CHARITY COMMISSION
FOR ENGLAND AND WALES

Trustees' Annual Report for the period

From 1 April 2025 **To 31 March 2026**

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

Early 2025 proved to be an incredibly challenging period for the workforce of British Steel when the owners Jingying Steel announced plans to consult upon the closure of the blast furnaces and redundancy of a significant number of workers. Had this happened, the whole future of steel making on the site and the activities of the charity would have been in jeopardy. Trustees started to draw up contingencies in the event this happened, and these ranged from moving the charity's assets to moth balling operations. Thankfully for all concerned, HM Government stepped in and assumed control of the site and as this report is being written have now nationalised steel making at Scunthorpe under the banner of British Steel.

Given all the other challenges and uncertainty the new management of British Steel faced, the charity is extremely grateful the company was able to grant them a licence to operate trains and occupy the shed and yard. While the preference of the charity was a lease, the trustees recognised that in the uncertain climate the company faced in the inter regnum period before nationalisation, it was not legally possible to secure a lease. Non the less, a licence to operate was a very important step for the charity and is a further pace forward in securing its long-term future and opening the possibility of securing significant grants.

For 2025-26 the charity was able to continue its core activity 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 welcomed 1,234 visitors on rail tours using heritage steam and diesel hauled brake vans. This was less than the 1,707 passengers carried the

previous year. However, last year's figures included 407 Santa trip passengers that do not generate income, so in real terms the reduction in contributing passengers was only 66 or just over 5%. The trustees recognise that in times of significant financial strain for the country, and with families having to make difficult choices about what they visit, this is not a huge loss and is significantly better than many other heritage rail operations who are struggling to maintain services against big losses in revenue.

The charity continued to operate the Pacer unit providing tours around the steel works. The unit proves very popular with families and children as its construction provides a smoother and more comfortable ride than the brake vans. Once again, the Pacer was used to operate the very popular 'night pacer' rail tours during winter months. While brake van tours prove very popular with enthusiasts, the Pacer Tours are well patronaged by residents from North Lincolnshire, many of whom have worked on the site or have relatives still working there. It is a tremendous opportunity for them to bring back happy memories and to share them very often with their children and grandchildren who accompany them on the trips.

Unfortunately, because of logistical issues and the non-availability of the Pacer during the Christmas period, it was not possible to repeat the popular Santa tours this year however it is hoped they will re start in 2026.

Income continues to be generated by the hire of the steam and diesel locomotive and the pacer unit 'driver experience' days during the year. Supervised by an experienced driver, members of the public are permitted to drive around the site.

As reported last year, the charity continues to face the challenge 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 and 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.

'It's a brilliant experience for anyone. I've done it and loved it' [Helen]

'An excellent tour. So good I've done it twice...' [Clive]

'Brilliant tour, very informative and well worth a visit...' [Ian]

'The tours are always brilliant, everyone is unique. Come August I'll be on my sixth tour' [Bob]

The acquisition, restoration, preservation, and operation of heritage railway locomotives, rolling stock.

Most of the work on restoration of locomotives and rolling stock takes place during the winter months. The charity is very fortunate in being able to have the use of a 4-road engine shed and workshop as part of its agreement with British Steel. The shed is lit and heated providing a comfortable environment for volunteers to carry out a range of restoration tasks on locomotives and rolling stock at the coldest times of the year.

Due to trackwork failure [which was outside the control the charity], locomotive No 1 suffered some significant damage to its driving wheels. Consequently, the locomotive had to be lifted from its wheel sets and these had to be moved off site to an external contractor for repair. The charity is extremely grateful to British Steel and the staff of their Heavy Rolling Stock Dept who assisted with lifting and reassembling the locomotive and with other repairs while the locomotive was out of traffic.

The trustees are pleased to report that, once again this year, they were successful in renewing the loan of Andrew Barclay Steam Locomotive No 54. This locomotive has proved to be very reliable and there were no reported failures during the season, and it delivered about half of the public tours. The remaining brake van tours were delivered by either Yorkshire Engine Co 'Janus' diesel locomotive No 1 or Hunslet diesel number 58. The latter locomotive returned to work this season after significant repairs and repainting. It has proved to be popular with the public and while Loco 1 was out of traffic for some months during the height of the season bore the brunt of the diesel work.

