



BLUEBELL RAILWAY

Trust & Society Combined Report & Accounts 2021



Please Note, due to issues beyond our control, the PLC accounts were unavailable for publication at the time of print.

These will be included in a separate booklet when they become available.



BLUEBELL RAILWAY

2021 Contents

Bluebell Railway Trust Report & Accounts	4
Trustee report	5 - 10
Statement of financial activities	11
Balance sheet	12
Notes to the financial statements	13 - 21
Preservation Society Report & Accounts	22
Trustee report	23 - 24
Auditors report	25 - 26
Income & expenditure	27
Statement of changes in equity	28
Notes to the financial statements	28 - 30

Photographic Contents:

FRONT COVER: 80151 at Horsted Keynes 28 May 2021. ©Jon Bowers.

THIS PAGE: Merchant Navy 35028 Clan Line visited for Giants of Steam and is seen climbing Freshfield Bank.
©Andrew Strongitharm.

PAGE 4: H Class 263 poses at Horsted Keynes with a short goods trains. ©Andrew Strongitharm.

BACK COVER: 30925 and 847 at Horsted Keynes 11 October 2021. ©Jon Bowers.



**THE BLUEBELL RAILWAY TRUST
ABRIDGED ANNUAL REPORT
AND FINANCIAL STATEMENTS
FOR THE YEAR ENDED
31 DECEMBER 2021**



BLUEBELL RAILWAY TRUST

TRUSTEE REPORT

FOR THE YEAR ENDED 31 DECEMBER 2021

The abridged financial statements set out here are the responsibility of the Governors. They represent a summary of information extracted from the full annual financial statements of the Bluebell Railway Trust for the year ended 31 December 2021 which have been audited by Knill James LLP and have an unqualified opinion. As these are abridged financial statements they do not provide a full understanding of the financial affairs of the charity. For further information the full annual financial statements should be consulted. Copies of the full formal accounts are available on request either to the Trust's office at Sheffield Park or from funding@bluebell-railway.com. They are also available on the Charity Commission website.

BRT Trustee Ltd, the sole Trustee of The Bluebell Railway Trust ("the Trust"), presents its report and financial statements for the year ended 31 December 2021.

The Trustee who served during the year was BRT Trustee Ltd, a company limited by guarantee. It is managed by its directors, known as Governors. Those who served during the year were:

Mr L J Bee

Mr S J Bigg (Retired 2 October 2021)

Mr V F N Blackburn

Mr P R Churchman (Appointed 2 October 2021)

Mr T C Cole

Mr R A Salmon

Mr T A Swainson

Mr C Tyson

Mr R J Watts MBE

The Governors are supported by Mr T L Allen, the company secretary, a team of Trust administration volunteers, and Museum and Archive volunteers and stewards.

Objectives and activities

The Trust is an independent charity (number 292497) whose principal purpose is to raise funds to support the work of Bluebell Railway Plc (a "Not for Profit" company) to which it makes grants for various specific purposes. It does not own any shares in the company. However, being a charity, the Trust is bound by Charity Commission regulations and its activities must be for the benefit of the general public. The Governors work closely with Bluebell Railway Plc to review and prioritise the projects that potentially meet the Trust's charitable objectives and which can be funded by the Trust.

The Trust owns three steam locomotives – SECR O1 Class No 65, H Class No 263, and C Class No 592 - and various historic carriages and wagons.

The Trust also operates the Railway's Museum at Sheffield Park and owns most of the artefacts on display and in the reserve collection. In addition, the Trust maintains the Railway's archive of historic railway documents, maps, plans, books, photographs and other material, most of which are owned by the Trust.

BLUEBELL RAILWAY TRUST

TRUSTEE REPORT (CONTINUED)

FOR THE YEAR ENDED 31 DECEMBER 2021

Achievements and performance

2021 was an excellent year for the Trust in terms of income which totalled £1,781,155 of which donations amounted to £840,036 and legacies £916,123. Income is summarised as follows:-

	Designated			Total	2020
	Unrestricted	Unrestricted	Restricted		Total
	£	£	£	£	£
Donations, including Gift Aid	39,041	-	766,866	805,907	636,229
Value of Donated Assets for retention	-	-	34,129	34,129	-
Legacies	622,902	-	293,221	916,123	1,961,280
Interest	6,369	-	-	6,369	3,445
Other Income	145	-	18,482	18,627	3,794
Total Income	668,457	-	1,112,698	1,781,155	2,604,748

Expenditure on grants amounted to £1,274,322, higher than recent years due to the financial support provided to the Railway of £317,614 from the Coronavirus Emergency Fund, raised in 2020. Grants for projects amounted to £920,900, slightly less than recent years. The Trust's expenditure was as follows:-

	Unrestricted				2020
	Unrestricted	Designated	Restricted	Total	Total
	£	£	£	£	£
Grants Paid for Projects	-	453,310	785,204	1,238,514	1,057,815
Museum and Archive	13,177	-	4,942	18,119	17,678
Administration	14,901	-	-	14,901	14,421
Fund Raising	2,788	-	-	2,788	7,700
Total	30,866	453,310	790,146	1,274,322	1,097,614

Administration costs and fund-raising expenses remain at a very low level, in total less than 1% of income, and supporters can be confident that virtually all their gifts are spent for the direct benefit of the Bluebell Railway.

Financial review

Donations

Apart from donations for general purposes to our unrestricted fund of £39,041, the Trust received donations for 44 separate projects totalling £766,866. All figures include Gift Aid. In addition, we were given various assets consisting of wagons, museum artefacts and archive material valued at £34,129. A very generous supporter gave £312,500 (including Gift Aid) to fund the ongoing work to protect the track of the Western Extension, the line between Horsted Keynes and Ardingly, should a decision ever be made in the future to reinstate it.

The Jewel in the Crown Appeal for the conservation of Horsted Keynes station, deferred from the celebrations of the 60th Anniversary of the re-opening of the Railway due to the Covid pandemic, raised £200,079. With matched funding of £168,927 from the Trust, the previously reported legacy from Roger Williams and another legacy in 2021 of £50,000 together with further donations in the current year there will be in excess of £650,000 available for the first phase of the work which is already under way.

Details of donations can be found in note 1 but apart from those mentioned above, significant amounts raised for other funds include £72,023 for the Brighton Atlantic "Beachy Head" and its proposed successor, £37,763 for the overhaul of Schools Class 928, Stowe, a further £28,255 for the Coronavirus Emergency Appeal and £16,684 for the Horsted Keynes Carriage Shed and Heritage Skills Centre.

BLUEBELL RAILWAY TRUST

TRUSTEE REPORT (CONTINUED)

FOR THE YEAR ENDED 31 DECEMBER 2021

Legacies

Whilst most donations are for specific projects, the majority of gifts that are made in wills are not usually for any particular purpose and are therefore available to support any project that satisfies the Trust's charitable objectives. In 2021 Unrestricted legacies totalled an estimated £622,902 (2020 - £482,496) and Restricted legacies for specific purposes totalled £293,221 (2020 - £1,478,784).

The Governors are once again very fortunate that supporters have left legacies in their wills to the Trust. In 2021 we were notified of 16, varying in size from £1,000 to an estimated £280,000, and we are extremely grateful for them all. Unrestricted legacies enable the Trust to provide vital funds for the projects that have the highest priority at the time whilst restricted legacies deliver funds for particular projects which might otherwise not be able to be carried out. However, by their very nature the number, timing and amounts of legacies cannot be predicted.

