

West Somerset Steam Railway Trust Ltd

www.wssrt.co.uk

NOTICE OF MEETING

NOTICE IS HEREBY GIVEN of the 35th Annual General Meeting of the Company which will be held at The Gauge Museum, Bishops Lydeard Station on Saturday 22 April 2017 at 1400 to transact the business shown in the Agenda below.

Any member entitled to attend and vote is entitled to appoint a proxy to attend and, on a poll, vote on their behalf. A proxy need not be a member of the Company. The form of proxy is attached.

AGENDA

1. To consider and, if approved, adopt the minutes of the 2016 Annual General Meeting (attached)
2. To consider and, if approved, adopt the Company's Financial Statements and the Reports of the Directors and Independent Examiner for the year ended 30 September 2016 (attached)
3. To elect Directors
 - 3a. In accordance with the Articles of Association, Mr. John Jenkins retires from office and, being eligible, offers himself for re-election
 - 3b. In accordance with the Articles of Association, Mr. Peter Treharne retires from office and, being eligible, offers himself for re-election
 - 3c. In accordance with the Articles of Association, Mr. Geoffrey Evens was co-opted to the Board on 16 February 2017, and being recommended by the directors, offers himself for election
4. To approve the Trust's Business Plan
5. To transact any other business which may be properly transacted at an Annual General Meeting

Following the formal business, the Chairman will give an update on current issues, and invite questions including a discussion on the Southern Gateway Project and the future direction of the West Somerset Steam Railway Trust.

By order of the Board

C Austin OBE
Chairman
23 February 2017.

West Somerset Steam Railway Trust Ltd

www.wssrt.co.uk

Annual General Meeting, Saturday 22 April 2017

Proxy voting form

I (name)

of (address)

appoint the Chairman/other named individual (delete as appropriate and insert name of proxy)

to represent me at the Annual General Meeting on Saturday 22 April 2017 or any adjournment thereof.

(Delete the following sentence if your proxy is to have discretion on how to vote.) I direct the proxy to vote for/against the resolutions to be proposed at such meeting, or to withhold his or her vote, as indicated below.

	For	Against	Abstain
1 Adopt minutes of 2016 AGM			
2 Adopt Report and Accounts			
3a Re-elect John Jenkins as a director			
3b Re-elect Peter Treharne as a director			
3c Elect Geoffrey Evens as a director			
4 To approve the Trust's Business Plan			

Signed

(type in name if returning electronically)

Date

Please return this form to cwbolt@gmail.com or to WSSRT, 43 The Octagon, Taunton, Somerset TA1 1RT by Thursday 20 April 2017

**Minutes of the 34th Annual General Meeting of the West Somerset Steam Railway
Trust held in the Gauge Museum at Bishops Lydeard Station on Saturday 23rd
April 2016 at 14.00 hours**

Chris Austin took the Chair and approximately 20 members were present.

The Chairman welcomed John Irven, Chairman of the WSR PLC and Paul Conibeare, WSR PLC General Manager, both of whom were present as individual Trust members.

1. Minutes of the 2015 Annual General Meeting.

Agreed as presented.

Proposed by Ray Clack

Seconded by Peter Darke

Approved by the meeting with abstentions only from those who were not present at the 2015 AGM

2. Financial Statements

Agreed as presented by Chris Bolt, who reported that the reserves were in a healthy state.

Proposed by Peter Darke

Seconded by John Jenkins

3. Election of Directors

To re-elect Chris Austin

Proposed by Ray Clack

Seconded by Tim Randle

Approved

To re-elect Ian Coleby

Proposed by Claire Sheppey

Seconded by David Baker

Approved

To elect David Baker

Proposed by Chris Bolt

Seconded by Peter Hine

Approved

To elect Claire Sheppey

Proposed by Peter Darke

Seconded by Peter Hine

Approved

There being no further business the meeting was declared closed.

4 Chairman's Update

Chris Austin welcomed the increase in membership of the WSSRT and the representation of the WSSRT on the PDG, the Southern Gateway Development Group and the Williton Development Group. He explained that the Southern Gateway Development Group were making progress and were working on a planning brief for new track layout, new carriage display sheds and storage sheds plus a proposed Visitor Centre. Applications would be made to the Heritage Lottery Fund and a great deal of work would be needed to be undertaken to bring the plans to fruition. Coach 6705 was ready for the installation of the upholstery and members were congratulated on the excellent work put into the project.

Question and Answer Session

The question of applying for grants was raised by Peter Darke and it was confirmed that advice had been sought from a consultant with Heritage Lottery Fund experience. The Trustees had agreed to contribute towards the cost of the consultant in appreciation of his invaluable advice. It had been agreed that any application needed to be outstanding and grip the imagination of the funding panel.

In reply a question about the PDG it was confirmed that the group was well established now with representation from all supporting groups.

A question was asked about the costs of major aspects of the rebuilding for 6705 and the Chairman replied that an indicative cost had been calculated for upholstery and gangway connections, and tenders were being sought. Most of the remaining tasks would be completed by the volunteer gang at the cost of materials. It was confirmed that the overall costs could be covered by the general fund.

In reply to a question about the frequency of use of 6705 the Chairman replied that it was hoped to run the carriage in Galas and on Special event days and at peak summer times and subsequently as part of the proposed Heritage Train.

Shares in 4160. In reply to a question about the WSSRT shareholding in 4160 the Chairman assured the meeting that there were no plans to dispose of these shares.

A member offered model railway items (some still boxed) to the WSSRT to dispose of for funds. The items included complete sets, tracks and buildings. Mr Hine was thanked for his generous offer and Claire Sheppey agreed to liaise with Mr Hine about collection etc.

Action: Claire Sheppy

A question was posed about how we work more closely together and the questioner was assured that we are now moving towards being a Railway Family and that the PDG now had representation from Taunton Deane Borough Council, West Somerset District Council and Somerset County Council who were all keen to see the Railway move forward.

The meeting closed at 14.43

**WEST SOMERSET STEAM RAILWAY
TRUST LIMITED**

**REPORT OF THE TRUSTEES AND
UNAUDITED FINANCIAL STATEMENTS
FOR THE YEAR ENDED 30 SEPTEMBER 2016**

**Company Registration Number 1079916
Registered Charity Number 265564**

WEST SOMERSET STEAM RAILWAY TRUST LIMITED

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FOR THE YEAR ENDED 30 SEPTEMBER 2016**

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WEST SOMERSET STEAM RAILWAY TRUST LIMITED

REPORT OF THE TRUSTEES FOR THE YEAR ENDED 30 SEPTEMBER 2016

The trustees present their report together with the financial statements for the year ended 30 September 2016.

Charity Details

The full name of the charity is West Somerset Steam Railway Trust Limited. Charity number 265564. Company number 1079916.

