Performance and Achievements

We held a very successful Open Day at Blythburgh, on Sunday 20th July, the day after our last AGM. It was at this event that we were able to proudly display our new information boards for the first time. My fellow trustee, Ian Reed, had been successful in obtaining a grant to pay for these. They were a very welcome addition to the station scene at Blythburgh and for the first time, included information about the Church, the Priory and the Village. That day also saw the first use of the Blythburgh Station replica train staff. During the life of the Southwold Railway, these train staffs were handed over by stationmasters to train drivers to enable them to proceed safely along sections of the railway on the one train, one section, principle. On 20th July, albeit the train ran only a small section of 80 yards, the principle still held good. That day also saw the first use of the double-arm signal located in its original position near the Good Shed. This was extra special in that the maker of the signal, our volunteer Mike M, was actually operating it. By that Open Day, we had satisfied all the conditions of the authorising body, the Office of Rail and Road, and so we had been added to their list of railways excluded from the requirements applicable to main line railways.

During this year, we submitted a planning application for an extension of the main line at Blythburgh. But our application was rejected by East Suffolk Council because of a pending application by Blythburgh Parish Council to a separate public body, Suffolk County Council, for a Public Right of Way Order ("PROW") along the very stretch of the original trackbed of the Southwold Railway, in respect of which we had sought planning permission. That is, the section of the trackbed ending with the footpath to the Church. Eventually, the PROW application was submitted by the Parish Council and it was considered at a Committee meeting at the Council's offices in Ipswich on 3rd February 2026. I attended and made submissions on our behalf, as did a Parish Councillor on behalf of Blythburgh Parish Council. Unfortunately for us, the Committee decided to grant the application. However, that decision was subject to confirmation, after notification of its granting had been provided to the public by posting notice of it on our site and by publishing it in the local press. Such was the number of objections to the confirmation of the Order, there will now be a hearing of the objections in about 2 years' time. Prior to the Committee meeting we had created an alternative permissive footpath which ran at the back of the Goods Shed, emerging near the path to the Church. In our submissions, I had mentioned this and added that this alternative path was actually more scenic than the proposed PROW. No comment was made by the Committee nor the Parish Councillor regarding the alternative permissive path. So, as this alternative permissive footpath remained unused, we decided to submit a planning application for an extension of the railway on that land. Our application has yet to be decided by East Suffolk Council.

Our Blythburgh volunteer, Bill D, drew up plans for fitting a cab on the Greenbat locomotive. The cab was duly fabricated and fitted and has now been painted green

outside and cream inside and looks very good indeed. Fellow trustee, Mike Kendall, did the painting. Tim R drew up plans for a replica Odams' Shed and then constructed and completed it, aided by the Blythburgh team of volunteers. Ian Reed, had sought and obtained a grant towards the cost of materials, which greatly helped us finance their cost. The official opening of the Shed was on 11th August and was attended and opened by Suffolk County Councillor June Mummery with Jayne Phoenix, Projects Manager for Museums, also in attendance.

Volunteer Steve B has bought a scrapped Ruston 48DLG Diesel locomotive, and Neal and Nigel Davis, with help from Mike Kendall and Steve himself, are quite close to a complete rebuild to working order. We are in the process of signing a loan agreement with Steve, so we will be able to have a back-up for our historic but aged Greenbat. The project to build a second coach has been started, the RNAD underframe has been re-gauged and rebuilt by Jamie H, and has recently been gritblasted ready for painting, after which the body (glazed this time) will be built on.

We carried out improvements to the stability of the land to the South of the Goods Shed. Subsequently, we laid more track on that side of the Shed by extending the siding. This has enabled us to store our rolling stock along it. That rolling stock comprises two wagons. One being a typical Southwold Railway three plank grey livery wagon and the other, a six wheeled wagon, which includes a Cleminson style flexible wheelbase. We believe that this is a unique recreation in the UK. Our volunteer, Jamie H, was responsible for this project, aided by other volunteers at our workshop in Wenhaston and on site at Blythburgh. We have also created a coach based on Southwold Railway designs. It is painted in Southwold Railway maroon livery and is windowless because of safety and vandalism concerns. We are also constructing a replica of a typical Southwold Railway Goods Van, also in maroon livery, with a sliding door. This is nearing completion. We have placed solar panels on the roof of our container and use the power to charge our Greenbat battery locomotive. We believe this mode of charging a locomotive is unique in the UK, and most certainly on a passenger line.

After previously carrying out successful trial operations with Goods wagons, we fitted air brakes to the both the Greenbat and the coach and on the 6th of April we ran our very passenger train. This was the first passenger train to run on any part of the trackbed of the Southwold Railway in 97 years. To commemorate this, we issued special numbered and dated tickets for the occasion. We have since run the coach, hauled by the Greenbat on our Open Days in May and July and will also do so on our Heritage Open Day on 13th September.