Under the accounting rules for charities, legacies must be recognised in our annual accounts when we have been formally notified of them and their estimated amount and certainty of payment has been established, even if the payment has not been received. As mentioned above, in 2021 the Trust became entitled to legacies totalling an estimated £916,123. Of the total legacies due for both 2021 and previous years an estimated £689,034 had yet to be received on 31 December 2021 (2020 - £1,104,658) of which, at the time of completing this report, £310,239 has since been received.

Douglas Stevenson was a life-long railwayman. He was part of the Southern Region Bridge Office for many years and then became the SR Parliamentary Manager. Douglas's knowledge of the building of the railways was simply second to none. His home was in Eastbourne, and he would spend his weekends with his railway models or travelling on the trains, including at the Bluebell. At retirement he moved to Honiton in East Devon and made good use of his free rail passes traveling in Devon and Cornwall. At least once a year he would come back to Sussex to visit his friends, and this would inevitably involve a day on the Bluebell. Douglas left us a share of his estate amounting to £280,000 most of which, because of his background, is to be allocated for 4 specific infrastructure purposes.

Rita May Viner left us a share of her estate estimated at £250,000. Rita May's husband was a keen railway enthusiast and supporter of the Bluebell.

Martin Kemp of Hastings left us a share of his estate amounting to £215,226 and Anthony Schooling, a volunteer in the Carriage and Wagon department left us £68,912.

We are also extremely grateful for legacies from Rosamund Bourke, Dennis Carney, Peter Forrestier-Smith, Mervyn Fromm, Edward Gamblin, John Haigh, David Hale, S A Halley, John Perry, John Prout, Jeremy Soyer, and Flora Wright. All have made a valuable contribution to the continued preservation of our unique railway.

BLUEBELL RAILWAY TRUST

TRUSTEE REPORT (CONTINUED)

FOR THE YEAR ENDED 31 DECEMBER 2021

Expenditure

Planning for larger projects can often take a long time and therefore, once funds have been allocated for projects from Unrestricted funds, they are transferred to separate Designated funds. This helps the Governors to monitor individual projects which the Trust is funding and measure the level of uncommitted funds available for other projects. If financing commitments prove not to be required, either in whole or part, any unused funds are transferred back to the Unrestricted Fund to be used for other future projects. During the year a net amount of £551,333 (2020 - £371,937) was transferred to various Designated funds for specific current and future projects that the Governors agreed to fund both during the year and in the future. This includes a total of £139,293 (2020 - £205,816) for the further replacement of track, £120,000 for Pullman Car Restoration, principally disabled access Car 54, of £120,000 (2020 - Nil), £92,000 (2020 - £110,000) for the Heritage Skills Centre at Horsted Keynes. A further £50,000 was reserved for the support of apprentices and £53,000 for major repairs to New Road Bridge at Horsted Keynes.

As mentioned previously, during the year the Trust made grants to Bluebell Railway PLC totalling £1,238,514 (2020 - £1,057,818). Details can be found in notes 14 and 15 of the accounts but the most significant grants were:-

- £317,614 for the salaries of the Railway's skilled heritage staff and various essential administration staff many of whom the Railway would not otherwise have been able to continue to employ during the Covid Restrictions.
- A total of £189,314 for the Horsted Keynes Carriage Shed and Heritage Skills Centre
- A total of £171,957 for the overhaul of various locomotives including Bulleid Pacific 34059, Sir Archibald Sinclair, Schools Class 928, Stowe, and Terrier No 672, Fenchurch.
- £92,364 for the replacement of two separate sections of track
- £72,868 for Brighton Atlantic No 32464, "Beachy Head"
- £68,047 for work to secure access to Lywood Tunnel to facilitate the possible future reinstatement of the line between Horsted and Haywards Heath (Western Extension Project).
- £55,697 for further work on Pullman Car 54
- £49,556 for the salaries of apprentices and trainees in the locomotive and carriage and wagon works

Museum

Under the terms of a tripartite agreement between the Trust, the BRPS and Bluebell Railway Plc, the Trust is responsible for the funding and operation of the Railway's award-winning Arts Council England Accredited Museum at Sheffield Park, the museum's contents and its extensive reserve collection, the bulk of which are owned by the Trust. It is also responsible for and owns most of the ever-growing archive of historical papers, books, plans, photographs, and other important material relating to the Southern Railway and its former constituent companies. The detailed operation of both the Museum and Archive is delegated to a management committee. The Museum reserve collection is stored at Sheffield Park and at Horsted Keynes station. Pending the construction of a purpose-built facility to house both the Museum reserve collection and the Archive, ideally at Sheffield Park, during the year the Archive was temporarily moved from five cramped storage units in Horsham to a single storage unit near Dorking.

There is a dedicated team of c. 60 volunteers who work for the Museum and Archive. The total cost of operating the Museum and Archive was £18,117 (2020 - £17,678) of which £4,982 (2020 - £468) was met from a restricted fund specifically for the enhancement and conservation of the collection. The balance of the cost of £13,177 was met from the Trust's unrestricted fund of which by far the largest element was the cost of renting the temporary storage units in Horsham and store near Dorking. In addition, Bluebell Railway PLC meets all the cost of providing the Museum premises at Sheffield Park and the insurance of the Museum's assets and the Archive.

BLUEBELL RAILWAY TRUST

TRUSTEE REPORT (CONTINUED)

FOR THE YEAR ENDED 31 DECEMBER 2021

Net Assets

The balance sheet in the accounts shows that at 31 December 2021 the Trust's total net assets amounted to £4,458,281 (2020 - £3,951,446). This includes its significant collection of Heritage Railway Items, as well as its three locomotives SECR O1 Class No 65, H class No 263, and C Class 592, at an historic book cost of only £366,144 (2020 - £141,422) but which are likely to be worth considerably more than this. The most notable acquisition during the year was SECR Class O1 locomotive No 65 which, although having been at the Railway since 1997, was privately owned. The owners gave notice of their intention to sell it to the highest bidder, but the Trust reached agreement with them to acquire and secure the 125 year-old engine before the sale became public knowledge.

The National Railway Museum transferred to the Trust SR designed Shock Wagon No S14036 and we also acquired from its private owners SR designed ex WD Pillbox Brake Van No 7360328.

The Museum was given a 5" gauge model of SECR E Class locomotive No 516 and has acquired the nameplate and dedication plaque from L Class No 333 "Remembrance", the last locomotive built by LBSCR before the grouping in 1923. It has also acquired the nameplate from N15X Class No 2332 "Stroudley"; both are now on display in the Museum. The Archive has given or purchased further photographic collections including from Lawrence Marshall, Jim Ashton and David Esau. The assets also include 56,071 (2020 - 56,071) shares in 80151 Locomotive Company Limited which represents just over 40% % of the total shares issued by that company.

The principle assets of the Trust at 31 December 2021 consisted of:-

- £689,034 (2020 - £1,104,658) of legacies of which the Trust has been notified as being payable to it, but which had not been paid at the end of the year. As mentioned elsewhere, at the time of completing this report £310,239 has since been received.
- £3,316,753 (2020 - £2,653,488) in bank and building society accounts, the bulk of which was held in interest-bearing accounts to minimise investment risks although the rate of interest now being paid is minimal. Bank counterparty risk is regularly monitored by review of credit ratings.
- £100,993 (2020 - £14,846) of Gift Aid, most of which has since been received.