The Trust was incorporated on 2 November 1972 as a company limited by guarantee and as a registered charity. It is governed by its Memorandum and Articles of Association. Revised Articles, reflecting the latest model wording published by the Charities Commission, were approved at the General Meeting held on 25 May 2014.

The registered office was changed during the year and is now The Railway Station, Bishops Lydeard, Taunton, Somerset TA4 3BX.

Directors and Trustees

The Trustees at the date of this report were as follows:

C A Austin (Chairman)
D E Baker (Secretary)
C W Bolt (Treasurer)
I K Coleby
J G H Jenkins
P M Treharne

Changes during the reporting year were as follows:

D E Baker - appointed 21 March 2016
C R J Sheppy - appointed 21 March 2016, resigned 21 December 2016
D J Williams - resigned 24 March 2016

The election of Trustees, who are Directors of the company, takes place at the Annual General Meeting of the Members held each year to consider the annual report and accounts. The Trustees have the ability to co-opt new Trustees between Annual General Meetings.

Objectives and Activities

The Trust's objects are "to promote education by furthering interest in and appreciation of railway lines, equipment, buildings, and construction and steam or other traction engines of historical engineering or scientific importance particularly by preserving and displaying the same."

The principal activities of the Trust during the year were:

- interpreting and curating all the heritage assets owned by the Trust;
- managing the Trust's museum at Blue Anchor, which is open daily during Galas and on Sundays during the operating season;
- exhibiting the Trust's artefacts and archives at the Gauge Museum at Bishops Lydeard, including displaying sleeping car 9038;
- progressing restoration work on carriage 6705, which it is hoped to complete in 2017;
- confirming that carriage 3639 (originally built as an ambulance coach during the First World War) will be the next project for restoration;
- explaining the Trust's work to visitors to Galas and the Steam Rally, including opening

WEST SOMERSET STEAM RAILWAY TRUST LIMITED

- sleeping car 9038 and carriage 6705 to visitors;
- carrying out protective work on a number of the other heritage carriages to limit further deterioration while funds are raised for their restoration;
- working with the West Somerset PLC and other railway support organisations on plans to develop the railways 'Southern Gateway' at Bishops Lydeard, which include proposals for the Trust to take over management of the Gauge Museum and to lead a project to re-present the displays in that Museum; and
- developing a new website and reviewing all communications with members and other stakeholders to increase awareness of the Trust's work.

Progress in achieving the Trust's objectives, in particular in relation to carriage restoration, is limited both by the availability of volunteers, financial resources and space and facilities at Williton.

Particular priorities for 2016-17 include:

- completing restoration of carriage 6705 and reaching a commercial agreement with the PLC for it to run on the West Somerset Railway;
- starting restoration of carriage 3639;
- putting in place robust arrangements for the management of the museums at Blue Anchor (following the retirement of Pete Treharne as Curator) and at Bishops Lydeard; and
- progressing a grant application in respect of the Gauge Museum and working with the PLC to develop the overall Southern Gateway proposals, which will include under-cover storage and display facilities for the Trust's carriages.

How our activities deliver the public benefit

The Trustees confirm that they have referred to the Charity Commission general guidance on public benefit when reviewing the Trust's objectives and activities, and will continue to do so in planning the Trust's future activities.

Factors which will influence the Trustees' decisions on priority activities include the heritage value of the carriages under restoration and of artefacts acquired for display in the Museums, and the need to ensure that there are sufficient opportunities for the public to view both the Museums and carriages under restoration.

Financial review

The Trust's main current course of income is from regular donations by members. Any person donating £12 a year or more is eligible to become a member of the Trust, and at the time of this report the Trust had 54 members. Other income comes from one-off donations, legacies and sale of donated items. To support the main objects of the charity, a small amount of retail sales is undertaken at Blue Anchor museum.

The results for the year are shown in the Statement of Financial Activities on page 5. Income was lower than in 2015 (£11,840; 2015: £16,378), as 2015 figures had been boosted by a legacy and some large one-off donations. However, expenditure returned to more normal levels following completion of the external re-painting of the Museum in the previous year (£5,852; 2015: £9,553). As a result, the net income was only slightly lower at £5,988 (2015: £6,825).

The net income is more than the amount spent during the year on carriage restoration (£1,807; 2015: £3,133), which as a capitalised cost has been charged to reserves. However, given future plans, it is recommended that the whole of the surplus of £5,988 (2015: £6,825) is added to the appropriate reserve.

One grant was made during the year (£1,000; 2015: zero). This was to support preparatory work on the fundraising plan for the Southern Gateway Project, and in particular the Trust's grant application to the Heritage Lottery Fund.

WEST SOMERSET STEAM RAILWAY TRUST LIMITED

The Trustees adopted a new policy on reserves during the year, to ensure that it had sufficient funds to cover major cyclical and unanticipated expenditure. For the reporting year, the minimum level of reserves under this policy was £5,000 in the General Fund and £10,000 in the Museums Fund. The Trustees are satisfied that plans for future years will be consistent with maintaining appropriate, but not excessive, reserves.

Structure, Governance and Management

The Trust has six Trustees. It has no paid employees. It has about twenty active volunteers, mainly involved in carriage restoration.

The Trustees are currently developing a Business Plan setting out future priorities and plans, and will present this to members at the Annual General Meeting in April 2017 for approval. The Trust will be developing more formal procedures for the evaluation of its activities during 2017.

Although the Trust currently does not have a formal risk register, the main financial risks facing the Trust were considered in determining the Reserves Policy. A risk register will be developed in 2017.

Statement of Trustees' responsibilities

Company law requires the Trustees to prepare financial statements for each financial year which give a true and fair view of the state of affairs of the company and of the profit or loss of the company for that period. In preparing these financial statements the trustees are required to:

- select suitable accounting policies and then apply them consistently;
- make judgments and estimates that are reasonable and prudent; and
- prepare the financial statements on the going concern basis unless it is inappropriate to presume that the company will continue in business.

The trustees are responsible for keeping proper accounting records which disclose with reasonable accuracy at any time the financial position of the company and to enable them to ensure that the financial statements comply with the Companies Act 2006. They are also responsible for safeguarding the assets of the company and hence for taking reasonable steps for the prevention and detection of fraud and other irregularities.

This report has been prepared in accordance with the special provisions of Part 15 of the Companies Act 2006 relating to small companies.

By Order of the Board



D E Baker
Secretary

16 February 2017

WEST SOMERSET STEAM RAILWAY TRUST LIMITED

**INDEPENDENT EXAMINER'S REPORT TO THE TRUSTEES OF
WEST SOMERSET STEAM RAILWAY TRUST LIMITED**

I report on the accounts of the company for the year ended 30 September 2016, which are set out on pages four to twelve.

