



2024 Annual General Meeting

Report and Accounts



During the year under review, the North Eastern Railway Third Open No. 945 received attention in the Atkins shed, Pickering, and emerged looking absolutely resplendent in NER crimson. The unique carriage celebrates its centenary this year, built a year after the Grouping. There is still much work to do, particularly underneath, before it turns a wheel in service. *Photo: Marcus Woodcock.*



**37th Annual General Meeting.
Meeting Room, Platform 2, Pickering station
11.00 Saturday, September 7, 2024.**

1. Welcome
2. Apologies for Absence
3. Minutes of the 36th AGM and matters arising
4. Acting Chairman's Report
5. Trustees' Report
6. Health & Safety Officer's Report
7. Treasurer's Report & Presentation of the Annual Accounts
8. Election of Independent Examiner
9. Election of Trustees

This concludes the official business.

Short Break

Any Other Business
Restoration Update

(AOB items must be notified to the Secretary not less than two weeks in advance of the meeting)

Questions from the Audience.

Legal and Administrative Information

Trustees

Murray Brown – Vice Chairman
Neil Cawthorne – H&S Officer
Debbie Cross
David Cullingworth – Secretary
Paul Johnson
Adrian Laming – Treasurer
Bill Monks
Shaun Saltmarsh
Nick Stringer – Chairman (deceased July 2023)
Gordon Wells
Russ Whitwam
Peter Wilson – Membership Secretary

Secretary

David Cullingworth

Registered Office and Business Address

Unit 10 Beansheaf Industrial Park
Toft Lane, Kirby Misperton,
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Banker

Lloyds Bank PLC
PO Box 1000
BX1 1LT

Independent Examiner

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Harrogate HG2 8PB
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MINUTES OF THE 36th ANNUAL GENERAL MEETING OF THE LNER COACH ASSOCIATION HELD AT PICKERING STATION AT 11.00 ON SEPTEMBER 2, 2023

The AGM was attended by 27 members, chaired by Murray Brown, this including seven trustees.

1. A minute's silence in respect of our late Chairman, Nick Stringer after which Murray gave an introduction and tribute to Nick and his legacy to the LNERCA in getting us a workshop, storage land and getting additional carriages restored for additional income.

Following on from a proposal by the Trustees, it was AGREED that a memorial fund should be setup and donations from this would be primarily to fund GN Saloon 3087 and any additional monies would go into 189.

2. Apologies for absence

Apologies for non-attendance were received from John Broadley, Debbie Cross, Michael Coleman, Peter Wilson, Dave Jobling, Bruce Robinson, Richard Taylor, Mike Holland, John Hasler, Christopher Johnson.

3. Minutes of the Thirty Fifth AGM held on Saturday 3rd September 2022

a) Matters arising from the minutes.

Richard Hayward asked for the membership totals could be listed in the newsletter on a quarterly basis.

b) Approval of the minutes

These were proposed by Richard Hayward and Seconded by Neil Cawthorne and the AGM duly approved them as a true record.

4. Chairman's Presentation on activities during 2022 and plans for 2023

Nick Stringers presentation was tabled as written.

Points raised:

a) Murray Brown expressed appreciation and the importance of our armchair members for their valuable financial contributions.

b) Murray reported that the closure of the Pickering Sleeping Car had been a major blow and the loss of several working members who lived a non-commutable distance away.

c) John Carr said that the Heritage Open Days had been successful in gaining additional members, including some from a younger age group.

d) Murray said that there would be more focus on publicity.

5. Nick Stringer Memorial Fund

Covered under Item 1.

6. Treasurer's Report and Presentation of Accounts for 2022

Treasurer Adrian Laming advised that the accounts were not yet fully audited, and members had been sent a draft copy. This was due to holidays, availability of the Auditor and work required post the death of Nick. Adrian reported that the income and expenditure were correct but some of the cost allocations needing amending.

Following a motion proposed by John Carr, seconded by Richard Hayward the following was AGREED by members present:

The accounts were accepted by the meeting on the basis that the finalised accounts would be sent out to all members once they had been audited and approved by the Trustees.

7. Membership Secretary's Report

Membership Secretary, Peter Wilson (absent) had written a report that was circulated with the AGM papers. Noted that members would be encouraged to receive the newsletter electronically to cut down on costs. Murray reported that he was using a new online printing service now that had also reduced costs and improved quality.

8. Election of Independent Examiner

Ian Philpott had agreed to continue being the LNERCA's auditor. This was approved following a motion proposed by Adrian Laming and seconded by Dave Cullingworth.

9. Secretary's Report

Secretary Dave Cullingworth had previously circulated his report. This detailed the Trustee elections.