The Trust had liabilities of £78,173 (2020 - £17,787) mostly representing grants payable by the Trust to Bluebell Railway PLC in respect of costs incurred in 2021 on projects being funded by the Trust but which had not been paid by 31 December 2021.

Of the total net assets of £4,458,281 on 31 December 2021: -

- £3,257,958 (2020 - £2,755,599) was held for 64 separate restricted funds for specific projects. Of this £129,215 (2020 - £67,718) represented the book cost of the restricted assets of the Museum and Archive.
- £405,492 (2020 - £307,469) was held for 14 designated funds for projects for which the Governors had agreed to provide funding
- £804,832 (2020- £888,377) was held for the Trust's Unrestricted fund. However, £293,000 (2020 - £129,775) represented the book cost of the Trust's unrestricted heritage assets and investments mentioned above and was not available for funding projects, leaving a net £509,080 (2020 - £758,602) notionally available for grants for projects. But this is before allowing for a reserve for expenditure.

The Governors have kept under review their policy on the level at which unrestricted funds which have not been designated for a specific purpose should be retained as a reserve. By their very nature, the income from legacies to unrestricted funds is very variable and therefore difficult to predict. With a view to ensuring that funds will be available for projects that often have to be planned a year or more in advance the Trust continues to retain £200,000 for this purpose. In addition, it is retaining £30,000 towards the potential costs of overhauling the three locomotives that it now owns and £20,000, being the equivalent of the cost of operating the Bluebell Railway Museum and administering the Trust for six months. The Governors therefore consider that the Trust's total reserves should be set at £250,000, a level that will ensure that, in the event of a significant drop in funding (and particularly legacies), they will be able to continue the Trust's current activities while consideration is given to ways in which additional funds may be raised.

BLUEBELL RAILWAY TRUST

TRUSTEE REPORT (CONTINUED)

FOR THE YEAR ENDED 31 DECEMBER 2021

Plans for the future

Following the two successful appeals in 2020 and 2021, not least due to the generosity of our supporters, the Governors are not planning to launch another major appeal in 2022. Although fund raising will continue for various ongoing specific projects, the current priority is to deal with the projects already in hand, many of which were delayed due to the Covid pandemic. As previously mentioned, work has started on the first phase of the conservation and maintenance scheme of grade II listed Horsted Keynes station, the object of last year's appeal for which approaching £700,000 in total is now available. The Governors will continue to fund the ongoing programme of track replacement and are likely to commit a further £100,000 for that purpose this year. They are also keen to see the completion of the Carriage Shed at Horsted Keynes, previously funded entirely by the Trust, the major item yet to be dealt with being the dividing firewall between the maintenance and the carriage storage areas for which it is likely that up to £100,000 will be required.

Although the Covid restrictions have now been lifted and the Railway is returning to a form of normality, it still faces significant challenges. Costs are escalating, especially for energy and coal, and our visitors are likely to have their income available for discretionary spending reduced. The outlook is therefore uncertain. Despite an air of cautious optimism, if called upon to do so the Governors are determined to be able to provide the Railway with whatever assistance proves to be necessary, provided it meets the Trust's charitable objectives.

As always, it is impossible to predict the level of legacies that the Trust will receive in the current year, but we do not anticipate them continuing at the exceptionally high levels of the last two years. Without a major appeal, total donations are also expected to be significantly less than the last two years.

Regulatory matters

Apart from complying with Charity Commission rules, the Trust meets all its obligations as regards fundraising (it is registered with the Fundraising Regulator), Data Protection, Safeguarding and Equality. Full details are discussed in our formal 2021 Accounts available on request or from the Charity Commission website.

Volunteers

The Trust carries out its role entirely with the help of volunteers; there are no paid staff. Apart from the team which deals with the administration and finances of the Trust's ever increasingly complex affairs, there are approximately 60 volunteers who help run the Museum and look after the Archive. After the difficult year for volunteers in 2020, 2021 allowed most of them to resume their tasks, although some have inevitably fallen by the wayside. The widely praised Museum has re-opened and, following a move of the Archive from very inadequate storage units in Horsham to a single industrial unit near Dorking, the team looking after it is busy sorting, cataloguing, and scanning the large and growing collections of historic railway documents and photographs that the Trust owns.

Once again, the Governors would like to extend their thanks to them all for their dedication and hard work. Without them we could not function.

The Trustee report was approved by the Board of Governors on:



Mr V F N Blackburn FCA

Governor on behalf of BRT Trustees Limited

Dated: 9 May 2022

BLUEBELL RAILWAY TRUST

STATEMENT OF FINANCIAL ACTIVITIES INCLUDING INCOME AND EXPENDITURE ACCOUNT

FOR THE YEAR ENDED 31 DECEMBER 2021

	Notes	Unrestricted funds general 2021 £	Unrestricted funds designated 2021 £	Restricted funds 2021 £	Total 2021 £	Total 2020 £
<u>Income from:</u>						
Donations and legacies	1	661,943	-	1,094,215	1,756,158	2,597,509
Investments	2	6,369	-	-	6,369	3,445
Other income	3	145	-	18,483	18,628	3,794
Total income		668,457	-	1,112,698	1,781,155	2,604,748
<u>Expenditure on:</u>						
Raising funds	4	4,457	-	-	4,457	2,647
Charitable activities	5	26,409	453,310	790,146	1,269,865	1,091,967
Total resources expended		30,866	453,310	790,146	1,274,322	1,094,614
Net incoming resources before transfers		637,591	(453,310)	322,552	506,833	1,510,134
Net transfers between funds		(721,140)	551,333	169,807	-	-
Net (expenditure)/income for the year/ Net movement in funds		(83,549)	98,023	492,359	506,833	1,510,134
Fund balances at 1 January 2021		888,380	307,469	2,755,599	3,951,448	2,441,314
Fund balances at 31 December 2021		804,831	405,492	3,247,958	4,458,281	3,951,448

The statement of financial activities includes all gains and losses recognised in the year.

All income and expenditure derive from continuing activities.

BLUEBELL RAILWAY TRUST

BALANCE SHEET

AS AT 31 DECEMBER 2021

	Notes	2021 £	£	2020 £	£
Fixed assets					
Tangible assets	9		366,144		141,422
Investments	10		56,071		56,071
			<u>422,215</u>		<u>197,493</u>
Current assets					
Debtors	11	797,486		1,120,225	
Cash at bank and in hand		3,316,753		2,653,515	
		<u>4,114,239</u>		<u>3,773,740</u>	
Creditors: amounts falling due within one year	12	(78,173)		(19,785)	
Net current assets			<u>4,036,066</u>		<u>3,753,955</u>
Total assets less current liabilities			<u><u>4,458,281</u></u>		<u><u>3,951,448</u></u>
Income funds					
Restricted funds	13	3,247,958		2,755,599	
Unrestricted funds - designated	14	405,492		307,469	
General unrestricted funds		804,831		888,380	
		<u>4,458,281</u>		<u>3,951,448</u>	