Respective responsibilities of trustees and examiner

The trustees (who are also the directors of the company for the purpose of company law) are responsible for the preparation of the accounts. The charity's trustees consider that an audit is not required for this year under section 144(2) of the Charities Act 2011 (the 2011 Act) but that an independent examination is appropriate.

Having satisfied myself that the charity is not subject to audit under Part 16 of the Companies Act 2006 and is eligible for independent examination, it is my responsibility to:

- examine the accounts under section 145 of the 2011 Act;
- to follow the procedures laid down in the General Directions given by the Charity Commission under section 145(5)(b) of the 2011 Act;
- to state whether particular matters have come to my attention.

Basis of independent examiner's report

My examination was carried out in accordance with the General Directions given by the Charity Commission. An examination includes a review of the accounting records kept by the charity and a comparison of the accounts presented with those records. It also includes consideration of any unusual items or disclosures in the accounts, and the seeking of explanations from you as trustees concerning any such matters. The procedures undertaken do not provide all the evidence that would be required in an audit and, consequently, no opinion is given as to whether the accounts present a "true and fair view" and the report is limited to those matters set out in the statement below.

Independent examiner's statement

In connection with my examination, no matter has come to my attention:

- which gives me reasonable cause to believe that, in any material respect, the requirements
 - (a) to keep accounting records in accordance with section 386 of the Companies Act 2006; and
 - (b) to prepare accounts which accord with the accounting records, comply with the accounting requirements of the Companies Act 2006 and with the methods and principles of the Statement of Recommended Practice: Accounting and Reporting by Charities 2015 have not been met: or
- to which, in my opinion, attention should be drawn in order to enable a proper understanding of the accounts to be reached.


J B Lewis FCA
Monahans
Chartered Accountants
Rumwell Hall
Rumwell
Taunton, Somerset TA4 1EL

Date: 22/2/17

WEST SOMERSET STEAM RAILWAY TRUST LIMITED

STATEMENT OF FINANCIAL ACTIVITIES (INCORPORATING THE INCOME AND EXPENDITURE ACCOUNT) FOR THE YEAR ENDED 30 SEPTEMBER 2016

Statement of Financial activities				
	Unrestricted Funds	Restricted Funds	Total Funds 2016	Total Funds 2015
	£	£	£	£
Incoming resources				
Donations, gifts and bequests	8,230	1,176	9,406	14,140
Income tax recoverable on donations	1,778	280	2,058	1,869
Bank and other interest	16	24	40	43
Sales	0	336	336	326
Total incoming resources	10,024	1,816	11,840	16,378
Resources expended				
Retail purchases	0	243	243	162
Artefacts/grants	1,000	0	1,000	0
Insurance, rent etc	2,025	1,424	3,449	3,316
Management and administration	998	0	998	675
Other current costs	162	0	162	5,400
Total resources expended	4,185	1,667	5,852	9,553
Net income for the year	5,839	149	5,988	6,825

Total Recognised Gains and Losses

The Company has no recognised gains or losses other than the surplus for the year.

WEST SOMERSET STEAM RAILWAY TRUST LIMITED

BALANCE SHEET FOR THE YEAR ENDED 30 SEPTEMBER 2016

Balance sheet					
	Note	2016		2015	
		£	£	£	£
Fixed assets					
Tangible assets	4		265,078		263,271
Investments	5		5,750		5,750
Current assets					
Stock	6	278		258	
Debtors	7	2,058		1,869	
Cash at bank		49,335		45,393	
		<u>51,671</u>		<u>47,520</u>	
Creditors					
Amount falling due within one year	8	3,025		3,055	
		<u></u>		<u></u>	
Total assets less current liabilities			48,646		44,465
			<u>319,474</u>		<u>313,486</u>
Creditors					
Amount falling due after one year	9		0		0
			<u></u>		<u></u>
Net assets			<u>319,474</u>		<u>313,486</u>
Represented by:					
Capital and reserves					
Unrestricted Funds			210,073		204,234
Restricted Funds			109,401		109,252
Reserve Fund	11		<u>319,474</u>		<u>313,486</u>

The company is entitled to exemption from audit under section 477 of the Companies Act 2006 for the year ended 30 September 2016.

The members have not required the company to obtain an audit of its financial statements for the year ended 30 September 2016 in accordance with Section 476 of the Companies Act 2006.

WEST SOMERSET STEAM RAILWAY TRUST LIMITED

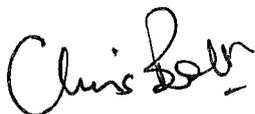
The trustees acknowledge their responsibility for:

- a. ensuring that the company keeps accounting records which comply with sections 386 and 387 of Companies Act 2006 and
- b. preparing financial statements which give a true and fair view of the state of affairs of the company as at the end of each financial year and of its profit or loss for each financial year in accordance with the requirement of sections 394 and 395 and which otherwise comply with the requirements of the Companies Act 2006 relating to financial statements, so far as applicable to the company.

The notes form part of these financial statements.

These accounts have been prepared in accordance with the provisions of Part 15 of the Companies Act 2006 relating to small companies.

ON BEHALF OF THE BOARD:



CW Bolt

TRUSTEES



CA Austin

Approved by the Board on 16 February 2017

WEST SOMERSET STEAM RAILWAY TRUST LIMITED

CASH FLOW STATEMENT FOR THE YEAR ENDED 30 SEPTEMBER 2016

Cash Flow Statement			
		2016	2015
	Notes	£	£
Net cash inflow from operating activities	CF1	5,749	5,241
Capital expenditure	CF2	(1,807)	(3,133)
Financing	CF2	0	0
Increase (Decrease) in cash in period		<u>3,942</u>	<u>2,108</u>
Notes to the Cash Flow Statement			
CF1 Reconciliation of net income to net cash inflow from			
		2016	2015
		£	£
Net income		5,988	6,825
Decrease (Increase) in stocks		(20)	(7)
Decrease (Increase) in debtors		(189)	121
Increase (Decrease) in creditors		(30)	(1,698)
Net cash inflow from operating activities		<u>5,749</u>	<u>5,241</u>
CF2 Analysis of cash flows for headings netted in the cash flow			
		2016	2015
		£	£
Capital expenditure			
Expenditure on restoration of assets		(1807)	(3,133)
Net cash outflow for capital expenditure		<u>(1,807)</u>	<u>(3,133)</u>
Financing			
Repayment of loans		0	0
Net cash outflow for financing		<u>0</u>	<u>0</u>
CF3 Analysis of changes in net funds			
	At 1.10.2015	Cash flow	At 30.9.16
	£	£	£
Net cash			
Cash at bank	45,393	3,942	49,335
	<u>45,393</u>	<u>3,942</u>	<u>49,335</u>

WEST SOMERSET STEAM RAILWAY TRUST LIMITED

NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 30 SEPTEMBER 2016

I. ACCOUNTING POLICIES

Accounting convention

The financial statements have been prepared under the historical cost convention, and in accordance with applicable United Kingdom accounting standards, the Statement of Recommended Practice applicable to charities preparing their accounts in accordance with the Financial Reporting Standard for Smaller Entities (the FRSSE) (effective 1 January 2015) and the Companies Act 2006.