To enable the locomotive to fulfil its commitments for 2026, winter maintenance has been undertaken. This involved work on the bearings on the connecting rods as well as more routine matters. Considerable efforts have been made to find an economical source of coal to allow steam trips to continue. The charity was fortunate in locating an international coal importer who can supply top quality coal at a price which was very competitive and which, when compared with the old supply on a "usage per mile" basis, represents a considerable financial saving to the charity.

As mentioned last year the Shark brake van returned to traffic after being completely rebuilt and repainted. It has proved extremely popular with visitors and has operated faultlessly. As it is fitted with doors to both verandas, it provides a safe environment for younger visitors as it removes the risk they can pass beneath safety barriers as fitted to other stock. During the winter period the finishing touches were being put to the GWR four wheeled Toad brake van. Again, this has been completely rebuilt and is being repainted ready for the 2026-27 season. As the largest brake van available, and as another one fitted with doors, it should prove a popular vehicle for enthusiasts and families alike.

In recognition of the demand for places on brake van tours the trustees set an objective this year of increasing capacity for passengers. As part of that objective, they were able to secure the purchase of another LNER/BR 10T brake van which came to the market this year. These vehicles are now becoming rare both because of their age and because other heritage railways have recognised enthusiasts enjoy riding on them so are entering the market to purchase any that are available. The charity purchased the van from a local enthusiast who had kept it in his garden for some years after having purchased it from British Rail's Immingham depot. Significant work is required to both its body and chassis before it can be returned to traffic hopefully in 2027.

The acquisition of additional stock does mean the charity can enter a more ambitious rolling programme of restoring brake vans with the aspiration of completing an overhaul each year. As ever this will be dependent upon the availability of volunteer time which is a finite resource.

Trustees have reported in the last two years about their stated intention to focus upon completing repairs and repainting of the officers' inspection saloon followed by return to traffic of the two DMU trailer cars. Once again 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 and are currently in discussions with another heritage railway to develop a plan for the DMUs.

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 many other ways without which the charity could not deliver its objectives.

The establishment and maintenance of a museum.

The museum has now been open to tour visitors since March 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. Visitors spend anywhere from 5 to 20 minutes (occasionally longer) viewing each of the items and usually chatting to the person minding the museum. Since opening, more items have been donated including a collection of items relating to a grandfather and father, both former roll designers at the works. The Chairman who manages the museum is slowly working to catalogue the items in the museum which he expects will take some years.

British Steel continue to be most generous in allowing the charity to assess and remove archival material from several buildings on the site as they are cleared for reuse or demolition. The latest donation from the company are several steam pumps which, when restored and working, will provide a very interesting exhibit [albeit far too large to house within the museum building!]

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 with skills that are vital to the charity, and which include welding, machining and turning and cabinet making.

The main areas of volunteer 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. Using broad parameters, it is estimated that during the 12-month period of this report volunteer hours were about 5,600. Using the mean annual survey of hours and earnings [ASHE] calculator of £15.88 per hour the value of that work to the charity was around £88,928.

Trustees recognise the need to recruit more volunteers particularly those with governance skills. They recognise the need to attract personnel to the charity who have some of the core

organisational skills necessary to sustain and grow the charity over the next few years. For example, in the areas of secretarial, recruitment, volunteer management, marketing and fundraising.

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.

Other matters of note

Significant effort has been put in by trustees to strengthen and improve the way the charity deals with and manages risk in the workshops and the operation of trains. For this reason, it continued to engage the services of an independent competent person [ICP] to advise them on such matters. Last year the charity completed work on a safety management system [SMS] which has now been approved by the board of trustees, the ICP and British Steel. This is a living document which sets out how the trustee will remove or mitigate the most significant operational risks it faces. It will continue to be developed as new and significant risks emerge. For example, last year the Office of Rail and Road Regulation [ORR} mandated that the risk from asbestos must be included in all heritage rail SMS. This has led to trustees working closely with British Steel to develop an asbestos plan.