The abridged financial statements were approved by the Governors on 9 May 2022



Mr L J Bee
Governor



Mr V F N Blackburn FCA
Governor

BLUEBELL RAILWAY TRUST

NOTES TO THE ACCOUNTS

FOR THE YEAR ENDED 31 DECEMBER 2021

1 Donations and legacies

	Unrestricted funds	Restricted funds	Total	Unrestricted funds	Restricted funds	Total
	2021	2021	2021	2020	2020	2020
	£	£	£	£	£	£
Donations and gifts	39,041	766,866	805,907	26,917	609,312	636,229
Legacies receivable	622,902	293,221	916,123	482,496	1,478,784	1,961,280
Donated assets	-	34,128	34,128	-	-	-
	<u>661,943</u>	<u>1,094,215</u>	<u>1,756,158</u>	<u>509,413</u>	<u>2,088,096</u>	<u>2,597,509</u>

2 Investments

	Unrestricted funds	Unrestricted funds
	2021	2020
	£	£
Interest receivable	<u>6,369</u>	<u>3,445</u>

3 Other income

	Unrestricted funds	Restricted funds	Total	Unrestricted funds	Restricted funds	Total
	2021	2021	2021	2020	2020	2020
	£	£	£	£	£	£
Other income	<u>145</u>	<u>18,483</u>	<u>18,628</u>	<u>202</u>	<u>3,592</u>	<u>3,794</u>

4 Raising funds

	Unrestricted funds	Unrestricted funds
	2021	2020
	£	£
Costs of generating donations and legacies	<u>4,457</u>	<u>2,647</u>
	<u>4,457</u>	<u>2,647</u>

BLUEBELL RAILWAY TRUST

NOTES TO THE ACCOUNTS (CONTINUED) FOR THE YEAR ENDED 31 DECEMBER 2021

5 Charitable activities

	2021 £	2020 £
Restoration and project costs	1,256,633	1,075,493
Governance costs	13,232	16,474
	<u>1,269,865</u>	<u>1,091,967</u>
Analysis by fund		
Museum costs	13,177	17,210
Transport of 2 Mk 3 Sleeping Cars to Sheffield Park	-	3,900
Stepney Club	-	1,500
Designated fund expenditure	453,310	385,643
Restricted fund expenditure	790,146	667,240
	<u>1,256,633</u>	<u>1,075,493</u>

6 Auditor's remuneration

The analysis of auditor's remuneration is as follows:

	2021 £	2020 £
Audit of the Trust's's annual accounts	<u>5,670</u>	<u>5,400</u>

7 Trustees

None of the Governors (or any persons connected with them) received any remuneration or benefits from the Trust's during the year (2020 - £nil).

During the year, 5 Governors (2020 - 7) made donations totalling £4,180 (2020 - £2,181) to The Bluebell Railway Trust.

8 Employees

The average monthly number of employees during the year was:

	2021 Number	2020 Number
Total	<u>-</u>	<u>-</u>

BLUEBELL RAILWAY TRUST

NOTES TO THE ACCOUNTS (CONTINUED) FOR THE YEAR ENDED 31 DECEMBER 2021

9 Tangible fixed assets

	Heritage Assets
	£
Cost	
At 1 January 2021	141,422
Additions	224,722
	<hr/>
At 31 December 2021	366,144
	<hr/>
Carrying amount	
At 31 December 2021	366,144
	<hr/>
At 31 December 2020	141,422
	<hr/>

Heritage assets held are Railway items acquired at cost if purchased or valuation if donated. They are held in support of the Bluebell Railway's objectives of maintenance and support of the museum for the preservation of Railway equipment.

A five year summary of heritage asset transactions is as follows:-

	2021	2020	2018	2017	2016
	£	£	£	£	£
Railway items					
Additions at cost	224,722	17,205	2,322	1,728	20,094
Disposals at carrying value	-	-	300	-	-

10 Fixed asset investments

	Unlisted investments
	£
Cost or valuation	
At 1 January 2021 & 31 December 2021	56,071
	<hr/>
Carrying amount	
At 31 December 2021	56,071
	<hr/>
At 31 December 2020	56,071
	<hr/>

The unlisted investment is a holding of 56,071 £1 ordinary shares in The 80151 Locomotive Company Limited, representing 40.3% of the total.

BLUEBELL RAILWAY TRUST

NOTES TO THE ACCOUNTS (CONTINUED) FOR THE YEAR ENDED 31 DECEMBER 2021

11 Debtors		
	2021	2020
	£	£
Amounts falling due within one year:		
Trade debtors	689,034	1,104,658
Other debtors	7,459	721
Prepayments and accrued income	100,993	14,846
	<u>797,486</u>	<u>1,120,225</u>
	<u><u>797,486</u></u>	<u><u>1,120,225</u></u>
12 Creditors: amounts falling due within one year		
	2021	2020
	£	£
Other creditors	72,503	14,385
Accruals and deferred income	5,670	5,400
	<u>78,173</u>	<u>19,785</u>
	<u><u>78,173</u></u>	<u><u>19,785</u></u>

BLUEBELL RAILWAY TRUST

NOTES TO THE ACCOUNTS (CONTINUED) FOR THE YEAR ENDED 31 DECEMBER 2021

13 Restricted funds

The income funds of the charity include restricted funds comprising the following unexpended balances of donations and grants held on trust for specific purposes:

	Movement in funds				Balance at 31 December 2021 £
	Balance at 1 January 2021 £	Incoming resources £	Resources expended £	Transfers £	
Adams Radial 488	4,085	-	-	-	4,085
Blackmore Vale 34023	126,904	1,535	-	-	128,439
Brighton Atlantic 32424	122,836	24,275	(72,868)	-	74,243
Brighton Atlantic & SECR E Class 516	27,808	48,748	-	-	76,556
Keep up the pressure	70,952	7,307	(13,371)	-	64,888
LBSCR A1X Class 672 Fenchurch	4,731	27,385	(32,116)	-	-
Maunsell Locomotive Fund	6,832	1,150	-	-	7,982
SECR H Class 263	94,000	(295)	-	-	93,705
SECR P Class 27	31,525	2,820	-	-	34,345
Sir Archibald Sinclair 34059 (ex Tanner)	91,957	(442)	(5,964)	-	85,551
Standard Class 2 84030	53,172	8,813	(357)	-	61,628
Schools Class No 928 Stowe	14,569	77,763	(38,828)	-	53,504
Loco overhauls	352,500	(1,106)	(50,655)	-	300,739
Rolling stock overhauls	317,016	(1,106)	(30,656)	-	285,254
Maunsell Restaurant Car 7864	52,344	5,748	-	-	58,092
Pullman Car restoration	55,573	125	(55,698)	-	-
Carriage Jacks and Base	4,668	2,239	-	-	6,907
Bullied carriages	252,810	-	-	-	252,810
Horsted Keynes Heritage Skills Centre	2,999	600	(45,953)	42,354	-
Horsted Keynes Station	235,174	50,000	(6,669)	-	278,505
Archive Centre	183,756	-	-	-	183,756
Sheffield Park Friends	19,059	1,917	(12,837)	-	8,139
Sheffield Park Carriage Shed	38,151	4,203	-	(42,354)	-
Signalling & Telephone Department	75	-	-	-	75
Western Extension - planning	154,470	312,500	(68,047)	-	398,923
Western Extension - Maintenance	-	100,000	(13,937)	-	86,063
50th anniversary appeal	18,490	3,811	-	-	22,301
Museum	85,787	54,020	(1,990)	-	137,817
Archive	1,873	9,121	(2,952)	-	8,042
CV Emergency Appeal	290,807	28,255	(317,614)	-	1,448
Bridges & Culverts	-	80,000	-	-	80,000
Jewel in the Crown	-	200,079	-	168,927	369,006
4VEP	-	12,120	(400)	-	11,720
Horsted Keynes Carriage Shed	-	16,053	(4,059)	-	11,994
Standard Class 9F 92240	4,955	8,761	-	-	13,716
Other restricted funds for:-					-
Locomotives (7)	2,187	2,313	(463)	-	4,037
Carriages and Wagons (11)	19,515	7,031	(4,404)	880	23,022
Stations and Buildings (8)	7,827	2,655	(365)	-	10,117
Infrastructure (4)	3,463	13,535	(9,178)	-	7,820
Miscellaneous (2)	2,729	765	(765)	-	2,729

