

Corris Railway Society

Registered Charity 506908

Annual Report and Financial Statements

For the year ended 31st December 2016

Corris Railway Society

Registered Charity 506908

CONTENTS

	Page
Legal and administrative information	2
Chairman's Report on activity	5
Report of the Trustees	10
Independent Examiner's Report	13
Statement of Financial Activities	14
Balance Sheet	15
Statement of Cash Flows	16
Notes to the Accounts	17-24

Legal and Administrative Information

Society Officers

<i>President:</i>	Christopher Awdry
<i>Vice Presidents:</i>	Gwyn Briwnant-Jones Elfyn Llwyd LIB Sir George White Bt FSA Mrs Elizabeth Overton Alan Moore

Members of the Management Committee who served during the year were as follows:

Richard W. Hamilton-Foyn (Chair)
Patrick J Jolley (Vice Chair)
David K Coleman
Richard S Greenhough (Honorary Treasurer)
Richard C Shipman
Graeme D Jolley (Hon Secretary)

The Management Committee act as the Trustees of the Charity.

Members of Council who served during the year were as follows :

Charles Benedetto
Susan Benedetto (resigned 22/10/2016)
Adrian C Britchford
David K Coleman
Roger Gray
Richard S Greenhough
Peter A Guest
Rosemary G Guest
Richard W Hamilton-Foyn
David Ingram
Graeme D Jolley
Patrick J Jolley
John A Knight
William H Newton
Alfred J Oxford
Stephen J Parr
Derek Pratt
Richard Saffery
Richard C Shipman

Financial and Legal

Legal Advisors	Morris & Bates Ffordd Alexandra Aberystwyth Ceredigion SY23 1PT
Independent Examiner	Nigel Kavanagh Brown Kavanagh Brown and Co Chartered Accountants Watford WD17 4LW
Bankers	HSBC 19 Great Darkgate Street Aberystwyth Ceredigion SY23 1DE Barclays Bank 4 Pentrerhedyn Street Machynlleth Powys SY20 8DW
Headquarters	Corris Railway Museum Corris Machynlleth Powys SY20 9SH
Charity No	506908
Constitution	The Corris Railway Society is a registered charity. It is governed by a Constitution dated 11th May 1968, with amendments up to 29th October 2005.
Subsidiaries and Associates	The Corris Tattoo Locomotive Company Ltd, company registration number 3380113, is wholly owned by the Society, and constructs and operates new steam locomotives for the Corris Railway based on the design of the railway's original locomotives. The Corris Railway Company Ltd, company registration number 1284837, operates as the Society's trading company. Under the company's Memorandum and Articles the Society has a built-in majority shareholding and all other shareholders must be members of the Society.

Corris Railway Society

Registered Charity 506908

Chairman's Report for 2016

2016 was a year where a number of long term plans made some visible progress and as a result significant steps were taken to rejuvenate the railway for the future.

The most significant step forward occurred at the site of Corris Station. Unfortunately, the Doctor's Surgery which formerly occupied the site was formally closed in 2015, but in the meantime, the Society had arranged to acquire the freehold of the site. There remained the task of negotiating the surrender of the lease on the Surgery building, arrangements having been concluded in early 2016. In March, the building was removed and by May, the former site had been cleared and railway track extended into the area thus vacated. After various trials with locomotive No. 7 leading and three carriages, the platform was temporarily extended by the year end, ready for a more permanent re-arrangement of trains in 2017. The aim being, not only to increase the capacity of our trains but also, with the locomotive leading, to make the line far more photogenic. This should lead to more photographs of the railway being published in subsequent years, hopefully boosting visitor and passenger numbers.