The notice of Nick's death had been sent out separately to the AGM papers and to save cost, all members who had given an email address were sent these out by email. Apologies to a few members who had not been able to open the attachments.

10. Election of Trustees.

a) The following Trustees were due to retire by rotation. Both were willing to re-stand for another 3-year term:

- Dave Cullingworth – Secretary
- Gordon Wells – Trustee

b) There are 3 Trustee vacancies. Excellent CVs had been received and sent out with the AGM papers. The following were standing:

- Debbie Cross (3-year term).
- Shaun Saltmarsh (3-year term)
- Bill Monks (2-year term)

Following a proposal by Adrian Laming, seconded by Jim Kay all the Trustees were elected by the AGM.

11. Restoration & Maintenance Progress

Marcus Woodcock reported that most of the progress for the year had been detailed in the Chairman's Report.

It was noted that following the death of Nick Stringer much of the project work funded directly by him was currently paused. The priority was maintenance of the teak set and the obligations of the contact with the NYMR.

12. Any Other Business

a) John Carr asked if a leaflet could be produced for each carriage and an assessment made of what the estimated cost to completion would be. Dave Cullingworth said this was quite time consuming, but an

exercise was being done in respect of 3087 which would be part of fund raising from Nick's Memorial Fund.

b) Polar Express – John Carr asked whether any carriages would be hired out this year. He mentioned that the Cholsey & Wallingford might be interested in hiring from us. PNP no longer did the hiring, this was done by the host railway. Dave Cullingworth advised that the only formal request was from the YDR for the use of 23956 which had been approved by the Trustees.

c) Heritage Open Days – it was noted that the LNERCA were not on the list of places/group to visit. ACTION: Murray would pick this up with the NYMR.

d) Andrew Scott – the Memorial Fund must be a success. It was important that the NYMR understood what 3087 and 189 could offer in terms of 'Value Added Services' and additional dining opportunities. Andrew offered to work with the NYMR on this and the AGM approved this.

e) S&DR 200 anniversary in 2025 was an opportunity to showcase specific vehicles but no formal requests had been received.

f) Martin Barker from the H&BRSF thanked the LNERCA for their help and advice on the restoration work taking place at Hull College.

g) Thoughts for John Boddy who passed away recently and also Len Clarke whose memorial train was happening soon.

h) Richard Hayward asked about succession planning and finding deputies for the Secretary and Treasurer.

i) Working at height – PASMA course being rescheduled.

j) Chris King asked if there would be a sales stand at the NYMR gala. John Carr available for a couple of days. This would be taken offline and discussed internally as to whether there were enough sales items and people to cover.

k) Jim Kay – proceeds from Buffet Car operations at the Gala would be gift aided donation. The meeting expressed thanks.

Meeting closed at 12:30

Dave Cullingworth, Secretary.

Acting Chairman's Report

It has been an extraordinary past year in the fortunes of the LNERCA. The tragic demise of our former chairman, Nick Stringer, had a profound impact on our activities which included an enforced curtailment of our restoration programme.

All change unexpectedly

In February came the news that the financial challenges of the NYMR were to impact our Association in two ways. Firstly, new tyres for two of our carriages (Thompson TK 1623 and Gresley BTO 43567) could not be funded. Secondly, budget constraints were also being applied to suspend the annual hire charge paid to the LNERCA for the use of the LNER set of five carriages and their body maintenance.

A subsequent meeting with the NYMR PLC management saw the latter decision reversed, for which we are grateful to Laura Strangeway and her senior team as it permitted a resumption of restoration work.

Discussions during this key meeting also indicated that the PLC management team was also considering the future of the LNERCA carriages. One option for consideration was positioning the LNER rake more as an up-market experience for use on specific occasions rather than being operated daily. An interest was also expressed in using our specialist vehicles, such as NER 945, ECJS 189 and GNR 3087 when, in due course, they are completed.

Helping the NYMR

As members will have gleaned from previous releases, we have been helpful and positive in assisting the NYMR during its financial challenges. They are a great customer and understanding landlords; of course, we want to help them as much as we are able. One of the welcome improvements, again thanks to the CEO, Laura Strangeway, was the introduction of a bi-monthly meeting between the two parties to mull over all things LNER carriages. This has been much appreciated by the LNERCA committee, as it not only keeps the NYMR team managers abreast of our developments and progress, but strengthens the links between the two organisations.