BLUEBELL RAILWAY TRUST

NOTES TO THE ACCOUNTS (CONTINUED) FOR THE YEAR ENDED 31 DECEMBER 2021

13 Restricted funds

(Continued)

2,755,599	1,112,698	(790,146)	169,807	3,247,958
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Adams Radial 488 is a fund for the restoration of that locomotive although, unless very significant further funding becomes available, this is not a project that is likely to proceed in the foreseeable future.

Blackmore Vale 34023 is a fund for the overhaul of that locomotive.

Brighton Atlantic 32424 is a fund for a project to construct a replica of former LBSCR locomotive No 32454 Beachy Head. Due to the Coronavirus restrictions completion of the locomotive is now expected in the summer of 2023.

Brighton Atlantic & SECR E Class 516 is a fund principally for the construction of the Brighton Atlantic (see above) but, if not required for that purpose, for the proposed construction of SECR E Class locomotive No 516.

Keep up the Pressure is a fund for the overhaul of boilers of various locomotives, currently mainly 672 Fenchurch

LBRSCR A1X Class 672 Fenchurch is a fund for the overhaul of that locomotive which will celebrate its 150th Anniversary in 2022.

Maunsell Locomotive Fund is a fund to contribute to the cost the major overhaul of the 4 Maunsell Locomotives owned by the Maunsell Locomotive Society, on long-term loan to the Bluebell Railway, currently Schools Class Stowe 928.

SECR H Class 263 is a fund for the overhaul of that locomotive, owned by the Trust

SECR P Class 27 is a fund for the restoration of that locomotive.

Sir Archibald Sinclair 34059 (ex R Tanner) is a fund for the overhaul of that locomotive derived from the legacy from Ray Tanner which, if not required for that purpose, can be used for the overhaul of other locomotives.

Standard Class 2 84030 is a fund for the overhaul and conversion of former Standard Class 2 tender engine 78059 to a tank engine.

Schools Class No 928 Stowe is a fund for the major overhaul of that Schools Class locomotive

Ray Tanner Legacy for the Overhaul and Maintenance of Locomotives is a fund for that purpose

Ray Tanner Legacy for the Overhaul and Maintenance of Rolling Stock is a fund for that purpose

Maunsell Restaurant Car 7864 is a fund for the restoration of that carriage.

Pullman Car Restoration is a fund for the restoration of the Pullman Cars on the Bluebell Railway and is being used principally the overhaul of Pullman Car 54 including its adaption for wheelchair access.

Carriage & Wagon Department is a fund for the provision of additional facilities and equipment for the Carriage & Wagon department.

Bulleid Carriages is a fund for the restoration of carriages designed by O V Bulleid

Horsted Keynes Heritage Skills Centre is a fund specifically for the Heritage Skills Centre forming part of the Carriage Shed (above).

Horsted Keynes Station is a fund for the conservation and maintenance of that station.

BLUEBELL RAILWAY TRUST

NOTES TO THE ACCOUNTS (CONTINUED) FOR THE YEAR ENDED 31 DECEMBER 2021

13 Restricted funds

(Continued)

Archive Centre (formerly known as the Research and Records Centre) is a fund for the construction and fitting out of a building at Sheffield Park to house and make available to the public archives relating to the former Southern Railway and its predecessors and the reserve collection of the Bluebell Railway Museum.

Sheffield Park Friends is a fund for the maintenance and improvement of Sheffield Park station.

Sheffield Park Carriage Shed is a fund for completion of work on that shed. Any surplus funds can be used for Horsted Keynes Carriage Shed.

Signalling & Telephone Department is a fund for the provision of facilities for that department and S&T equipment on the Railway

Western Extension – Planning is a fund to provide the initial costs of obtaining regulatory approval for the possible restoration and re-opening of the line between Horsted Keynes, Ardingly and Haywards Heath.

Western Extension – Maintenance is a fund derived from a legacy for the maintenance of the track bed between Horsted Keynes and Ardingly

50th Anniversary Appeal is a fund to celebrate the 50th Anniversary of the re-opening the Railway in 1960 to which several donors are still contributing. As the fund has wide objectives the Governors have decided that it will be used to supplement funds raised in celebration of the Railway's 60th Anniversary in 2020 the object of which is the conservation of Horsted Keynes Station.

Museum fund is for the operation of the Railway's museum at Sheffield Park and the acquisition of further artefacts for the museum.

Archive Is a fund to meet the cost of maintaining, expanding and scanning the Railway's important collection of historical documents, papers, books, photographs, etc mainly owned by the Trust and temporarily kept in a store in Horsham pending the construction of the Archive Centre mentioned above.

Coronavirus Emergency Appeal is a fund to assist the Railway with the exceptional costs arising from its closure as a result of the Coronavirus pandemic and support the retention of vital staff with specific heritage skills without which the Railway could not operate.

Bridges and Culverts is a fund derived from a legacy for the specific purpose of maintaining those structures on the Railway.

Jewel in the Crown Appeal received donations in celebration of the 60th Anniversary of the re-opening of the Railway which will be used for the conservation and maintenance of Horsted Keynes Station.

4 VEP is a fund for the restoration of No 3417 "Gordon Pettit" electrical multiple unit.

Horsted Keynes Carriage Shed (otherwise known as Operation Undercover 4) is a fund for the construction of a carriage shed at Horsted Keynes to provide indoor working conditions for staff and volunteers maintaining carriages, covered storage facilities for up to 25 historic carriages and the adjoining Heritage Skills Centre which will accommodate workshops, training facilities, storage and offices.

Standard Class 9F 92240 is a fund for the overhaul of that locomotive for which funds are being raised under the Awake the Giant appeal.

The other restricted funds are for various specific restoration projects subdivided into the categories mentioned.

