnorth in readiness for the painting exercise to commence in the New Year.

Rolling Stock

An ambitious project was launched during the year to reconstruct a historically significant late 19th century GWR four plank Open Wagon, the chassis of which had become so wasted as to make normal restoration no longer practicable. The project has involved construction of a new chassis and superstructure, whilst retaining the original wheel sets, brake gear, buffers and draw gear. Work is being undertaken by volunteer members of the Avon Valley Railway Wagon Department under the leadership of the GWR 813 Fund's trustee, Oliver Holmes. It is anticipated that work on this project is likely to extent well into 2026 and beyond.

Another reconstruction project commenced during the year following the donation of a 1950s Swindon built Cattle Wagon body located in Embsay,Yorkshire. This was moved in February from Yorkshire to the premises of a specialist structural engineering company near Frome, Somerset where it was joined by the Fund's existing 1950s Cattle Wagon chassis transferred from Williton, West Somerset Railway. The body and chassis have since been expertly married together to produce a complete vehicle under the direction of Amyas Crump, another of the charity's trustees. At the end of the year, work had been largely finished apart from the fitting of vacuum brake equipment. Once structural work has been completed, the wagon will be moved to the South Devon Railway where it will be fitted out with timber and eventually placed on public display at an appropriate location on that Railway.

Following the removal of the 1950s Catttle Wagon chassis from Williton, the Fund's 1920s/1930s built GWR Cattle Wagon body remains on site awaiting attention. A potentially suitable chassis had been located near Wakefield in 2024 and, following donation to the Fund, was moved to Williton in February 2025 to take the place of the 1950s chassis moved to Frome. Adaption of this chassis to fit the GWR body is likely to be a relatively costly exercise and it is intended that this will be the subject of a future bid for lottery or other grant funding.

Restoration work at Didcot on the Fund's unique 1908 built 'Coral' plate glass transport wagon 41723 and at Bewdley on the 20 ton 1931 built 'Mink G' Covered van 112889 has continued during the year, albeit in both cases at a slower pace than had been anticipated. Likewise, the West Somerset Railway volunteer wagon team at Williton have undertaken renovation work on 'Macaw' Bogie Bolster wagon 32742 throughout the year.

At Bewdley on the Severn Valley Railway the resident Wagon Department team has progressively undertaken maintenance and repainting work on much of the fleet of GWR Open Wagons owned by the Fund with the result that these vehicles are making an ever increasing attractive addition to the Railway's demonstration goods train operated at Gala weekends and other special events.

Finance

The combined cost to the Charity of the new drag box and replacement saddle tank for locomotive 813 amounted to £53,800 (net) in the period 2023 to 2025. Dedicated donations and crowd funding appeals raised less than 60 % of that amount during a period when no income from locomotive hire was forthcoming. In 2025, total annual expenditure amounted to £61,816 (net of VAT) of which £36,955 related to the cost of the new saddle tank and £20,666 to Rolling Stock overhaul and maintenance. In order to supplement income from all sources during the year and cover this order of costs, £32,000 was transferred into the current account from financial reserves..

Although the amount paid for the new saddle tank might be regarded as an exceptional one-off cost, there are likely to be additional relatively expensive financial outlays necessary in the near to medium term future including a new regulator and set of draw gear for 813 and the next boiler overhaul and re-tubing due in 2029/30. In addition to this, a number of high cost rolling stock projects await in the pipeline.

Maintenance of an adequate financial reserve for planned and unexpected work on the locomotive is regarded as a high priority policy. It cannot be guaranteed that income from locomotive hire fees, donations and trading will be sufficient over the next decade or so to cover all potential expenditure over and above maintenance of this reserve and investment in rolling stock projects will have to take this into account. A feature of future funding sources, therefore, is likely to be the submission of well presented applications for financial aid from appropriate grant making organisations.

Signed on behalf of the Trustees .....

Patrick Goss, Trustee and Administrator. 16th October 2026

CHARITY COMMISSION FOR ENGLAND AND WALES

Charity Name	No (if any)
GWR 813 PRESERVATION FUND	1196114

Receipts and payments accounts

For the period from	Period start date 01/01/2025	To	Period end date 31/12/2025

Section A Receipts and payments

	Unrestricted funds £	Restricted funds £	Endowment funds £	Total funds £
A1 Receipts				
Donations and gift aid		20,471	-	20,471
Sales of donated goods		5,662	-	5,662
Locomotive steaming fees		4,320	-	4,320
Other fundraising income	7,488	-	-	7,488
Net VAT reclaimed (maintenance costs)		12,172	-	12,172
Transfers from non-monetary fund	32,000	-	-	32,000
***Sub total** (Gross income for AR)*	39,488	42,625	-	82,113
A2 Asset and investment sales, (see table).				
	-	-	-	-
Sub total	-	-	-	-
Total receipts	39,488	42,625	-	82,113
A3 Payments				
Locomotive maintenance		44,347	-	44,347
Rolling stock maintenance		24,754	-	24,754
Purchase of fundraising stock	1,901		-	1,901
Card machine and platform fees	106		-	106
Website	289		-	289
Subscriptions	230			230
Sales Stand Fees	385		-	385
Printing, Postage and stationery	210		-	210
Travel expenses	1,110		-	1,110
Accountant Fees	200		-	200
Public Liability insurance	290		-	290
Sub total	4,721	69,101	-	73,822
A4 Asset and investment purchases, (see table)				
	-		-	-
Sub total	-	-	-	-
Total payments	4,721	69,101	-	73,822
Net of receipts/(payments)	34,767	- 26,476	-	8,291
A5 Transfers between funds	- 23,211	23,211		-
A6 Cash funds last year end	9,065	3,265	-	12,330
Cash funds this year end	20,621	-	-	20,621

Section B Statement of assets and liabilities at the end of the period

Categories	Details	Unrestricted funds to nearest £	Restricted funds to nearest £
B1 Cash funds	Bank and cash	20,621	-
		-	-
	Total cash funds (agree balances with receipts and payments account(s))	20,621	-
		OK	OK

	Details	Unrestricted funds to nearest £	Restricted funds to nearest £
B2 Other monetary assets	Deposit accounts (non-current)		239,979

Signed by one or two trustees on behalf of all the trustees

Signature	Print Name & Date
	P. H. Goss 10/01/2026

Independent Examiner's Report to the Trustees of the GWR 813 Preservation Fund

I report to the Charity (CIO) trustees on my examination of the accounts of the charity for the year ending 31st December 2025.

Responsibilities and basis of report

The charity's trustees 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 charity's accounts carried out under section 145 of the 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.

Independent examiner's statement

I confirm that I am qualified to undertake the examination because I am a member of the ACCA, which is one of the listed bodies, in section 124 of the Charities Act 2011.

I have completed my examination. I confirm that no material matters have come to my attention in connection with the examination giving me cause to believe that in any material respect:

1. accounting records were not kept in respect of the charity as required by section 130 of the Act; or
2. the accounts do not accord with those records

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.

Iqbal Chowdhury FCCA

Association of Chartered Certified Accountants

16 High Holborn

London

WC1V 6BX

Date : 08/10/2026