A possible outcome of this change from previous operations of our carriages is the evolution of the LNERCA taking on more of the maintenance of our carriages – at present this amounts to items above the solebar, but we have been looking at whether it might be possible to undertake running gear overhauls. Of course, there would be cost implications which would result in an increased annual hire charge. However, moving NYMR expenditure from their capital to operating budgets would be a great help to them financially, in addition to enabling the NYMR C&W Department (who do a valiant job with limited resources) free up time to improve their outcomes too.

It is a measure of the stoicism of the wonderful people in our Association to report that we managed to kick-start restoration work on all four carriages on which work was progressing at the time of Nick Stringer's calamitous accident – CL 88339, TTO 56856, ECJS 189 and

GNR Observation Saloon 3087. My colleague, Dave Cullingworth, has provided a more in-depth review in this booklet.

I would like to express my personal thanks and gratitude, shared by my colleagues, to Margaret Stringer who generously agreed to honour her husband, Nick's, personal contracts with two of the LNERCA paid stalwarts. This has made an enormous difference to us and has allowed work to progress, much of it on the Great Northern Railway observation saloon which Nick owned prior to him donating it to the LNERCA. When 3087 is finished, we will include a plaque inside that recognises his extensive involvement with this historical 115-year old vehicle. We sincerely hope Margaret and her family will do us the honour of unveiling it and, better still, ride in it.

Well being is top priority

May I turn to safety matters. This is the first item at our Trustees' meetings and is top of the agenda for all our activities. We comply with all legislation – and, as ever stricter regulations and conditions come into being, compliance is a continuous process which comes at a cost. It is now the way of the new railway world. A good example of what we have done is to send six of our volunteers, at our expense, on a course on Teesside to be certificated in erecting scaffolding. Another is ensuring all our paint is contained in a Flambank protective cabinet. For the first time, members will now see what will become the annual H&S report included within these AGM papers, demonstrating the importance we place on the subject and we thank Neil Cawthorne for becoming our mainstay in this regard.

I am really pleased to advise members that the main trustees committee agreed to my suggestion of contracting an external safety reviewer – A.W. Safety Ltd, a nationwide advisor on all matters of health & safety. It has to be a good move to have an independent assessor and advisor who sets benchmarks.

It's wise to look forward

Whilst the AGM reviews the past year, we increasingly look to the future. A considerable amount of time has been spent, particularly by the Finance Committee, in developing future plans, working out what we can afford and managing and balancing both. What has changed enormously from the past decades has been how we now look to the future. In fact, it would be folly not to.

With costs escalating rapidly, commercialism has become the order of the day. What could our carriages earn? This is miles away from the early days when we restored carriages at goodness knows what cost, handed them over to the NYMR and asked for them to be maintained. How things change. The Treasurer confirms that actual maintenance costs of the bodies of five vehicles in the LNER rake now exceed our annual revenue from hiring these to the NYMR. Furthermore, our latest carriage to be completed, TTO 56856, has alone cost us more than the equivalent of one year's hire revenue. Mind you, it does look magnificent sporting new upholstery, refurbished tables and completely revarnished.

The Trustees committee has, rightly so, been conscious of looking at how to renew the lease on Unit 10 at Kirby Misperton when it expires in 2026. To this end, we have discussed the concept of sharing the building with other owners, but with the LNERCA managing all aspects of any renovation undertaken. Already, various vehicle owners have been contacted to see if there is interest.

Credit where due

It falls to me to thank all of the committee for their endeavours in the past year when they certainly smiled in the face of adversity. There were times when no-one was smiling, highlighting the serious responsibilities of being a trustee. Restoring carriages is supposed to be a pleasurable pastime, but with the H&SE inquiry taking several months, with no inkling of what would be the outcome, it weighed heavily on several trustees, notably Neil Cawthorne who shouldered the bulk of the process.

The Finance Committee (Messrs Cawthorne, Cullingworth, Laming and Monks) has put in countless hours in the last year, ensuring there is a definitive positive way forward and carefully managing cash flow. An example of this was the decision to slow down the rate of work undertaken by Paul Ramsden of Rampart Engineering, Barrow Hill, who had been contracted to undertake extensive work on the unique Thompson CL carriage 88339. Mr Ramsden was most helpful to us in this respect for which we are so grateful.

Another LNERCA stalwart who I have no hesitation in singling out is Marcus Woodcock, Volunteer Liaison Officer. He, too, was under considerable pressure throughout the year, not only in ensuring the Atkins shed was blemish-free when visited by the H&SE Inspector, but organising our loyal volunteers (which have increased this past year) as well as being our link man with the NYMR. C&W manager, Sam Cumbor, gets a mention for his co-operation in all things shunting and provision of facilities.