BLUEBELL RAILWAY TRUST

NOTES TO THE ACCOUNTS (CONTINUED) FOR THE YEAR ENDED 31 DECEMBER 2021

14 Designated funds

The income funds of the charity include the following designated funds which have been set aside out of unrestricted funds by the trustees for specific purposes:

	Balance at 1 January 2021	Resources expended	Transfers	Balance at 31 December 2021
	£	£	£	£
SECR C Class 592	64,616	-	-	64,616
Elephant Play Van	4,959	(459)	-	4,500
Maunsell Carriage 3687	25,241	(6,898)	-	18,343
Mk 1 Disabled Access Carriage 5034	18	-	(18)	-
Accessible Steam Heritage (ASH)	5,000	-	(3,125)	1,875
Pullman Car restoration	-	(48,603)	120,000	71,397
Horsted Keynes Carriage Shed	27,194	(1,803)	20,000	45,391
Horsted Keynes - Heritage Skills Centre	61,952	(137,498)	92,000	16,454
Horsted Keynes Locomotive Facility	-	(27,004)	40,000	12,996
Upgrading of Power Supply at Horsted Keynes	35,000	(54,157)	35,270	16,113
Sheffield Park Above Workshop Facility	1,881	-	-	1,881
Sheffield Park Porters' Room Refurbishment	2,500	-	7,785	10,285
Kingscote Signal Box	15,000	(12,128)	(2,872)	-
New Road Bridge - Repairs	15,892	(22,830)	53,000	46,062
Track Replacement	26,571	(92,364)	139,293	73,500
Apprentice Scheme	21,645	(49,566)	50,000	22,079
	<u>307,469</u>	<u>(453,310)</u>	<u>551,333</u>	<u>405,492</u>

SECR C Class 592 is a fund for the overhaul of that locomotive, owned by the Trust.

Elephant Van Play Carriage is a fund for the Trust's contribution for the restoration and conversion of BR Scenery Van No 4601 to a carriage in which young children can play and learn about railway history including the van's use to transport elephants to the circus.

Maunsell Carriage 3687 is a fund for the restoration of that carriage.

Mk 1 Disabled Access Carriage 5034 is a fund for the overhaul of that carriage.

Accessible Steam Heritage (ASH) This fund is for a contribution from the Trust's unrestricted fund towards the cost of the construction of a new locomotive maintenance shed, improvements to the existing locomotive shed at Sheffield Park and to provide enhanced public access and educational facilities.

Pullman Car Restoration is a fund for the restoration of Pullman Cars, principally Car 54.

BLUEBELL RAILWAY TRUST

NOTES TO THE ACCOUNTS (CONTINUED) FOR THE YEAR ENDED 31 DECEMBER 2021

14 Designated funds

(Continued)

Horsted Keynes Carriage Shed (otherwise known as Operation Undercover 4) is a fund for the construction of a carriage shed at Horsted Keynes to provide indoor working conditions for staff and volunteers maintaining carriages, covered storage facilities for up to 25 historic carriages and the adjoining Heritage Skills Centre which will accommodate workshops, training facilities, storage and offices.

Horsted Keynes Heritage Skills Centre is a fund specifically for the Heritage Skills Centre forming part of the Carriage Shed (above).

Horsted Keynes Locomotive Facility is a fund for the initial costs of installing a locomotive servicing facility in Horsted Keynes down yard.

Horsted Keynes Power Supply Upgrade is a fund to provide part of the cost of upgrading the electricity supply to the whole of the Horsted Keynes station and Carriage & Wagon areas without which the full use of the new carriage shed and Heritage Skills Centre will not be possible.

Sheffield Park Above Workshop Facility is a fund to meet the partial cost of fitting out of office, training and storage accommodation on the floor above the locomotive workshop at Sheffield Park.

Sheffield Park Porters' Room Refurbishment is a fund for the improvement and modernisation of the Room for Sheffield Park station staff.

Kingscote Signal Box UPS is a fund to meet the cost of installing an uninterrupted power supply at Kingscote to protect the Railway in the event of a network power failure.

New Road Bridge - Repairs is a fund for the major repair of New Road Bridge just south of Horsted Keynes station.

Track Replacement is a fund to meet the net cost of the Railway's continuing program of replacing life expired track some of which is up to 100 years old with a view to improving safety, reducing wear on locomotive and rolling stock wheels and springs and enhancing the ride for passengers.

Apprentice Scheme is a fund to meet the cost of training apprentices employed on the Bluebell Railway.

15 Analysis of net assets between funds

	Unrestricted funds	Designated funds	Restricted funds	Total
	2021	2021	2021	2021
	£	£	£	£
Fund balances at 31 December 2021 are represented by:				
Tangible assets	236,929	-	129,215	366,144
Investments	56,071	-	-	56,071
Current assets/(liabilities)	511,831	405,492	3,118,743	4,036,066
	<u>804,831</u>	<u>405,492</u>	<u>3,247,958</u>	<u>4,458,281</u>

16 Related party transactions

There were no disclosable related party transactions during the year (2020 - none).

**THE BLUEBELL PRESERVATION SOCIETY
FINANCIAL STATEMENTS
FOR THE YEAR ENDED
31 DECEMBER 2021**

FROM THE BRPS CHAIRMAN & VICE CHAIRMAN

I am pleased to be able to present the Society accounts for 2021.

In so doing, the reason this statement is by both of us is because Steve Bigg was Acting Chairman until October when I elected as Chairman.

I would like to thank Steve for all his hard work and stewardship through the main part of 2021. This was a task that he had suddenly put upon him in 2020 and stepped up and took the mantle and led the railway, along with the other Chairmen of the PLC and Trust, through the torrid times we saw.

We have seen a marked improvement in 2021 and the railway is in a sound financial position. We must be careful and prudent for the coming years, but for this year all those involved should be proud of what we did achieve, given the challenging environment and changing restrictions which faced us.

We must as we push through 2022 and beyond take heed of the lessons we have learnt from this pandemic and ensure that we have stronger financial resilience for the future.

*Paul Churchman, Chairman
Steve Bigg, Vice Chairman*

THE BLUEBELL RAILWAY PRESERVATION SOCIETY

REPORT OF THE TRUSTEES FOR THE YEAR ENDED 31 DECEMBER 2021

The Trustees present their report to the members together with the Financial Statements for the year ended 31 December 2021.

OBJECTIVES

The objectives of the Society are the preservation and operation of the Bluebell Line together with historic rolling stock and items of railway interest.

REVIEW OF THE YEAR

The Trustees believe that all activities during the year were in accordance with the objectives of the Society and that the year can be considered satisfactory.

On 16 November 2021, Bluebell Railway Preservation Society, a company limited by guarantee was incorporated. From 1 January 2022, the Society will transfer the activities of the Bluebell Railway Preservation Society to the new company.

TRUSTEES AND OFFICERS

Shares in Bluebell Railway plc

P R Churchman (Chairman) (appointed 2 October 2021)	800
S Bigg (Vice Chairman – Acting Chairman until 2 October 2021)	-
R J Watts (co-opted Vice Chairman, resigned 2 October 2021)	350
J Funnell (resigned 9 June 2021)	-
R Hayward (resigned 2 October 2021)	70
R G Kelly	2,000
J P Knight	250
M J Priestley (deceased 2 December 2021)	-
C D Saunders	70
J H Young	-
L I Anderson (appointed 2 October 2021)	-
R T Clark (appointed 2 October 2021)	-
A J Ellis (appointed 2 October 2021)	3,000
M W Hopps (appointed 2 October 2021)	-
R Smith (appointed 2 October 2021)	-

OFFICERS

General Secretary

G D Bennett	250
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Membership Secretary

D A Brewer	300
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Hon Treasurer

N C Longdon (co-opted, resigned 2 October 2021)	1,000
I R Watson (appointed 2 October 2021)	-

THE BLUEBELL RAILWAY PRESERVATION SOCIETY

REPORT OF THE TRUSTEES' (continued) FOR THE YEAR ENDED 31 DECEMBER 2021

STATEMENT OF TRUSTEES' RESPONSIBILITIES

The Trustees are responsible for preparing the Trustees report and the Financial Statements in accordance with applicable law and United Kingdom Generally Accepted Accounting Practice.