Income resources

All incoming resources are recognised once the charity has entitlement to the resources, it is certain that the resources will be received and the monetary value of incoming resources can be measured with sufficient reliability.

Resources expended

Liabilities are recognised as resources expended as soon as there is a legal or constructive obligation committing the charity to the expenditure. All expenditure is accounted for on the accruals basis and has been classified under headings that aggregate all costs related to that category. Expenditure includes any VAT which cannot be fully recovered, and is reported as part of costs.

Depreciation

All expenditure on the carriages' restoration is capitalised. Depreciation is not provided on assets under restoration because in the opinion of the trustees the difference between net realisable value and revalued amount at the end of their estimated useful economic life is likely to be negligible.

Stocks

Stocks are stated at the lower of cost and net realisable value.

Investments

Investments are stated at cost less provision for permanent diminution in value.

Fund accounting

The unrestricted general funds represent the accumulation of the charity's income and expenditure that has not been earmarked for specific projects and is not considered by trustees to be for restricted purposes. To the extent that the fund is represented by readily realisable assets it provides a means of financing the day-to-day operations.

Restricted funds represent the funds received by the charity for particular purpose as directed by the donors.

2. TRUSTEES AND OTHER EMPLOYEES

No remuneration or expenses have been paid to or for the trustees or any persons connected with them in the year ended 30 September 2016. The company has no employees.

WEST SOMERSET STEAM RAILWAY TRUST LIMITED

NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 30 SEPTEMBER 2016 (continued)

3. TAXATION

No liability to corporation tax arose in the year due to the company's charitable status.

4. MANAGEMENT AND ADMINISTRATION COSTS

	2016	2015
	£	£
Independent Examiner's fees	900	840
Bank charges	0	15
Other administration costs	98	(180)
	<u>998</u>	<u>675</u>

5. TANGIBLE FIXED ASSETS - COACHES

		Cost £
As at 1 October 2015		263,271
Additions		
6705	1,807	
9038	0	
Horse box	<u>0</u>	<u>1,807</u>
As at 30 September 2016		<u>265,078</u>
Depreciation		
As at 1 October 2015		<u>-</u>
Provision		<u>-</u>
As at 30 September 2016		<u>-</u>
Net Book Value		
As at 30 September 2016		<u>265,078</u>
As at 30 September 2015		<u>263,271</u>

6. INVESTMENTS

	Cost £
As at 1 October 2015	<u>118,250</u>
As at 30 September 2016	<u>118,250</u>
Impairment Provision	
As at 1 October 2015	<u>112,500</u>
As at 30 September 2016	<u>112,500</u>
Net Book Value	
As at 30 September 2015	<u>5,750</u>
As at 30 September 2016	<u>5,750</u>

WEST SOMERSET STEAM RAILWAY TRUST LIMITED

NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 30 SEPTEMBER 2016 (continued)

The Cost of Investments consists of:

Festiniog Railway Company	£250 4% Debenture Stock 2007/2012.
Four One Six O Limited	£5,500 £1 ordinary shares.
West Somerset Railway PLC	1,832,317 (2015 1,752,267) 10p ordinary shares.

Impairment Provision

The shareholding in West Somerset Railway PLC has been acquired over a number of years and consists both of shares subscribed for and shares acquired by bequest and donation. The trustees have re-considered the carrying value of the investment and concluded that the Articles of WSR PLC are such that the investment is of negligible material value and therefore full provision has been made.

Whilst WSR PLC and WSSRT Ltd are separate legal entities and each conducts its own activities, the nature of these activities is such that the two entities maintain co-operation. The trustees consider that continued investment in WSR PLC is of direct benefit to WSSRT Ltd in pursuing its charitable objectives.

No impairment provision has been made in respect of the holdings in Four One Six O Ltd and the Festiniog Railway Company, but the trustees will keep this under review.

7. STOCK

	2016	2015
Goods for resale	<u>£278</u>	<u>£258</u>

8. DEBTORS

	2016	2015
Gift Aid income due	<u>£2,058</u>	<u>£1,869</u>

9. CREDITORS: Amounts falling due within one year

	2016	2015
Other creditors	<u>£3,025</u>	<u>£3,055</u>

10. CREDITORS: Amounts falling due after one year

	2016	2015
Loans	<u>£0</u>	<u>£0</u>

11. COMPANY LIMITED BY GUARANTEE

The company is limited by guarantee and does not have a Share Capital. In the event of the company being wound up, each member, or person who has ceased to be a member within twelve months of winding up, undertakes to contribute the sum of £10 to the winding up, if the company is insolvent.

WEST SOMERSET STEAM RAILWAY TRUST LIMITED

**NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED
30 SEPTEMBER 2016 (continued)**

12. RESERVE FUND

Reserve Fund summary				
	Total fixed assets	Net current assets	Creditors	Total
	£	£	£	£
Unrestricted Funds				
General Fund	5,910	26,017	(2,900)	29,027
Coach 6705 Fund	150,388	0	0	150,388
Other Coaches Fund	30,658	125	(125)	30,658
	186,956	26,142	(3,025)	210,073
Restricted Funds				
Coach 3639 Fund	8,354	5,732	0	14,086
Coach 9038 Fund	73,925	915	0	74,840
Horse Box Fund	1,593	1,262	0	2,855
Museum Fund	0	17,620	0	17,620
	83,872	25,529	0	109,401
	270,828	51,671	(3,025)	319,474
30.9.15				
	Total fixed assets	Net current assets	Creditors	Total
Unrestricted Funds				
General Fund	5,910	23,284	(2,930)	26,264
Coach 6705 Fund	148,581	(1,269)	0	147,312
Other Coaches Fund	30,658	125	(125)	30,658
	185,149	22,140	(3,055)	204,234
Restricted Funds				
Coach 3639 Fund	8,354	5,354		13,708
Coach 9038 Fund	73,925	1,132		75,057
Horse Box Fund	1,593	1,261		2,854
Museum Fund	0	17,633		17,633
	83,872	31,714	0	109,252
	269,021	53,854	(3,055)	313,486

WEST SOMERSET STEAM RAILWAY TRUST LIMITED

NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 30 SEPTEMBER 2016 (continued)

13. TRANSACTIONS WITH DIRECTORS

D J Williams (until 27 February 2016) and I K Coleby (until 27 October 2015) were directors of West Somerset Railway Association, of which West Somerset (Promotions) Ltd is a wholly owned subsidiary. The cost of supplies from West Somerset (Promotions) Ltd was £1,555 (2015 £850), relating to the restoration of coach 6705. The cost of supplies from West Somerset Railway Association was £1,500 (2015 £1,500), relating to storage charges for the Trust's carriages at Williton.