We have made the difficult decision to dispose of our ex Channel Tunnel RFS 106 Diesel locomotive. It is a bit too heavy and cumbersome for use in our present and likely future operations. Any funds raised will be used for the benefit of the charity.

Another first for us this year is our forthcoming Visitors' Centre. We have obtained both Planning and Building Regulations permissions for it and we hope to have an embryonic

building on site quite soon. However, this is very much a first step and it will need extensive fitting out, including the connection of water and electricity supplies, as well as sewage facilities. That will cost a considerable amount of money and we will be seeking donations towards the cost. This last year, some very generous donations by our members, enhanced by Gift Aid, have been crucial in helping the railway progress and continue its success.

Following an idea from one of the trustees about creating some form of steam spectacle on site, it was decided to build a 7 ¼ inch miniature railway from the end of our current 3 foot gauge section of track, all the way to the path to the Church. To that end, fencing has been erected all along the route of the yet to be confirmed PROW to the above-mentioned destination, leaving a 2.5 metres wide footpath beside the fence. 2.5 metres being the width of the PROW granted by Suffolk County Council on 3rd February 2026. Track has been acquired, as have two coaches and it is hoped a locomotive of some kind will be with us in the very near future, so we are hoping we can run this railway on the Heritage Open Day on the 13th September.

We have also carried out clearance works at Walberswick Station and this has resulted in locating for the first time, the stone and concrete supports for the former wooden platform and the trackbed. The station had become engulfed in bracken and brambles and it had become difficult to see the station's concrete footprint. We plan to install an information board and a station running-in board in due course. However, we can only do what we are permitted by the Trustees of Walberswick Common with whom we have a written agreement. Many thanks to our volunteers there, Charlie S and Paul T for all their hard work in making the station footprint at least viewable again.

Paul T with help from other volunteers has been looking after our installation at The Folly in Halesworth: and it is looking its best since we put in the track several years ago.

In June we learned of the death of our long-time volunteer Stewart Green, who had been a member and active volunteer since our inception in 2018. Stewart was a stalwart who could turn his hand to anything but of late had mainly concentrated his talents to looking after and taking great care of our plants and trees. In addition to his many other abilities, Stewart was a modeller, *par excellence*.

Over the past year I have been meeting the Chairman of the Southwold Railway Trust on a regular basis and these meetings have proved useful to and beneficial for both our organisations.

I would like to thank my fellow trustees who have worked so very hard to help run and improve our railway. Their work has been invaluable, as has the work of all our volunteers. Without their contributions, the good work of the railway could not continue. So, my thanks to each and every one of them.

Ken Penrose

Chairman

Halesworth to Southwold Narrow Gauge Railway CIO Reg. No. 1202621

Receipts and payments accounts

For the period from 01-Jun-25 to 31-May-26

Receipts and payments

Receipts	General fund	Restricted fund	Total funds	Last year
Membership Subscriptions	3,130.49	0.00	3,130.49	2,882.50
Voluntary Donations	8,831.51	15,889.00	24,720.51	10,112.00
Book Sales	202.81	0.00	202.81	618.25
General Shop Sales	1,852.25	0.00	1,852.25	1,125.10
Sleeper Sponsorships/Donations	105.00	0.00	105.00	420.00
Gift Aid	7,609.39	0.00	7,609.39	74.49
Sales Postage	0.00	0.00	0.00	78.35
Bank Interest	48.84	0.00	48.84	15.42
Grant Income	750.00	1,450.00	2,200.00	4,229.00
Sub total	22,530.29	17,339.00	39,869.29	19,555.11
Total receipts	**22,530.29**	**17,339.00**	**39,869.29**	**19,555.11**

Payments				
Website Support	252.00	0.00	252.00	332.00
Materials Purchased	5,902.63	10,599.43	16,502.06	8,632.11
Health & Safety	0.00	0.00	0.00	599.19
Tools	105.00	0.00	105.00	133.27
Contract Labour/Transport Costs	0.00	0.00	0.00	0.00
Liability & Other Insurance	2,866.56	0.00	2,866.56	2,678.88
Printing Costs	961.61	0.00	961.61	439.60
Office Costs & Postage	0.00	0.00	0.00	82.36
PayPal & SumUp Commission Costs	12.23	0.00	12.23	63.02
Electric (Wenhaston Workshop)	480.00	0.00	480.00	440.00
Meeting & Fundraising Venues	558.15	0.00	558.15	646.00
Professional/Association Fees	3,218.19	0.00	3,218.19	277.60
Shop Stock Purchases	894.20	0.00	894.20	674.72
Legal fees	2,037.55	0.00	2,037.55	648.00
Vehicle Costs	4,163.83	0.00	4,163.83	0.00
Misc. Costs	4,153.56	0.00	4,153.56	785.87
Grant Expenditure	4,730.84	0.00	4,730.84	1,622.40
Barclays Transfer to NatWest	327.22	0.00	327.22	0.00
Sub total	30,663.57	10,599.43	41,263.00	18,055.02
Total payments	**30,663.57**	**10,599.43**	**41,263.00**	**18,055.02**
Net of receipts/(payments)	-8,133.28	6,739.57	-1,393.71	1,500.09
Transfers between funds	0.00	0.00	0.00	0.00
Cash funds last year end	12,585.47	4,448.56	17,034.03	15,533.94
Cash funds this year end	**4,452.19**	**11,188.13**	**15,640.32**	**17,034.03**

