

# POULTON & WYRE

RAILWAY

## Minutes of the 16<sup>th</sup> Annual General Meeting of the Poulton & Wyre Railway Society (PWRS) held at Wyre Council Civic Centre, Poulton-le-Fylde on Wednesday 13<sup>th</sup> September 2023 at 7.00pm

### **1. Introduction.**

Chairman Bill Eccles opened the meeting by welcoming the members.

### **2. Attendees.**

There were 21 members present, who were signed in and the names and membership numbers were recorded.

### **3. Apologies for absence.**

There were four apologies received, from Eddie Fisher, Nick McCrudden, Cherry Earle & William Wright.

### **4. Acceptance of 2022 AGM Minutes.**

This was proposed by David Evans, seconded by Iain Johnstone and accepted unanimously by the Members.

### **5. Annual Report & Review of the past year.**

Geoff Ogden gave the report together with a comprehensive slide show of photographs, to illustrate the restoration work being carried out on our assets.

Firstly he described the acquisition of our Lancashire and Yorkshire Victorian 1890 carriage body found at Raikes Farm, donated by Mr. Hodgkinson and recovered to our NPL site at Burn Naze. It is the oldest of only two rare first class, four compartment carriages. It is now being restored under cover to a high standard by saving and refurbishing as much as possible and using quality timber as replacements where necessary despite the cost. Ironwork and metal fittings are being cleaned up for re-use and we are acquiring genuine replacements for missing items.

As we had only a grounded carriage body, it was necessary to have an undercarriage to mount it on. We found it impossible to find a 6 wheel unit as it was originally, so we purchased a 4 wheel 32 ft 6 inch tube wagon which will be used instead. It has had the steelwork which was not required, removed and sold for scrap and is now located between the two DMU's, under plastic sheeting.

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We have now started work on the interior of the Gresley Teak pigeon carriage, which had been used initially for storage. The interior has been cleaned and the process of panels being removed, sanded down and painted has begun. The exterior has been covered with plastic sheeting to prevent weather damage.

Our first acquisition, the Fowler Diesel shunter ex Leyland Motors, has now had the axle boxes re-fitted after repair and it now has had the wheels replaced and is sitting on a short length of track. More rail is being recovered in order to extend the track length, which will enable us to run up and down to test the workings and brakes.

The DMU's have had extensive work done internally with the seats being re-covered, new flooring fitted and having been cleaned and repainted throughout. The outside has had the roof painted and two coats of undercoat to the front and sides. The drivers cabs and controls on both units have been refurbished and the engines tested in the static position. The work is ongoing with an army of carpenters, electricians, painters, mechanics and others progressing the project.

The site at NPL has been kept neat and tidy and re-organised, with the acquisition of three more containers, two donated from Ameen which were surplus to their requirements, and one from Dave Evans which is now being used as a Mess room. We have removed several felled trees from the railway line and also from a caravan site at their request and turned them into bags of logs, which has brought in finance by way of donations. We have also established a scrap metal pile which also brings in cash when taken to the local scrapyards.

Finally, we held a very successful open day in August when we presented our achievements in restoring our assets to our members and guests, who were given guided tours and demonstrations. We also raised some money by selling books and souvenirs and received several donations.

## **6. Secretary's Report.** Presented by Peter Banks.

I have been very pleased to carry out my administrative duties for the Society and keeping the members updated during the past 12 months.

Going forward, the Society are in the progress of developing our Business Plan to establish a Heritage Centre, which Geoff will tell you more about later, and also re-applying to the Charity Commission for registration, which would allow us to claim Gift Aid and also make applications for larger grants which could become available to us. I am pleased to say that Amanda Pickup, who has previous experience in these matters, having worked for a large Charitable Trust, has offered her assistance to the Society. Also, we have also been offered help to obtain funding from Kriss Wilson, who deals with Community projects at Wyre Council. I am very pleased and grateful for these offers and we look forward to working with them to make good progress with our future aims.

Unfortunately The Fleetwood Festival of Transport (Tram Sunday) in July was cancelled due to a bad weather forecast. We therefore missed our main opportunity to promote our Society, possibly increase membership and collect funding by sales and donations. We did however have a successful members Open Day in August.

The Summer edition of the On Track magazine was produced by myself, as the new Editor was unable to work with us and unwilling to complete the task. Although I have no past experience, I assumed the role and managed to produce the magazine at short notice, which I hope you enjoyed reading. I have now temporarily assumed the role of Editor until we can find a new one, as we have not been able to find anyone else to volunteer to take it on at the present time.