Fortunate we have such volunteers

We have a superb workforce. Some are contractors who love to work for the LNERCA. We are so indebted for their expertise. The volunteers who come regularly are a magnificent band of devotees – thank you all so much. Of interest is that some of them clearly see the LNERCA as a beneficial outlet and is so rewarding for them as well as us. We appreciate all they do for us.

Finally the committee would like to thank all members for their continued support – your contributions and donations keep our carriage wheels turning and we hope the sight of the restored LNER stock makes it all worthwhile. It's a bit late to thank those who so kindly left legacies, so may I sincerely thank those members now for ensuring the LNERCA makes an appearance in their will!

Murray Brown

LNERCA Membership Numbers

Peter Wilson, LNERCA Membership Secretary, advises that the total of members in the Association is 234 as at July 23, 2024. (136 Adult, 58 Life, 34 Joint, 4 Complimentary and 2 Corporate)

Trustees' Report

Chairman

The Trustees are most pleased to propose Bill Monks to take over the role of Chairman from this AGM. Bill was elected as a Trustee last year, and in a short period of time, he has shown great leadership and gravitas within the Trustee meetings, financial discussions, and meetings with the NYMR. Bill's knowledge of business and legal matters will be a benefit to the organisation going forward. Bill is working closely with the Finance Committee and, in particular, our treasurer, Adrian Laming, in developing options for a new contractual arrangement with the NYMR. We hope that members will approve the nomination.

Trustee Rotations

Due to an oversight on my part, we have ended up with five Trustee posts becoming vacant this year. We have a maximum of 12 Trustees, each of whom would normally serve 3-year terms, which, mathematically, should result in four vacancies each year. To realign with this schedule, four vacancies have offers from the existing Trustees to serve three-year terms if re-elected, and Murray Brown has kindly agreed to take on a 1-year position.

A year to forget

Stating the obvious, 2023 was a bad year for the LNERCA. The painful loss of Nick as our beloved Chairman was a devastating blow for which we still feel the aftershock. 2024 did not start well, either. The NYMR needed to save costs across all their business areas. The resulting budget cutbacks meant that some of the essential mechanical repairs to the Service Set missed out on budget allocation, and sadly, our vehicles have not run this year. We maintain an excellent relationship with the NYMR, which has continued to honour its hire contract, and the LNERCA still receives income. This means that we have continued our progress in maintaining the Service Set, such as 56856 and 43567. We are grateful for donations and bequest monies that have enabled us to continue to work on 88339 and 189.

Unfortunately, during the financial year, we had to reduce expenditures on contractors due to funding constraints. We had to monitor and plan our spending closely, and this resulted in us making the difficult decision to stop all work on Gresley TK 23896 at Kirby Misperton.

There is a ray of light beckoning; the NYMR does plan to run the teak Service Set next year. At the last AGM, Andrew Scott asked that we produce a document showcasing the potential of carriages like GN Saloon 3087. This document, shared with members and the NYMR, also showcases the potential of 945 and 189. Andrew stressed the importance of the Nick Stringer Memorial Fund in getting 3087 completed. The NYMR is interested in using our teaks in a more upmarket type of operation, enhanced by the catering vehicles and prestige offerings we can provide. We are working on the draft of a new contract with the NYMR, which may involve changing the overall hire model. The prevailing financial climate leads the NYMR to seek ever more focused returns on their capital investments, and it is plain that when hiring assets like our vehicles, they expect asset owners such as us to provide and maintain the assets

in working order. As a result, we are examining the financial implications of taking on additional responsibility for maintenance below the solebar (aside from running repairs such as brake-block replacements and so on). To do so, we will have to rely on subcontractors in areas where we need more expertise. We must get the numbers right to make this a viable option for consideration, something that the Trustees and the Finance Committee are working hard on.

Unit 10

One of the key enablers of what we do is having our own facility. It is critical that we extend the lease of Unit 10 for another five years from May 2026. This will be a big financial commitment for us and one we can only undertake with additional income beyond hiring the Service Set to the NYMR. We are working on ways of doing subcontract work in two of the spaces at Unit 10 and using the third space for our own project work. This must happen. Otherwise, we won't be able to continue at the site and will have to spend much of 2025 clearing out the building. We are a business, and we must have a sound business model to survive. Sadly, 2118 and 23896 will probably have to be moved out and sheeted over in the secure storage area nearby to clear space for contract work.

We are also looking at methods of traversing carriages in and out of the workshop ourselves. Unit 10 only has one door, and carriages must be moved sideways to bays 2 and 3. The haulier moved the carriages in, which was a painful, lengthy, and expensive(!) process. We hope to acquire the equipment, either purchased or leased, to do this ourselves.