The Trustees are required to prepare Financial Statements for each financial year which give a true and fair view of the state of affairs of the Society and of its financial activities for that year. In preparing these Financial Statements the Trustees are required to:-

- a) select suitable accounting policies and then apply them consistently;
- b) make judgements and estimates that are reasonable and prudent;
- c) state whether the policies adopted are in accordance with applicable accounting standards, subject to any material departures disclosed and explained in the Financial Statements;
- d) prepare the Financial Statements on a going concern basis unless it is inappropriate to assume the Society will continue in business.

The Trustees are responsible for keeping proper accounting records that are sufficient to show and explain the Society's transactions and disclose with reasonable accuracy at any time the financial position of the Society. They are also responsible for safeguarding the assets of the Society and hence for taking reasonable steps for the prevention and detection of fraud and other irregularities.

Statement of disclosure to auditors

- a) so far as the Trustees are aware, there is no relevant audit information of which the Society's auditors are unaware, and
- b) they have taken all the steps they ought to have taken as Trustees in order to make themselves aware of any relevant audit information and to establish that the Society's auditors are aware of that information.

BY ORDER OF THE TRUSTEES



**P R CHURCHMAN
CHAIRMAN**

THE BLUEBELL RAILWAY PRESERVATION SOCIETY

INDEPENDENT AUDITOR'S REPORT TO THE MEMBERS OF THE BLUEBELL RAILWAY PRESERVATION SOCIETY

Opinion

We have audited the financial statements of The Bluebell Railway Preservation Society for the year ended 31 December 2021 which comprise the Income and Expenditure Account, the Balance Sheet, the Statement of Changes in Equity and notes to the financial statements, including a summary of significant accounting policies. The financial reporting framework that has been applied in their preparation is United Kingdom Accounting Standards, including Financial Reporting Standard 102 *The Financial Reporting Standard applicable in the UK and Republic of Ireland* (United Kingdom Generally Accepted Accounting Practice).

In our opinion the financial statements:

- give a true and fair view of the state of the society's affairs as at 31 December 2021 and of its income and expenditure for the year then ended; and
- have been properly prepared in accordance with United Kingdom Generally Accepted Accounting Practice.

Basis for opinion

We conducted our audit in accordance with International Standards on Auditing (UK) (ISAs (UK)). Our responsibilities under those standards are further described in the Auditor's responsibilities for the audit of the financial statements section of our report. We are independent of the society in accordance with the ethical requirements that are relevant to our audit of the financial statements in the UK, including the FRC's Ethical Standard and we have fulfilled our other ethical responsibilities in accordance with these requirements. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Conclusions relating to going concern

In auditing the financial statements we have concluded that the committee of management's use of the going concern basis of accounting in the preparation of the financial statements is appropriate.

Based on the work we have performed, we have not identified any material uncertainties relating to events or conditions that, individually or collectively, may cast significant doubt on the club's ability to continue as a going concern for a period of at least twelve months from when the financial statements are authorised for issue.

Our responsibilities and the responsibilities of the committee of management with respect to going concern are described in the relevant sections of this report.

Other information

The other information comprises the information included in the annual report, other than the financial statements and our auditor's report thereon. The society's trustees are responsible for the other information contained within the annual report. Our opinion on the financial statements does not cover the other information and, except to the extent otherwise explicitly stated in our report, we do not express any form of assurance conclusion thereon.

Our responsibility is to read the other information and, in doing so, consider whether the other information is materially inconsistent with the financial statements or our knowledge obtained in the course of the audit or otherwise appears to be materially misstated. If we identify such material inconsistencies or apparent material misstatements, we are required to determine whether this gives rise to a material misstatement in the financial statements themselves. If, based on the work we have performed, we conclude that there is a material misstatement of this other information, we are required to report that fact.

We have nothing to report in this regard.

Responsibilities of the committee of management

As explained more fully in the trustees responsibilities statement set out on page 2, the Society's trustees are responsible for the preparation of the financial statements and for being satisfied that they give a true and fair view, and for such internal control as it determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, the society's trustees are responsible for assessing the society's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless the society's trustees either intend to liquidate the society or to cease operations, or has no realistic alternative but to do so.

**INDEPENDENT AUDITOR'S REPORT TO THE MEMBERS OF
THE BLUEBELL RAILWAY PRESERVATION SOCIETY (continued)**

Auditor's responsibilities for the audit of the financial statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with ISAs (UK) will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.

Irregularities, including fraud, are instances of non-compliance with laws and regulations. We design procedures in line with our responsibilities, outlined above, to detect material misstatements in respect of irregularities, including fraud, the specific procedures for this engagement and the extent to which these are capable of detecting irregularities, including fraud is detailed below:

In identifying and assessing the risk of material misstatement in respect of irregularities, including fraud, we:

- obtained an understanding of the nature of the sector, including the legal and regulatory framework that the society operates in and how the society complies with the legal and regulatory framework;
- inquired of management, and those charged with governance, about their own identification and assessment of the risks of irregularities, including any known actual, suspected or alleged instances of fraud; and
- discussed matters about non-compliance with laws and regulations and how fraud might occur including assessment of how and where the financial statements may be susceptible to fraud.

As a result of these procedures we consider the most significant laws and regulations that have a direct impact on the financial statements are FRS 102 and the society's governing document. We performed audit procedures to detect non-compliances which may have a material impact on the financial statements which included reviewing the financial statements, including the Directors' report, remaining alert to new or unusual transactions which may not be in accordance with the governing document.

The most significant laws and regulations that have an indirect impact on the financial statements are the compliance with the UK General Data Protection Regulation (UK GDPR). We performed audit procedures to inquire of management and those charged with governance whether the society is in compliance with these laws and regulations and inspected correspondence with regulatory authorities.

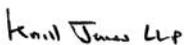
We identified the risk of management override of controls as the area where the financial statements were most susceptible to material misstatement due to fraud. Audit procedures performed included, but were not limited to, testing manual journal entries and other adjustments, evaluating the business rationale in relation to significant, unusual transactions and transactions entered into outside the normal course of business and challenging judgments and estimates.

Because of the inherent limitations of an audit, there is a risk that we will not detect all irregularities, including those leading to a material misstatement in the financial statements or non-compliance with regulation. This risk increases the more that compliance with a law or regulation is removed from the events and transactions reflected in the financial statements, as we will be less likely to become aware of instances of non-compliance. The risk is also greater regarding irregularities occurring due to fraud rather than error, as fraud involves intentional concealment, forgery, collusion, omission or misrepresentation.

A further description of our responsibilities for the audit of the financial statements is located on the Financial Reporting Council's website at: <https://www.frc.org.uk/Our-Work/Audit/Audit-and-assurance/Standards-and-guidance/Standards-and-guidance-for-auditors/Auditors-responsibilities-for-audit/Description-of-auditors-responsibilities-for-audit.aspx>. This description forms part of our auditor's report.