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Finally I would like to convey our thanks for all the support given by members to allow us to continue with our work and to all the volunteers who freely give up their time to work on our projects and further our objectives.

## 7. Annual Financial Report. Presented by Susan Cox.

### BALANCE SHEET 1 APRIL 2022 TO 31 MARCH 2023

INCOME	2021/22	2022/23
Membership	2475.00	2015.00
Donations	3288.24	1636.15
Sales	1186.26	1127.62
DMU income	10442.10	98.52
Fundraising inc		
Lottery	1175.75	1365.50
L&Y Carriage	0.00	10078.41
VAT	0.00	139.00
<b>EXPENDITURE</b>	<b>18567.35</b>	<b>16460.20</b>
Machinery	651.06	383.32
Thornton	126.65	62.14
NPL	264.42	1303.78
Jameson Road	135.07	0.00
DMU	7456.49	1350.55
Fowler	85.38	484.36
L&Y carriage	0.00	7891.09
Pigeon Carr	0.00	23.19
On Track		
magazine	289.84	481.08
General		
expenditure	194.69	276.41
Insurance	1797.60	1860.52
Admin	405.13	332.05
VAT	1401.84	0.00
<b>TOTAL</b>	<b>12808.17</b>	<b>14448.49</b>

### STATEMENT OF ACCOUNTS FOR THE PERIOD 1 APRIL 2022 TO 31 MARCH 2023

	01-Apr-22	Current period to 31st March 2023
Bank Santander	28755.41	30781.67
Cash	326.07	261.52
Floats	100.00	150.00

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	£29,181.48		£31,193.19	
Represented by	Opening balance	29181.48	Bank	30781.67
	Income			
	2022/23	16460.20	Cash	261.52
		45641.68	Floats	150.00
	Less expenditure	14448.49		
		£31,193.19		£31,193.19

I confirm this is an accurate record of transactions during this period. Susan Cox, Treasurer  
 Checked by Peter Banks, Committee Member 22 July 2023

Expenditure on machinery and associated costs separated into capital expenditure on new acquisitions and general running expenditure.

VAT Amount paid on purchases £1492.96, Income of £265.68, net cost of £1227.28. Two refunds of £242.11 and £1123.77, giving excess of £139. (this is because VAT return quarters do not coincide with our accounts period).

The Thornton expenditure was for the electric account – Paid to EDF by Direct Debit total of £6632.11, refund of £6569.97 so net cost £62.14. The supply is not now required and is to be disconnected next week by removal of the meter.

Income dropped during the year to 31 March 2023 by £2000 partly due to a drop in member numbers, with expenditure increasing by £1500. DMU funding and costs were down whereas the new fund for the L & Y carriage brought in over £10000 in donations which was spent mainly on purchasing timber.

Most expenditure is now settled by BACS payments.

The Society is holding a £6000 contingency fund towards future relocation costs.

No insurance claims were made during the year.

## 8. Membership Report.

Nick McCrudden, our Membership Secretary, has sent his apologies for tonight, due to illness and asked for his report to be read out.

We have a total of paid up members of 124 as of Thursday 7<sup>th</sup> September. At the end of the last year, which was at the beginning of August, we had 147 members, so we are 23 down so far.

The trend now appears to be to renew membership by Bacs Bank Transfer, in order for members to save the cost of postage stamps and envelopes. I do not think that we would have had as many renewals if it were not for members using Bacs Transfer. Unfortunately, this means we do not receive stamped addressed envelopes and the Society have to stand the cost of postage. However some members renewing have also been making a donation, which covers the postage. I have



decided that The Society should carry on issuing annual Membership cards, as this is a way of acknowledging payment of subscriptions.

### **9. Update on re-opening of Poulton to Fleetwood line.**

Eddie Fisher, our President, has sent his apologies for tonight, due to being away on holiday. He has reported that he has had no further information to add to that published in the latest On Track magazine. We are still awaiting the update promised for later in the Summer. To reiterate, the ball is currently with the Government's Department For Transport. A strategic outline business case has been conducted by Network Rail on behalf of the DFT and other stakeholders and we await the next tranche of funding. The restoring your railway fund is being reviewed and projects will be assessed on their merit, but it is still anticipated that the Fleetwood project will be further funded and an outline business case will be conducted later in the year. Before that can happen, an option must be chosen and the rumour mill is pointing towards tram train. Studies into rail profiles and the potential of connections to both the railway at Poulton and the tramway at Fleetwood have been conducted and as far as we know the results have been positive. Tram train is the most flexible option, allows for more regular services than heavy rail and can be extended to other parts of the county. Although it is initially more expensive, these capital costs would however be offset by lower operational costs over the life of the system.