The other problem at Unit 10 is the amount of stored mahogany, plantation teak, and plywood. This timber is kept on the workshop floor and is always in the way. We plan to move these materials into secure containers outside, and hope to acquire a forklift to do this. Manual handling by an ageing workforce is an H&S risk. If anyone would like to sponsor us to purchase a forklift or mobile jacks, do contact the Treasurer.

Links with other organisations

I would like to express my thanks to both Rob Shaw of the Embsay & Bolton Abbey Steam Railway (E&BASR) and Mike Thompson of the Stainmore Railway Company (SRC) for their support.

Thompson Buffet Lounge car E1706 is occasionally used at Embsay and kept undercover and safe. They have done quite a lot of work on the carriage, including kitchen wiring and repainting the blood and custard paint finish, which didn't match the rest of their fleet.

Gresley BTK 3669 is still a star attraction at Kirkby Stephen East. The SRC is planning to start the restoration of our NER Luggage Comp 1111 next year, which will be done concurrently with full third 2051 (owned by the Locomotive Conservation & Learning Trust, which also owns J21 loco 65033 and NER stores van No. 2).

We are maintaining and developing relationships with other heritage railways as we build up a fleet of carriages that can be hired out.

Strategy

Our goal is to develop strategy proposals in time for the next AGM for members to deliberate upon. We would very much welcome the input of anyone who has ideas for the future of the LNERCA. Please do contact the Secretary with your thoughts.

Dave Cullingworth, Secretary

Health & Safety Report

Without a shadow of a doubt, the overriding event in our history was the unfortunate passing of our loved, respected, benevolent, and all-around guide, Nick Stringer, at the end of July 2023. We are still reeling from this tragic event.

The incident was immediately reported to our insurers, and the Health & Safety Executive (HSE) also had to be informed. However, Nick's unfortunate passing three days following the incident made the matter far more serious, and again, the insurers and HSE had to be updated. Initially, we effectively closed working activities at Unit10 out of respect, but we also didn't want to disturb or interfere with 'the scene'.

We were contacted initially by HSE who informed us there would follow an investigation and they would come for an initial site visit. We were subsequently informed that because the incident had resulted in a death, the initial investigation would be conducted by the police so that any 'foul play' could be ruled out. The Police DI visited Unit10 along with the HSE Inspector assigned to the case. Initial interviews were made along with statements from volunteers and contractors who were present on the shop floor at the time of the incident. The HSE also trolled through the various CCTV footage around the time of the incident, and several days beforehand so they could monitor our working practices.

The HSE inspector conducted further individual interviews and statements and informed us that his initial reports would be forwarded to the Police to evaluate the situation. In November 2023, the Police were satisfied there were no criminal wrongdoings, and the Primacy of the investigation was officially handed over to HSE.

Although the incident occurred at Unit 10, Kirby Misperton, and because the Atkins Building at Pickering station was also used by LNERCA volunteers and contractors, the Inspector insisted, for thoroughness and clarity, that a site visit be made to the Atkins building, which was arranged for January 2024.

Credit to NYMR and LNERCA personnel

Euan Rae and Sam Cumbor from the NYMR were both extremely helpful during the several weeks leading up to the Inspector's visit, who incidentally, had brought along a representative from ORR because our activities at the Atkins were part of a live railway. Thanks to Euan and Sam, not to mention Marcus and his team of volunteers, who worked diligently to follow their recommendations, no questions asked. The inspector then conducted further individual interviews with various Trustee and main committee members, along with other volunteers and contractors, including our Office Manager, Melissa Arnold.

Following the final interviews, the Inspector informed me that over the coming weeks, he would be writing up his report, which he would be forwarding to his superior. However, because of the gravity of the incident, the report would have to be reported to his superior's superior as a matter of protocol. I had asked some months prior how long the investigation was likely to take, to which he informed me that once Primacy was handed over, they normally like to try to conclude within 6

months unless, of course, they require any further investigating.

I was also informed that they normally don't impose 'fines' as such, but there will be a 'charge' for time working on the case, not only for live interviews but also for work back at the office. After some digging, Adrian discovered that these 'charges' were based on circa £163 per hour! Adrian tried to make a guestimate of time spent and built a contingency of £16,000 into the cashflow forecast. Adrian explains the outcome of this in his Treasurer's Report. Apparently, the HSE only invoices every two months, so all we could do was await the outcome with bated breath.