Use of our report

This report is made solely to the society's members, as a body, in accordance with the rules of the society. Our audit work has been undertaken so that we might state to the society's members those matters we are required to state to them in an auditor's report and for no other purpose. To the fullest extent permitted by law, we do not accept or assume responsibility to anyone other than the society and the society's members as a body, for our audit work, for this report, or for the opinions we have formed.



Knill James LLP
Chartered Accountants
Registered Auditor
One Bell Lane
Lewes, East Sussex

Date: 28 April 2022

THE BLUEBELL RAILWAY PRESERVATION SOCIETY

INCOME AND EXPENDITURE ACCOUNT
FOR THE YEAR ENDED 31 DECEMBER 2021

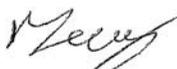
	2021		2020	
	£	£	£	£
Income				
Subscriptions		155,122		135,097
Donations - General		35,956		45,121
- Land Purchase Fund		5,364		5,342
Bank Interest Received		25		115
		<u>196,467</u>		<u>185,675</u>
Less: Expenditure				
Printing, postage and stationery	12,818		3,872	
E-newsletter costs	-		500	
Meeting and AGM costs	-		421	
Memorial garden	238		187	
Miscellaneous costs	802		-	
Legal & Professional	900		900	
Bank charges	1,067		903	
Audit fees	3,420		3,240	
Donation to the Bluebell Railway Trust	20,000		-	
		<u>39,245</u>		<u>10,023</u>
SURPLUS for the year		<u>157,222</u>		<u>175,652</u>

BALANCE SHEET AS AT 31 DECEMBER 2021

	Notes	2021		2020	
		£	£	£	£
FIXED ASSETS					
Fixed Assets					
Investments	3		6,597,252		6,283,152
Tangible assets	4		500		500
			<u>6,597,752</u>		<u>6,283,652</u>
Current Assets					
Debtors	5	177,111		326,782	
Cash at bank		16,479		24,086	
		<u>193,590</u>		<u>350,868</u>	
Creditors - amounts falling due within one year	6	(4,185)		(4,585)	
			<u>189,405</u>		<u>346,283</u>
			<u>6,787,157</u>		<u>6,629,935</u>
Represented by:					
General Fund	7		6,787,157		6,629,935
			<u>6,787,157</u>		<u>6,629,935</u>

Approved by the Trustees on 21 APRIL 2022

 (Chairman & Trustee)

 (Trustee)

THE BLUEBELL RAILWAY PRESERVATION SOCIETY

STATEMENT OF CHANGES IN EQUITY AS AT 31 DECEMBER 2021

	General funds £
Balance as 1 January 2020	6,454,283
Surplus and total comprehensive income for the year	175,652
Balance at 31 December 2020	<u>6,629,935</u>
Surplus and total comprehensive income for the year	157,222
Balance at 31 December 2021	<u><u>6,787,157</u></u>

NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2021

1. ACCOUNTING POLICIES

1.1 Accounting Convention

These financial statements have been prepared in accordance with FRS 102 "The Financial Reporting Standard applicable in the UK and Republic of Ireland" ("FRS 102").

The financial statements are prepared in sterling which is the functional currency of the society.

The financial statements are prepared under the historical cost convention. The significant accounting policies applied in the preparation of these financial statements are set out below. These policies have been consistently applied to all years presented unless otherwise stated.

1.2 Income from Subscriptions

All membership subscriptions including life subscriptions are credited to the Income and Expenditure Account in full as they are received notwithstanding the periods to which they relate.

1.3 Income from Deferred Payment Share Scheme

The Society operates a Scheme whereby its members can subscribe for shares in Bluebell Railway plc on an instalment basis. Once the instalments are fully paid the shares are transferred from the Society holding. Sums received from members under this scheme are held in the balance sheet as deferred income until they are converted into shares upon receipt of the final instalment.

1.4 Investments

Fixed Asset investments are initially measured at cost and subsequently measured at cost less any accumulated impairment losses. The investments are assessed for impairment at each reporting date and any impairment losses or reversals of impairment losses are recognised immediately in surplus.

1.5 Tangible fixed assets

No depreciation has been provided on the tangible fixed assets because these are railway items of historical interest. It is the Society's policy to maintain its collection at their current condition and the items are deemed to have indeterminate lives and the trustees therefore do not consider it appropriate to charge depreciation.

2. JUDGEMENTS AND KEY SOURCES OF ESTIMATION UNCERTAINTY

In the application of the society's accounting policies, the trustees are required to make judgements, estimates and assumptions about the carrying amount of assets and liabilities that are not readily apparent from other sources. The estimates and associated assumptions are based on historical experience and other factors that are considered to be relevant. Actual results may differ from these estimates.

The estimates and underlying assumptions are reviewed on an ongoing basis. Revisions to accounting estimates are recognised in the period in which the estimate is revised, if the revision affects only that period, or in the period of the revision and future periods if the revision affects both current and future periods. There have been no revisions in the year.

**3. FIXED ASSET INVESTMENT
(Unlisted)**

	2021		2020	
	£	£	£	£
Shares in Bluebell Railway Plc, at historic cost				
At 1 January 2021		6,283,152		6,257,422
Change in the shareholding during the year				
a) Deferred Payment Scheme		-		(320)
b) Other	314,100		26,050	
		<u>314,100</u>		<u>25,730</u>
At 31 December 2021		<u>6,597,252</u>		<u>6,283,152</u>

- a) This amount represents shares transferred in respect of fully paid up shares in the deferred payment share scheme.
 b) This represents shares gifted and purchased during the year less shares sold.

The Society is the controlling party of Bluebell Railway Plc. It owns 78.8% of the issued share capital (2020 – 77.8%).

4. TANGIBLE FIXED ASSETS

	Heritage Railway Items £
Cost	
At 1 January 2021	
Additions	500
At 31 December 2021	<u>500</u>
Carrying amount	
At 31 December 2021	<u>500</u>
At 31 December 2021	<u>500</u>

	2021 £	2020 £
5. DEBTORS		
Loan to Bluebell Railway Plc (a)	177,111	326,782
	<u>177,111</u>	<u>326,782</u>

- a) This loan consists of monies transferred to Bluebell Railway Plc. The present intention is that the loan will be converted into shares at a future date.

6. CREDITORS - AMOUNTS FALLING DUE WITHIN ONE YEAR

	2021 £	2020 £
Accruals and Deferred Income	4,185	4,585
	<u>4,185</u>	<u>4,585</u>

7. GENERAL FUND

The general fund represents all current and prior period retained surpluses.

8. TRUSTEES REMUNERATION

None of the Trustees have received any remuneration for their services as Trustees.

9. TRANSACTIONS WITH TRUSTEES

The Trustees are all members of the Society and pay membership subscriptions under normal terms. The Trustees do not receive any additional benefits apart from those offered to other members.

None (2020 – One) of the Trustees were reimbursed postage, stationery, miscellaneous and governance expenses during the year totalling £nil (2020 - £261).

Some of the Trustees and officers own shares in Bluebell Railway Plc, a company in which The Bluebell Railway Preservation Society has a controlling interest. It is not considered that these shareholdings have any impact on the control of either The Bluebell Railway Preservation Society or Bluebell Railway Plc.

No (2020 – No) Trustees had transactions during the year with the Bluebell Railway Plc. There were no balances outstanding at the year end (2020 - £nil).

10. TAXATION

The Society is regarded as a non-profit making body and therefore is not liable to taxation.



SOUTH
84