Following from the SMS, the steam lead led a small group of trustees on the development of a rule book which the ICP recommended needed to be developed to replace the members handbook which was considered out of date. This was a very significant undertaking not least because there was a need to balance the views of ORR, British Steel and the ICP in an environment that is very different from other heritage railways. The trustee were delighted when the rule book was signed off this year by all parties and further work is now in progress following distribution to ensure volunteers fully understand the requirements of the rules and are tested to demonstrate competency in their activities.

FINANCIAL REVIEW

The charity remains in a strong financial position this year as it concludes its fourth 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 lower than last year, however much of this can be explained by the fact that last year the charity benefited from £21,000 generated from the from the sale of the Mk3 coaches. Discounting that windfall, income in real times only fell by 1.1%. Catering revenue also fell by 8%. However, shop sales surplus increased significantly from £230 to £2,026

Expenditure for the year rose significantly from £30,690 to £47,160. The largest increase was represented by purchase of equipment of which the largest single item was the purchase of a second-hand brake van. Followed by increases in expenditure on loco and Pacer repairs and parts. Some of this expenditure involved the acquisition of spare parts that have been offered to the market and which trustees felt should be purchased and retained in stock as a hedge against shortages of parts for vehicles such as the Pacer which are likely to become scarcer. It is pleasing to report that while significant, the costs of insuring our operations and equipment have only risen by 1.6%.

For the future, trustees foresee the cost of our operations will rise as the impact of global conflicts and climate change impact upon commodities such as coal and oil while pressure upon household purses may mean that tourism continues to feel the pinch of falling visitor numbers and expenditure on items that are not deemed as essential.

Despite these challenges the trustees are content the charity is solvent and remains a going concern.

The policy of the charity for 2025-26 remained 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 of 31 March 2026, the charity held balances of £35,398 in its accounts and cash. This is a reduction of £10,691 on the previous year. Of this, trustees continued to ear mark £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 continued to hold rules sub-committee meetings 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].

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	Rolling stock coordinator		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			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	Paul Cheeseman
Name	Paul Cheeseman
Position	Secretary
Signature	Andrew Plumtree
Name	Andrew Plumtree
Position	Chairman
Signature	Keith Waterland
Name	Keith Waterland
Position	Treasurer

Date	5 August 2026

APPLEBY FRODINGHAM RAILWAY -SCUNTHORPE

ACCOUNTS FOR YEAR ENDING 31 MARCH 2026

INCOME		£	EXPENDITURE	£
Shop Sales in	2,200.59		Post	85.26
out	174.11		Door Repair	1220.00
		2,026.48	Equipment	14856.86
Coach Sales in	3,612.46		Stationery/Print	666.07
out	2,082.43		Eyewatch	248.40
		1,530.03	SMS Audit exp	492.00
Donations in	32,243.37		Brake Van Hire	70.00
refund	486.00		Bank charges	60.00
		31,757.37	Crew Teas	248.51
			Disposables	474.02
Interest		79.77	Insurance	7593.25
Subs		1,074.66	Lottery lice.	20.00
			Internet	412.65
			Steam fee	3775.00
			Paint	1205.70
			Sage	216.00
			BBQ	547.00
			Bagnal share	500.00
			To Bagnal/acc	15.00
			HRA	228.00
			Coal	2976.48
			Loco repair/parts	5154.06
			Pacer repair/parts	3292.28
			Gen. Exp	2803.57
		36,468.31		47160.11
Balances @ 01/04/2025			Balances @ 31/03/2026	
Cash		760.75	Cash	599.95
Caf. Account		45,329.83	Caf Account	34798.83
		£82,558.89		**£82,558.89**

APPLEBY FRODINGHAM RAILWAY - SCUNTHORPE

I have examined the books of the Appleby Frodingham Railway-Scunthorpe for the year ending 31st March 2026 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

14th July 2026