The Inspector also informed us that once the HSE were satisfied, a further copy of the report would have to be forwarded to the Coroner as part of the inquest. He also made the comment that he had been very pleasantly surprised with the extent to which we took Health & Safety seriously and the procedures we had already implemented and were continually looking to implement; for a small Charitable Organisation, it was a credit to us all. He also made special mention of Melissa Arnold, our office manager at Unit 10, for her knowledge and assistance during the process, and for providing promptly and courteously any information requested.

During most of this time little or no work had been carried out at Unit 10 until we had instigated some safety precautions as recommended by the Inspector. He had said from the beginning that he found no cause to shut us down or stop us working at our workshop. Once again Marcus and his crew implemented the safety precautions to the Inspector's approval, so work could continue.

This was an extremely stressful time for those of us immediately involved in the investigation while awaiting the outcome. In the meantime, we had to keep the Association afloat, considering the financial implications of Nick's passing. A Finance Committee was created to continually update the financial and strategic situation. We eventually received an invoice from HSE for circa £8300, at which point we thought we had got off lightly relative to Adrian's guestimate. However, another invoice appeared two months later for another £1670.

Other Health & Safety precautions have been implemented along the way, and we recently decided to use the services of AW Safety, who act as consultants on such issues and will provide us with continuous updates moving forward.

The Finance Committee has worked tirelessly to get us through these extremely challenging times. I have to say, from a personal point of view, that it has been a pleasure and a privilege to work alongside them while striving to get the Association from where we were a year ago to where we are today. The least they deserve is a resounding round of applause.

Neil Cawthorne, Health & Safety Officer

Treasurer's Report

The sad loss last July of Nick Stringer – Chairman, friend, inspiration and major benefactor to LNERCA – was a shock and a wake up call to us all, not least regarding our finances. Before I get on to the actual accounts, I would like to explain what effect Nick's accident has had on the LNERCA.

Since Nick's passing, we have set up a Finance Committee (with monthly finance meetings) comprising myself (Treasurer), Dave Cullingworth (Secretary), Murray Brown (Vice Chairman) and Neil Cawthorne (H&S). Together we created a cashflow spreadsheet so we could forecast where we are with our finances on a regular basis. This was vital as without Nick's continuing generous donations, we couldn't continue spending money at the same rate as before. We later invited Bill Monks to join us to boost our business knowledge and acumen (which we all readily admitted was sorely lacking). This move proved very beneficial in an early meeting with the NYMR and resulted in the reinstatement of our contract payments for the Service Set.

The first action was to stop all contractor work at Unit 10, partly because we knew we couldn't afford the contractor's fees and partly because of the impending investigation by the HSE, which we knew was coming but not what was involved.

This investigation had 2 major parts:

- a police investigation which (after some considerable time) resulted in them being satisfied that no crime had been committed. Once this was established, the case could then be passed onto the HSE; and,
- the HSE investigation itself, which involved numerous visits by one of their officers, interviewing relevant volunteers and contractors, reviewing our working practices, and, of course, examining our paperwork.

The investigating HSE Officer commented several times that he was impressed with how seriously a small charity like LNERCA was taking H&S and the steps we had put in place both before and after the accident. This is a credit to the work of Melissa Arnold (Office Manager), Neil Cawthorne, and Dave Cullingworth.

The end result was that the HSE was satisfied that no further action was necessary as a result of the accident. There is a cost to the HSE work, they charged us for their Officer's time, which totalled almost £10,000, and this will appear in next year's accounts.

Now to the actual accounts....

The setting up of the Finance Committee has allowed us to be able to proceed with a lot of work on our carriages after working out our priorities while still maintaining a healthy bank balance. Two major factors in our being able to maintain this good position were:

- the continuing payment by the Stringer family of contractors who were under contract with Nick until August this year. From then on, all contractors will be funded directly by LNERCA.
- a very generous legacy from a former volunteer to the tune of over £50,000.

The problem looming up in the not-too-distant future is when we



A major achievement in a challenging year - the outshopping of TTO 56856. Full credit to all involved. Photo: Marcus Woodcock.

start having to pay the lease costs for Unit 10 from April 2026 (initially, these were paid upfront by Nick – another example of his outstanding generosity). The only way we will be able to afford to keep this facility on is to use it fully as a workshop and renovation facility, sharing the costs with outside customers. The Atkins Shed will continue to be used mainly for work on the Service Set to ensure we continue to keep the carriages up and running in accordance with our contract with the NYMR. At present it is not known what will be happening with 189's space when that is eventually finished and moved from the Atkins Shed.

If we are not able to extend the lease on Unit 10, then any work we hope to do on any of the vehicles outside of the Service Set will have to be carried out in the storage field or at some other location. We recognise that neither of these options is likely to result in any quick progress on our stock of unfinished vehicles.