C W Bolt, I K Coleby (from 28 October 2015) and D E Baker (until 1 July 2016) were directors of West Somerset Railway PLC, from which supplies were obtained of £2,151 (2015 £7,292), principally relating to rent for the museum building at Blue Anchor and insurance for the Trust's carriages. In addition, a grant of £1,000 (2015 zero) was made to the West Somerset Railway PLC as a contribution to the cost of fundraising consultancy advice for the 'Southern Gateway' project, which will include storage and display facilities for the Trust's carriages.

**The following pages do not form part of the statutory financial
statements**

WEST SOMERSET STEAM RAILWAY TRUST LIMITED

RESERVE FUND FOR THE YEAR ENDED 30 SEPTEMBER 2016

GENERAL FUND	£	£
Balance 1 October 2015		26,264
<i>Add Income for the year</i>		
Donations	8,230	
Income tax recoverable on Gift Aid donation	1,778	
Interest	16	
Sales	0	
		10,024
		36,288
<i>Less Expenditure for the year</i>		
Grants	1,000	
Accountancy	900	
Other administration costs	98	
		1,998
		34,290
Transfer to 6705 Fund		3,404
Transfer to Heritage Carriages Fund		1,859
Loan repayment		0
Balance 30 September 2016		29,027

Represented by:

Capital expenditure to date	5,910
Cash at Bank	24,239
Debtors	1,778
Creditors	(2,900)
	<hr/>
	29,027

COACH 6705 RESERVE FUND	£	£
Balance 1 October 2015		147,312
<i>Add Income for the year</i>		
Transfer from General Fund		3,404
<i>Less Expenditure for the year</i>		
Insurance		328
Balance 30 September 2016		150,388

Represented by:

Capital expenditure to date	150,388
Cash at bank	0
	<hr/>
	150,388

WEST SOMERSET STEAM RAILWAY TRUST LIMITED

RESERVE FUND FOR THE YEAR ENDED 30 SEPTEMBER 2016 (continued)

	£	£
HERITAGE CARRIAGES PROJECT FUND		
Balance 1 October 2015		30,658
<i>Add Income for the year</i>		
Transfer from General Fund		1,859
		32,517
<i>Less Expenditure for the year</i>		
Insurance	197	
Rent (storage)	1,500	
Other costs	162	
		1,859
Balance 30 September 2016		30,658
Represented by:		
Capital expenditure to date	30,658	
Cash at bank	125	
Creditors	(125)	
	<u>30,658</u>	

	£	£
COACH 3639 RESTORATION FUND – Restricted		
Balance 1 October 2015		13,708
<i>Add Income for the year</i>		
Donations received	312	
Income tax recoverable on Gift Aid donations	61	
Interest	5	
		378
Balance 30 September 2016		14,086
Represented by:		
Capital expenditure to date	8,354	
Cash at Bank	5,671	
Debtors	61	
	<u>14,086</u>	

WEST SOMERSET STEAM RAILWAY TRUST LIMITED

RESERVE FUND FOR THE YEAR ENDED 30 SEPTEMBER 2016 (continued)

	£	£
COACH 9038 RESTORATION FUND - Restricted		
Balance 1 October 2015		75,057
<i>Add Income for the year</i>		
Donations received	0	
Interest	2	
		2
		75,059
<i>Less Expenditure for the year</i>		
Insurance		219
Balance 30 September 2016		74,840

Represented by:

Capital expenditure to date	73,925
Cash at Bank	915
Net creditors	0
	<hr/>
	74,840

	£	£
HORSE BOX RESTORATION FUND - Restricted		
Balance 1 October 2015		2,854
<i>Add Income for the year</i>		
Donations received	0	
Income tax recoverable on Gift Aid donations	0	
Interest	1	
		1
Balance 30 September 2016		2,855

Represented by:

Capital expenditure to date	1,593
Cash at Bank	1,262
Net creditors	0
	<hr/>
	2,855

WEST SOMERSET STEAM RAILWAY TRUST LIMITED

RESERVE FUND FOR THE YEAR ENDED 30 SEPTEMBER 2016 (continued)

	£	£		
MUSEUM FUND - Restricted				
Balance 1 October 2015		17,633		
<i>Add Income for the year</i>				
Donations	864			
Income tax recoverable on Gift Aid donations	219			
Interest	16			
Retail sales	336			
		1,435		
		19,068		
<i>Less Expenditure for the year</i>				
Retail purchases	243			
Artefacts	0			
Insurance	182			
Rent	711			
Alarm	312			
Other current expenditure	0			
		1,448		
Balance 30 September 2016		17,620		
Represented by:				
Cash at bank	17,123			
Stock	278			
Debtors	219			
	<u>17,620</u>			
TOTAL RESERVE FUND		319,474		
TOTAL RESERVE FUND RECONCILIATION				
		Unrestricted Funds	Restricted Funds	Total Funds
		£	£	£
Net Income for the year		5,839	149	5,988
Balance at 1 October 2015		204,234	109,252	313,486
Balance at 30 September 2016		210,073	109,401	319,474

West Somerset Steam Railway Trust

Business Plan 2017-2019

Introduction

This is the first business plan produced by the West Somerset Steam Railway Trust ('the Trust'). It covers the three calendar years 2017, 2018 and 2019. The intention is to roll it forward on an annual basis, for formal adoption at the Trust's AGM each year.