Statement of assets and liabilities at the end of the period

Categories	Details	General fund	Restricted fund
Cash funds	Barclays Current Account	0.00	0.00
	NatWest Current Account	2,944.04	4,628.13
	NatWest Deposit Account	3,068.15	5,000.00
	Total cash funds	6,012.19	9,628.13

	Details	General fund	Restricted fund
Other monetary assets	Cash Box Float	122.25	0.00
		0.00	0.00

	Details	Cost (optional)	Current value (optional)
Investment assets		0.00	0.00
		0.00	0.00

	Details	Cost (optional)	Current value (optional)
Assets retained for the charity's	Wagon (Millenium Green)	0.00	0.00
	PW Wagon 2 (Blythburgh)	0.00	0.00
	Coach 3 (Blythburgh)	0.00	0.00
	Wagon 18 (Blythburgh)	0.00	0.00
	Cleminson Wagon E (Blythburgh)	0.00	0.00
	Van 13 (Wenhaston)	0.00	0.00
	50% Waterlows Ticket Press & Type	151.51	151.51

	Details	Amount due (optional)	When due (optional)
Liabilities		0.00	
		0.00	
		0.00	

Signed by one or two trustees on behalf of all the trustees	Signature	Name	Date of approval
Chairman	K Penrose	Kenneth Penrose	25th Sept 2026
Treasurer	SW Daine	Stephen Daine	25th Sept 2026

Independent Examiners Report

To the Board of Trustees of Halesworth to Southwold Narrow Gauge Railway CIO (HSNGR CIO)

I have examined the accompanying financial statements of HSNGR CIO, which comprise the full account documentation for the year ended 31st May 2026. These financial statements are the responsibility of the Charity's Trustees.

The Trustees are responsible for the preparation and fair presentation of these financial statements in accordance with applicable financial reporting standards. This includes designing, implementing, and maintaining internal controls relevant to the preparation of financial statements free from material misstatement.

My responsibility is to express an opinion on these financial statements based on my examination. I conducted my exanimation in accordance with auditing standards that require planning and performing the examination to obtain reasonable assurance about whether the financial statements are free from material misstatement. I assessed risks, tested internal controls, and evaluated accounting policies and estimates.

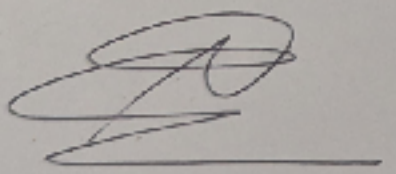
Opinion

In my opinion, the financial statements present fairly, in all material respects, the financial position of HSNGR CIO as of 31st May 2026, and its financial performance and cash flows for the year then ended, in accordance with generally accepted accounting principles.

I conducted my examination by performing procedures to obtain evidence about the amounts and disclosures in the financial statements. I believe the audit evidence obtained is sufficient and appropriate to provide a basis for our opinion.

I also audited the Company's internal controls over financial reporting and found them acceptable.

Signature



NATASHA YEO
MAAT

Date 23/09/2026

HSNGR CIO Financial Report
for Year Ending 31st May 2026

It has been a busy year for the railway, especially in terms of finance:

Income more than doubled over the previous year to £39,869.29, thanks mainly to increases in subscriptions received, donations more than doubled, and Gift Aid up by 10-fold. Donations this financial year, so far, are increasing over the last financial year. Gift Aid is now being claimed on small donations, which means we can increase all the donations given at our Open Days by 25%. We currently have more than £2,000 to be claimed, but as HMRC give us a better rate of interest than the bank we don't claim it until we really need it.

Expenditure more than doubled to £41,263: materials cost almost doubled, Insurance costs increased, Professional and Legal fees more than 10 times the previous year. Each planning application has an associated fee payable to the council and we had to appoint and pay for a solicitor for the Lease contract. Jame's old van finally gave up the ghost and we had to acquire a new vehicle,

Overall, we spent approximately £1,400 more than our income, but this has since been recovered this year.

Attached is a Summary of the accounts with a comparison to last year, and also the status of Fund Balances.

If you have any questions please ask me.