The next twelve months will determine the direction of LNERCA, and we need help from Trustees, members, volunteers, friends, and any would-be benefactors to maintain the high quality of work that we are well known for in the heritage carriage world.

New volunteers are needed—no previous experience of carriage restorations is necessary (for my sins, I was a VAT man for most of my 41 years working in HMC&E/HMRC. The most practical thing I learnt there was filling in my monthly travel claim!).

Our existing volunteers and contractors age each year, and we need new blood to continue this very rewarding work. Your volunteering doesn't have to be onerous—a day most weeks would be very gratefully received. Please speak to one of the Trustees or Marcus Woodcock if you are the least bit interested.

Adrian Laming, Treasurer

Independent Examiner's Report

The Accounts on the following pages have been submitted to the Independent Examiner. At the time of publication, their report had not been received.

Statement of Financial Activities for Year Ended 31.03.24 as Submitted to the Independent Examiner

Receipts and Payments

Receipts	Note	Unrestricted funds £	Restricted funds £	Total for year £
Hire Income	2	47,420	-	47,420
Other Sales	3	13,740	-	13,740
Donations	4	114,977	37,582	152,559
Membership Fees		4,024	-	4,024
Other Income	5	67,233	-	67,233
Total Receipts		247,394	37,582	284,976

Payments	Note	Unrestricted funds £	Restricted funds £	Total for year £
Carriage Costs – 6		78,964	29,108	108,072
Labour				
Carriage Costs – 7		42,347	31,943	74,290
Materials				
Workshop	8	10,236	-	10,236
Expenses				
Administration/ 9		27,143	-	27,143
General Expenses				
Haulage		18,199	-	18,199
Carriage storage and spares		2,512	-	2,512
Training		1,240	500	1,740
Total Payments		180,641	61,551	242,192

Statement of Funds

	Note	Total for year £
Total Funds brought forward	10	42,913
Total Income		284,976
Total payments		(242,192)
Adjustment for VAT returns	11	5,017
Total Funds carried forward	10	90,714

Notes to the Financial Statements Year Ended 31 March 2024

1.1 In accordance with section 133 of the Charities Act 2011, these accounts are produced on a cash basis. All amounts are denominated in Sterling.

1.2 Independent examination is set out in Part 8 and Sections 145 and 152 of the 2011 Charities Act to allow Trustees of smaller charities to opt for this simpler form of external scrutiny in place of an audit.

1.3 Unrestricted funds are available for use at the discretion of the Trustees to further the charity's general objectives. Restricted funds are those given by a donor for a specific purpose.

1.4 Notes to these accounts are not a requirement. However, they are included in the interests of transparency and historical record to assist members in understanding the financial position of the Association.

2. Hire income			
	Unrestricted funds £	Restricted funds £	Total for year £
Service set to NYMR	41,670	-	41,670
Polar Express	5,000	-	5,000
Hire of 1706	750	-	750
	<u>47,420</u>	-	<u>47,420</u>
3. Other sales			
	Unrestricted funds £	Restricted funds £	Total for year £
Sales of parts and timber	9,240	-	9,240
Storage charges	4,500	-	4,500
	<u>13,740</u>	-	<u>13,740</u>
4. Donations			
	Unrestricted funds £	Restricted funds £	Total for year £
Unrestricted donations	114,977	-	114,977
From Stringer legacy		28,608	28,608
189	-	100	100
3087	-	6,993	6,993
3857	-	318	318
18477	-	100	100
23896	-	363	363
2025 calendar	-	600	600
PASMA training course	-	500	500
	<u>114,977</u>	<u>37,582</u>	<u>152,559</u>
5. Other income			
	Unrestricted funds £	Restricted funds £	Total for year £
Legacy receipts	52,815	-	52,815
Gift Aid receipts	13,690	-	13,690
Bank Interest	600	-	600
Easyfundraising and Amazon Smile	128	-	128
	<u>67,233</u>	-	<u>67,233</u>
6. Labour Costs by Carriage			
	Unrestricted funds £	Restricted funds £	Total for year £
189	3,902	120	4,022
945	1,837	-	1,837
1706	24,219	-	24,219
3087	18,644	-	18,644
23896	7,275	380	7,655
23956	192	-	192
43632	44	-	44
56856	8,965	28,608	37,573
88339	9,637	-	9,637
Carriage Labour Costs - other	621	-	621
Volunteer organisation	3,628	-	3,628
	<u>78,964</u>	<u>29,108</u>	<u>108,072</u>
7. Material Costs by Carriage			
	Unrestricted funds £	Restricted funds £	Total for year £
Materials - other	40,467	-	40,467
3087	775	31,943	32,718
56856	1,105	-	1,105
	<u>42,347</u>	<u>31,943</u>	<u>74,290</u>