I. The objects and priorities of the Trust

- I.1. The West Somerset Steam Railway Trust Ltd is a charitable company established in 1972, and is one of two charities associated with the West Somerset Railway.
- I.2. Its charitable objects are "to promote education by furthering interest in and appreciation of railway lines, equipment, buildings, and construction and steam or other traction engines of historical engineering or scientific importance particularly by preserving and displaying the same."
- I.3. These are broad objectives, and the main activities of the Trust have been:
 - I.3.1. running the Trust's museum at Blue Anchor, which is open daily during Galas and on Sundays during the remainder of the operating season;
 - I.3.2. exhibiting the Trust's artefacts and archives at the Gauge Museum at Bishops Lydeard, including displaying sleeping car 9038;
 - I.3.3. progressing the Heritage Carriages project, focusing initially on restoration work on coach 6705, which is now approaching completion, completing essential safety work on 3639 to allow it to be moved around safely pending restoration, and carrying out protective work on a number of the other heritage coaches to limit further deterioration while funds are raised for their restoration;
 - I.3.4. explaining the Trust's work to visitors to Galas and the Steam Rally, including opening 9038 and/or 6705 to visitors, and promoting its activities through the website, which was renewed in 2016, and through a six monthly newsletter; and
 - I.3.5. working with other groups on the railway, and with the PLC, through the Partnership Development Group in particular to take forward plans for the 'Southern Gateway Project' at Bishops Lydeard, to incorporate covered storage for the Trust's carriages and an associated display and education facility; and
 - I.3.6. ensuring the Trust is effectively governed and run, including recruiting new Trustees and volunteers, ensuring sound finances, and putting in place appropriate agreements with the PLC and other bodies to ensure clarity about roles and responsibilities.
- I.4. These activities will continue over the period of the plan. However, the role of the Trust will develop over this period as it takes over full management of the Gauge Museum at Bishops Lydeard, and submits a bid to the Heritage Lottery Fund to improve the interpretation and curation of the exhibits in the museum.

- 1.5. The Board of Trustees is chaired by Chris Austin OBE, and currently comprises a total of six Trustees. One Trustee resigned and two new Trustees were appointed in 2016. The two new appointments were confirmed by members at the AGM held in April, although one subsequently resigned.
- 1.6. About 20 volunteers also work regularly on Trust projects, in particular on the restoration of carriages which takes place at Williton. The Trust put a new Volunteer Policy in place in 2016. This covered both recruitment and induction and the requirements of the PLC in respect of training and assessment to ensure compliance with safety legislation. All Trust volunteers are required to hold a valid PLC staff card (which among other things ensures that appropriate insurance is in place), and those working in the workshop at Williton are required to hold a Personal Track Safety certificate.
- 1.7. Membership of the Trust is open to anyone donating at least £12 a year. There are currently 58 members.

2. Current financial position

- 2.1. At present, the Trust's income derives entirely from membership subscriptions, from other donations for example at Galas, and from small-scale retail sales in the Blue Anchor museum.
- 2.2. Some of the Trust's income and reserves are restricted to specific purposes. These comprise:
 - Museum Fund £17,000
 - 3639 £6,000
 - 9038 £1,000
 - Horse box £1,000.
- 2.3. In addition, the Trust has unrestricted reserves in the General Fund of £24,000.
- 2.4. At the end of 2016, following a request from signalmen, the Trustees agreed to establish a further Restricted Fund in respect of heritage artefacts for Signal Boxes.
- 2.5. Income, including recovery of Gift Aid, was about £12,000 in the last financial year (ending 30 September 2016). Set against this is routine expenditure (carriage storage, museum rent, insurance, accountancy fees etc) of about £6,000. This resulted in a net income available for capital projects of about £6,000 a year. (Donations and profits on retail sales broadly balanced costs in respect of the Blue Anchor Museum.)
- 2.6. The Trustees have established a Reserves Policy, with target minimum reserves of £10,000 for the Museum Fund, and £5,000 (increasing to £10,000 over a five year period) for the General Fund. (The target level of general reserves by 2019 will therefore be £8,000.) The Trustees will review this policy each year, in particular given that the current target reserve levels take no account of the impact of taking on management of the Gauge Museum at the start of the Plan period.

3. Future activities

- 3.1. All the current activities of the Trust will be continued over the period of the business plan.
- 3.2. A new activity, reflecting the Trust's role in the Southern Gateway project, and consistent with its focus on heritage and education, will be taking on management of the Gauge Museum at Bishops Lydeard in place of the West Somerset Railway Association. This change was made in January 2017.
- 3.3. Agreement has also recently been reached on a new over-arching agreement with the PLC covering all Trust activities on the railway. This includes sub-leases on the Goods Shed at Bishops Lydeard and down platform Waiting Room at Blue Anchor, as well as safeguarding storage of unrestored carriages on PLC land. Similar agreements have been put in place with the West Somerset Railway Association in respect of carriages stored in Sherrings Yard and use of equipment in the workshop at Williton by Trust volunteers.
- 3.4. Priorities for 2017 will be:
 - 3.4.1. **Completion of restoration of carriage 6705.** The remaining work is mainly in respect of completing work on restoring the compartments, including re-upholstering the seats. Most of this work will be undertaken and managed by volunteers, with some costs for materials. Replacement of upholstery will be contracted out. The total cost of completion is estimated to be about £10,000. Timescales depend on both the availability of volunteers and any unexpected problems. In parallel, the Trust will negotiate an agreement for use of the carriage on the West Somerset Railway by the PLC. Our aim with 6705, and future restored carriages, is to secure sufficient income for both routine maintenance and creation of a reserve for periodic overhaul.
 - 3.4.2. **Completion of work on the Sleeping Car 9038,** in particular to re-install the wash basin taps. This will be undertaken by volunteers, with minor further expenditure required. The remaining funds in the Restricted Fund will be used to meet the costs of insurance and maintenance, including the possible need to revarnish the whole of the exterior. For the present, further contributions will not be actively sought for this Fund.
 - 3.4.3. **Starting the next carriage restoration project.** The Trustees' current view is that the next carriage to be restored should be 3639, converted to an ambulance coach in the First World War. Some initial work was undertaken dismantling components in 2008 but ceased subsequently, while in 2015 work to enable the carriage to be moved. Some funds (including some current donations) are restricted to the restoration of this carriage. A detailed plan will be developed for restoration, including an assessment of likely timescales and costs and options for carrying out the work, and this will be reflected in next year's Business Plan.
 - 3.4.4. **Developing the management of the Blue Anchor and Gauge Museums.** This will be a major focus of activity in 2017. With the retirement of Pete Treharne as Curator of the Blue Anchor museum, new arrangements are being put in place to ensure regular opening of the museum in 2017, using volunteers, to curate the collection and ensure effective handling of donations and income from sales. Similar arrangements will be developed in respect of the Gauge Museum. Taking responsibility for the management of that museum will add

to the costs of the Trust, for example in respect of insurance, and the Trust will seek to increase the level of donations from visitors to the museum to cover these. (As a charity, the Trust can benefit from Gift Aid under the Small Gifts scheme for such donations, provided they are properly accounted for.)