### **10. Report of the Future Heritage Centre plans.**

Geoff Ogden explained that N.P.L. have confirmed that the present site occupied by the PWRS on the Hillhouse site does not figure in any of their plans for the next five or more years, so hopefully we presently have a secure base on which to carry out our heritage restoration projects. In the future, as the Hillhouse Business Park evolves as an Enterprise Zone, we may have to move but we have been assured that we are definitely included within their plans and have been allocated an area of land adjacent to the railway line at nil cost. A plan was shown indicating the proposed new access road into the Hillhouse site and the position of an area approx. 80m. x 50m. (the same size as we now occupy) for our new site. Being adjacent to the railway it will likely be possible to acquire a strip of land (which was indicated in the L.C.C. Feasibility Study) from Network Rail in order to have a length of test track next to the new site.

We can now therefore look forward with confidence to the future.

### **11. Election of Trustee Executive Committee Principal Officers and Committee Officers.**

As set out in the PWRS Constitution, one third of the Trustees will retire at the meeting and will seek re-appointment en masse by the members. These are William Eccles, Peter Banks, Nicholas McCrudden and Susan Cox. They were re-elected by a unanimous vote of the members and all the Trustees therefore remain in position.

Chairman: William Eccles. Secretary: Peter Banks. Membership Secretary: Nicholas McCrudden. Treasurer: Susan Cox.



Other Trustees: (Up to 11 other members). Nigel Kirkpatrick (D.M.U.); Richard Rossall (Carriages); David Wright (Burn Naze); David Mills (Fundraising); Geoff Ogden (Hillhouse Site & Diesel Shunter); David Evans (Promotion Events).

There will remain five vacancies on the PWRS Executive Committee.

## **12. Amendment of the C.I.O. Constitution.**

As you may be aware the PWRS were refused acceptance as a registered charity by the Charity Commission. It is vital that we have this registration in order to gain Gift Aid from HMRC on donations, and is also necessary to be able to make applications for many of the grants that could be available.

After taking advice and after due consideration it has been decided to amend the PWRS Constitution in order to make our **Object** and **Powers** brief and concise as follows:-

### **3. Object.**

The object of the CIO is to promote public interest and advance public education in the history and heritage of the railways through the acquisition, preservation, restoration, operation and display of historic items of rolling stock, equipment and artefacts.

### **4. Powers.**

The CIO has power to do anything which is calculated to further its objects or is conducive or incidental to doing so. In particular, the CIO's powers include power to:

- (1) Loan or hire any property or assets belonging to the CIO for use or display by similar organisations.
- (2) borrow money and to charge the whole or any part of its property as security for the repayment of the money borrowed. The CIO must comply as appropriate with sections 124 and 125 of the Charities Act 2011 if it wishes to mortgage land;
- (3) raise funds and to invite and receive contributions provided that in raising funds the CIO shall not undertake any substantial permanent trading activities and shall conform to any requirements of the law.
- (4) buy, take on lease or in exchange, hire or otherwise acquire any property and to maintain and equip it for use;
- (5) sell, lease or otherwise dispose of all or any part of the property belonging to the CIO. In exercising this power, the CIO must comply as appropriate with sections 117 and 119-123 of the Charities Act 2011;
- (6) employ and remunerate such staff as are necessary for carrying out the work of the CIO. The CIO may employ or remunerate a charity trustee only to the extent that it is permitted to do so by clause 6 (Benefits and payments to charity trustees and connected persons) and provided it complies with the conditions of these clauses;



(7) deposit or invest funds, employ a professional fund-manager, and arrange for the investments or other property of the CIO to be held in the name of a nominee, in the same manner and subject to the same conditions as the trustees of a trust are permitted to do by the Trustee Act 2000.

**13. Vote on the amendment of the Constitution.**

The proposal was put to the members and accepted unanimously by the vote taken.

**14. Any Other Business.**

As there was no other business previously notified to the Secretary, the Chairman praised and thanked the work of the volunteers and the meeting was then closed.

Note - The 2024 AGM will be held on Wednesday 4<sup>th</sup> September.

Peter Banks, Secretary