8. Workshop Expenses				
	Unrestricted funds £	Restricted funds £	Total for year £	
Electricity, wood, buildings insurance	2,538	-	2,538	
Heater maintenance	495	-	495	
Rates	2,263	-	2,263	
Waste removal	314	-	314	
Telephone & computer	1,538	-	1,538	
Fire alarm	949	-	949	
Office consumables	755	-	755	
Cleaning	485	-	485	
Tools and equipment	496	-	496	
	<u>10,236</u>	-	<u>10,236</u>	
9. Administration Expenses				
	Unrestricted funds £	Restricted funds £	Total for year £	
Employee costs	18,499	-	18,499	
Admin staff	2,070	-	2,070	
Insurance	4,213	-	4,213	
Newsletter	914	-	914	
Marketing	667	-	667	
Website	251	-	251	
Independent examiner fee	225	-	225	
Postage	202	-	202	
Other expenses	102	-	102	
	<u>27,143</u>	-	<u>27,143</u>	
10. Breakdown of funds				
	Unrestricted £	Restricted £	Total for year £	Previous Year £
Old Current Account	60	-	60	692
Current Account	5,294	-	5,294	9,976
Deposit account	78,550	5,045	83,595	30,000
Membership Acc	1,205	-	1,205	2,245
Cash	560	-	560	-
	<u>85,669</u>	<u>5,045</u>	<u>90,714</u>	<u>42,913</u>
11. VAT reconciliation				
VAT is accounted for on a cash basis, and returns are made quarterly. HMRC settles the returns in the following quarter. Therefore, there is a time lag that requires reconciliation to ensure cash can be reconciled.				
Period 03/23 repayment received in April 2023			£11,809	
Period 03/24 repayment received in April 2024			(£6,429)	
Prior year VAT adjustment			(363)	
<u>Net adjustment</u>			<u>5,017</u>	
12. Summary of restricted funds				
	Balance B/Forward £	Receipts £	Expenditure £	Balance C/F £
189	2,570	100	120	2,550
3087	25,000	6,993	31,993	-
3857	927	318	-	1,245
18477	630	100	-	730
23896	17	363	380	-
56856	-	28,608	28,608	-
Calendar	-	600	-	600
PASMA Training	-	500	500	-
	<u>29,114</u>	<u>37,582</u>	<u>61,601</u>	<u>5,125</u>

Election of Trustees

A third of the committee steps down each year - they can if they wish offer themselves for re-election. At the time of compiling these AGM papers, there were no applications from newcomers, although if any member would like to stand for election, they need to contact the Secretary immediately.

a) To approve the re-election of five Trustees at the end of their 3-year terms. (There should be a max of 4 trustees retiring at any AGM. In order to correct the rotation period, Murray Brown has offered to take a 1-year role).

- Adrian Laming (3-years)
- Paul Johnson (3-years)
- Peter Wilson (3-years)
- Russ Whitwam (3-years)
- Murray Brown (1-year)

b) To approve the following Trustee roles:

- i) Chairman – Bill Monks
- ii) Vice Chairman – Murray Brown
- iii) Treasurer – Adrian Laming
- iv) Membership Secretary – Peter Wilson
- v) Secretary - Dave Cullingworth

Proxy Vote

If any member cannot attend the Annual General Meeting and, instead, would like a proxy vote, please will they contact the Secretary, Dave Cullingworth, who will post or email to them. Email: dcull641@gmail.com

Important Notice - Members' Annual Special Train

This year's train runs on Saturday October 5 - but will utilise the NYMR Mk.1 stock - and not the LNERCA carriages. The NYMR wishes to know number of attendees - please will you email Murray Brown (murraythemint@ntlworld.com) if you and any others would like to come. There will be no catering, but we hope to arrange Pie & Peas at Grosmont and the Crossing Club will be open for drinks. It is expected to be a 13.00 departure from Pickering and 16.40 return.

Another Invitation to LNERCA Members

We have been offered the chance for members to have a complimentary ride on the Embsay & Bolton Abbey Steam Railway, joining with our Vintage Carriages Trust friends. The date is Friday, September 6, a day before the LNERCA AGM. Times from Embsay are:

3.00pm (Free)

4:30pm (Free)

6.00pm (Fish and chip special at a cost of £10 per head)

There will also be a guided tour of the workshops. If interested, do contact Murray Brown. The Thompson Lounge Buffet 1706 with its 21ft bar is likely to be in use.