- 3.4.5. In anticipation of the Trust's role in the major Southern Gateway project (see 3.4.8 below), the Trust has developed a proposal to re-present the Gauge Museum, with financial support from the Heritage Lottery Fund's 'Our Heritage' scheme. This application will shortly be submitted [to be updated if the application is made before the Plan is sent to members], and a response is expected in May 2017. The project, which is being managed by Chris Bolt on behalf of the Trust, is estimated to cost £75,000 over the period to October 2019, with £65,000 being sought from the HLF. If successful, the Trust will contribute the remaining £10,000 from its own resources to add to the grant.
- 3.4.6. The project will provide for some changes to the layout of the museum, new interactive displays to increase the attractiveness to visitors (both adult and children), development of the collection including collection of oral records and employment of a Learning Officer for a period of two years to develop links with local schools and other bodies.
- 3.4.7. In managing the Museum, the Trust will work closely with all those responsible for the displays. In particular, we will look to enhance support to the volunteers running the model railway, and also develop further the Powderham box signalling display. Experience from this project will provide valuable lessons for subsequent full Southern Gateway funding bids.
- 3.4.8. In parallel, the Trust is working with the Somerset Museums Service to understand the requirements of accreditation under the Arts Council scheme, and a decision will be taken in 2017 as to whether to start this process formally.
- 3.4.9. **Taking forward proposals for the Southern Gateway Project.** The Southern Gateway project is a major proposed development of the whole Bishops Lydeard site, which will include covered storage and display facilities for the Trust's carriages (both restored and unrestored). It is being led by a Project Board chaired by the PLC, of which the Trust is a member. Given the likely cost (of the order of at least £15m), it will require significant external funds from Trusts, major donors and the HLF. A master plan for the site has been developed, and funding applications are being developed.
- 3.4.10. Although major expenditure is unlikely within the period of the plan, the Trust will if appropriate contribute towards bid preparation costs given the major benefit that will accrue to the Trust from completion of the project. The Trust will also, if appropriate, be the lead organisation for the bid for HLF funding, given its charitable status.
- 3.4.11. **Development of a safety management strategy**, reflecting the greater number of volunteers now working on projects, and the wider responsibilities of the Gauge Museum. We will also document existing safety procedures and ensure they fit with the PLC's overarching safety management policy.
- 3.4.12. **Administration of the charity, including increasing the number of members and volunteers.** Specific objectives for 2017 will be:

- 3.4.12.1. developing and implementing plans for increasing the number of Trust members and volunteers, and developing a more detailed funding plan, to ensure that the expanded activities of the Trust in respect of heritage and education on the West Somerset Railway can be properly resourced;
 - 3.4.12.2. in particular, ensuring sufficient volunteer numbers to undertake both carriage restoration and manning of the museums and providing appropriate training and induction for new volunteers;
 - 3.4.12.3. deciding whether to re-tender the role of independent examiner for the Trust's accounts, which has been undertaken by B J Dixon Walsh (now Monahans) for a number of years;
 - 3.4.12.4. continuing to develop Trust policies both for its collections and its administration, including establishing a risk register which will be reviewed regularly and developing evaluation procedures to check the effectiveness of the Trust's work in delivering its objects; and
 - 3.4.12.5. further developing effective communication with members and with stakeholders.
- 3.5. Progress in delivering these objectives will be reported in the next Business Plan.
- 3.6. The Trustees envisage that the activities described above for 2017 will continue in subsequent years. Priorities for 2018 and 2019 depend crucially on the pace of progress with the Southern Gateway project. The financial projections in the next section assume that there is no major expenditure on that project with the period covered by the plan.

4. Risks to delivery

- 4.1. Delivery of the priorities set out in the previous section depend on a number of factors, many of which the Trust can only influence to a limited extent.
- 4.2. The pace of progress depends critically on the availability of resources, both financial and manpower, including:
 - 4.2.1. donation income being maintained at least at current levels, and if possible increased, in particular through recruitment of new members and increased donations from Museum visitors;
 - 4.2.2. the number of volunteers being maintained;
 - 4.2.3. major development costs being incurred only when resources are available or promised;
 - 4.2.4. unexpected costs being contained, and in particular administration and other running costs being contained broadly at current levels; and
 - 4.2.5. grants and related expenditure such as acquisition of artefacts for the museums being determined on a basis which matches income.
- 4.3. Other risks considered by the Trustees include:
 - 4.3.1. effectiveness of systems to ensure compliance with legal requirements, in particular in relation to safety and occupational health; and

- 4.3.2. compliance of administration systems with company and charity law requirements.
- 4.4. As indicated above, a formal risk register will be developed in 2017.

5. Financial projections

- 5.1. The financial projections set out below are based on the following assumptions:
 - 5.1.1. a modest increase in membership and donation income;
 - 5.1.2. the grant application in respect of the Gauge Museum being successful, with the associated expenditure (which includes employing one member of staff) spread over 2017-2019, but with capital costs mainly incurred over the winter 2017/2018 period ;
 - 5.1.3. no additional legacies being received in the period;
 - 5.1.4. completion of work on 6705 and the Sleeping Car in 2017, with some of the initial work on 3639 being contracted out; and
 - 5.1.5. a modest level of grants to other projects on the railway, including from the new Signal Box Fund, with the donation received in previous years in respect of heritage aspects of the Williton Loop project (£2,000) being paid to the PLC in early 2017.

	2017	2018	2019
Income			
Donations, including Gift Aid recovery	£14,000	£17,000	£20,000
Grants, legacies etc	£0	£0	£0
HLF grants	£32,500	£26,000	£6,500
Total income	£46,500	£43,000	£26,500
Expenditure			
6705	£14,000		
Sleeping car	£500		
3639	£5,000	£15,000	£15,000
Carriage insurance and storage	£2,500	£2,500	£2,500
Blue Anchor Museum	£1,500	£2,000	£2,000
Gauge Museum	£50,000	£17,500	£15,000
Southern Gateway bid preparation	£1,000	£1,000	£1,000
Administration	£1,000	£1,000	£1,000
Grants	£2,500	£1,000	£1,000
Total expenditure	£78,000	£40,000	£37,500
Opening reserves	£58,000	£26,500	£29,500
Closing reserves	£26,500	£29,500	£18,500
Minimum target reserves	£16,000	£17,000	£18,000

- 5.2. On the basis of these assumptions, the current reserve levels will fall close to the minimum target levels set by the Trustees at the end of the plan period. Additional expenditure will therefore be dependent on developing new income streams, whether from legacies, grants or donations.

6. Evaluation and review

- 6.1. The Trustees propose to review and roll forward this plan annually, and to use that review as the basis for reporting to members at the AGM. In particular, the Trustees will want to ensure that:
 - 6.1.1. the activities of the Trust are the most appropriate way of delivering its aims, consistent with its charitable objects;
 - 6.1.2. that projects are delivering the best outcome in terms of those objects; and
 - 6.1.3. that the allocation of financial and volunteer resource is consistent with this.
- 6.2. Evaluation methodologies will be developed in 2017 to facilitate reporting of delivery against plans in future business plans.

West Somerset Steam Railway Trust

Chairman's Report for 2016

The year saw continued growth in membership of the Trust and an extension of its responsibilities as it prepared to take over responsibility for the management of the WSR's principal museum at Bishops Lydeard.

The Trust's support for the WSR included active involvement in the special events on the railway, allowing visitors to call in at Blue Anchor museum, see progress on coach 6705 at Williton and enjoy a conducted tour of the sleeping car at Bishops Lydeard, or at Norton Fitwarren where we took it for the Association rally in August.

We have also participated fully in planning developments on the railway through the Partnership Development Group, the Southern Gateway Project Board (for Bishops Lydeard), and the Williton Project Development Board. The Trust is also a member of the Bishops Lydeard Station Users Group. We have supported the PLC at consultation meetings with stakeholders on the Southern Gateway project, and as Chairman, I have also been a member of the small working group looking at establishing a more regular passenger service between Bishops Lydeard and Taunton.

Trust volunteers have not only put in a huge amount of work on carriage restoration, and in protecting stored vehicles awaiting restoration, but have contributed as museum stewards as well. Many come from long distances to support our work, and their input and comradeship is something I value hugely.

I am grateful for the support of trustees throughout the year which has helped us achieve so much more than we have been able to do previously.

Heritage carriages

Work has continued on coach 6705, significant progress has been made in the restoration of the passenger compartments, with the overhaul and refurbishment of the many internal fittings to a very high standard. Externally, replacement footboards have been provided, using those from the dismantled coach 5929, and the battery boxes have been refurbished and replaced.

New seat backs have been fabricated to replace those missing in third class, a contract has been let for upholstery and the first of the seats have gone away to be covered.

The work has taken a long time, and on a number of occasions, we have been concerned to find additional problems that require additional work to ensure the coach is fit to carry passengers in safety and comfort on the railway. These periodic setbacks have been cheerfully tackled by our dedicated and innovative group of volunteers and the problems have been steadily overcome. At the same time, a lot of lessons have been learned for restoration of other coaches in the future.

We held two Sunday working parties at Dunster to replace covers on two of our coaches stored at Dunster Marsh. Because the siding is close to the running line, this work has to be undertaken under a possession, limiting us to days when no trains are running. We are now using a more robust cover which is more expensive and heavier but which should better survive the relentless wind which has damaged previous covers. The problem will require tackling periodically until we can get the coaches under permanent cover to dry out completely.

Museums

2017 brings a major change in the Trust's management of museums on the railway.

At Blue Anchor, Pete Treharne has stood down as curator. We extend to him and to Jen best wishes for his 'retirement' - although he will still be helping out from time to time. In future, the museum will be managed by a group of Trustees. David Baker is coordinating a roster of volunteers to open the Museum during the main operating season.

At Bishops Lydeard, the Trust has taken over management of the Gauge Museum from the start of 2017. Trustees and volunteers have started the process of sorting the office and store rooms, and held a 'spring clean' day in March. We aim to have stewards on hand more frequently during the season, which will in particular allow the sleeping car to be opened on more occasions than at present. The model railway, which attracts many young volunteers, now comes under our wing as custodians of the museum and we welcome them, under Alan Meade, and the important role of the group in attracting and enthusing the next generation of WSR volunteers.

The plans for the future of the Gauge Museum are tied up with our application to the Heritage Lottery Fund for a grant under the 'Our Heritage' scheme. The bid was submitted in March, and we expect to hear the outcome by the middle of May. The 'Museum Making' project proposal includes refreshing the displays, employing a Learning Officer/Museum Assistant to develop links with local schools and improve the learning opportunities offered by the museum, and develop the collection including collecting oral history.

In many ways, this project can be regarded as the early first phase of the 'Southern Gateway' project to develop visitor and operational facilities at Bishops Lydeard, and we hope to learn from experience managing the museum over the next two years. We have also joined a Somerset cluster of museums, to apply the Visitor Insights South West survey, already adopted in Devon, to provide a basis for identifying and comparing visitor information and perceptions

Managing both the GWR museums on the West Somerset Railway will provide opportunities to manage them as a single collection on two sites, to the benefit both of visitors and the heritage represented in the collection. In due course, the Trust will consider seeking accreditation for the collection under the Arts Council scheme for museums.

Membership

Membership continues to grow, although more slowly over the past few months than in the early part of 2016, and has now reached 60.

Regular donations from members remain the main source of income for the Trust. Most members have agreed that their donations should go to the General Fund, which means that they can be used to support any Trust project. Following a request from signalmen to establish a Signal Box Heritage Fund, to be used to acquire and instal heritage items in signal boxes, several new members joined specifically to support this new Restricted Fund.

Finance

The accounts for 2015-16 follow the same format as in previous years. Profit is calculated after allowing for routine expenditure, whereas all work on carriage restoration is treated as capital expenditure and charged to the relevant reserve.

Total incoming resources, which come mainly from members and other donors (and from the Gift Aid we can reclaim on donations), fell from £16,378 to £11,840. In the previous year, the Trust had benefited from some large one-off donations and legacy income. However, legacies totalling nearly £5,000 have been received following the end of the financial year.

Net income in the year (after charging costs such as rents, insurance and accountancy) was only slightly lower than in the previous year (£5,988 compared with £6,825), because there were no major one-off costs. (The previous year had included the cost of repainting the museum at Blue Anchor, which alone amounted to over £5,000.)

Although work continued on carriage restoration, most of this was undertaken by volunteers so that costs were mainly in respect of materials rather than contract work as in some previous years. Capital expenditure in the year was only £1,807 (2015: £3,133).

As a consequence of these changes, cash balances rose by nearly £3,000 over the year, with a cash balance at the end of the year was £49,335. Net current assets (allowing in particular for the amount due to the Trust at the year end in respect of Gift Aid) were £51,671. These balances are well above the minimum levels established in the reserves policy agreed by the Trustees during the year, and underpin our proposals for future Trust activities set out in the Business Plan.

Future plans

At the end of 2016, we consulted members and stakeholders, including the PLC, on our first three year Business Plan. We are seeking endorsement to the revised version at the AGM.

The Plan builds on the current activities of the Trust, but also recognises the need to improve our administration and policies, and to build the number of volunteers and increase our income.

Underpinning the Business Plan is the new long term agreement reached with the PLC, which took effect on 1 January. This gives the Trust security of tenure, through 50 year sub-leases, to the museums at Blue Anchor and Bishops Lydeard, as well as confirming the Trust's access to workshop space at Williton and carriage storage on PLC land, principally at Dunster. It also provides a framework for agreeing hire agreements with the PLC for use of restored carriages. This is the first of the over-arching agreements between the PLC and one of its railway partners, and will be a model for agreements with the other partners.

The Plan sets out a bold and exciting future for the Trust.

Chris Austin OBE MA FCILT
Chairman, WSSRT
26 March 2017