Another significant step was the acquisition after many years of slow progress, of the remaining land to enable the Pont y Goedwig Deviation to be constructed. Up until now, limited work had been undertaken, but only by permission of the landowner. On land previously acquired south of the Nant Goedwig, the earth works for much of the scheme were completed and now await the construction of a nominal section of permanent way upon it to mark our intent to continue the railway southwards in due course. Also affecting this land was a long-planned hydro-electric scheme, with cabling and the export cabinet being on our land. The work was undertaken and connected up to the mains (on our land) during the latter part of the year, requiring close liaison between the different parties to ensure that it did not adversely prejudice the future reconstruction of the railway. A start was made on clearing vegetation from the newly acquired land north of Nant Goedwig, but much more remains to be done to enable flora & fauna surveys to be updated in due course. Similarly, the vegetation on the trackbed between the completed deviation works south of Nant Goedwig and Pont Evans was severely cut back. Further trial pits were dug to confirm results towards an "Approval in Principle" certificate to extend the culvert at Pont y Goedwig.

Again, after slow progress over an extended period, a Feasibility Study initiated by the railway in 2011 and initially undertaken by Gwynedd Council, was considerably up-dated with far more details and published during the summer. This was immediately circulated to all stake-holders likely to be interested in the future reconstruction of the railway as far as the Centre for Alternative Technology. A series of meetings have subsequently been held with most of the interested parties involved. This will enable various options to be honed to preferred arrangements which will inform the railway's eventual Transport & Works Order. In more detail, arrangements for a proposed level crossing at Pont Evans have developed and traffic counts made to inform the discussions further.

Operations on the railway were as in previous years, with a special Gala Day on 29th May where multiple trains were operated, including some for the first time, hauled by diesel locomotive No. 11. By then, the extended platform road at Corris eased stopping arrangements, with a great deal more relaxed location of the carriage openings. A trial "Pirates Weekend" in August was deemed a great success, with staff and passengers joining in whole-heartedly. Experiments with a re-arranged train took place towards the end of the season which will be enacted permanently in 2017. The Referendum on European membership saw a drop in the value of the pound and encouraged UK residents to holiday at home, and European visitors to the UK, which benefited many areas of the UK. However, it appears that the Machynlleth area was not a beneficiary, with the railway enjoying almost identical passenger and visitor numbers to 2015 and other local enterprises reporting similarly. A small late boost was a record-breaking Santa Train operation in December.

Of the Locomotives, No. 5 has probably done more mileage being pushed in & out of the Engine Shed than operating along the line. Nevertheless, it is a handy locomotive for occasional use on light works trains. No. 6 has received attention to its engine and more particularly its starter, and continues to be the workhorse of the non-steam locomotives on the railway. No. 7 has performed most reliably through the year with routine adjustments as required. Plans are in hand for a re-engineering of the front end over the forthcoming winter, which will hopefully make it a more powerful and economical locomotive in the near future. A proposal has been received to restore Hunslet diesel locomotive No. 8 elsewhere, which we are supporting, as the locomotive is now of very limited long-term use for us. Battery electric locomotive No. 9 received attention to clean and re-paint its frames early in the year before receiving a new set of batteries, together with a new charger, enabling it to be commissioned into use. It has proved very convenient for shunting around the Carriage Shed and further afield although its lack of side buffers and limited braking ability is a handicap. Diesel locomotive No. 11 has seen some use on passenger trains as mentioned above, and has received attention to its electrics.

New build locomotive No. 10, based on the design of the original three Hughes' locomotives, is progressing in the works of Alan Keef at Ross on Wye. New elements of the design are completed as funds become available. The frames are complete with horn guides. Axleboxes, axles and wheels have been sourced and tyres were expected by the year end. The trailing truck has been largely fabricated, and once complete together with the machining of the other parts already received, will produce a rolling chassis.

On the carriage front, carriage No. 21 has received attention to blowing paint work over last winter, the first major attention it has received since it was commissioned in 2003. Newly commissioned carriage No. 22 has performed reliably through the year although there can be a problem with leaks around the clerestory roof in intense rainfall, requiring windows being taken out and re-sealed. Squeaking buffers also need attention over the winter. Body panels on carriage No. 23 have been fabricated and assembled on the skeleton carriage so that it is now more recognisable as one of our standard carriages. In order to enable No. 7 to lead northwards, carriage No. 20 has been undergoing a reconstruction of its brake gear to fit it with a handbrake. This carriage will contain a Guard's compartment at the south end of the train for future operations. The carriage is also being re-panelled to produce a flush finish similar to the other carriages, and its buffers replaced with standard spring

buffers, which will require modifications to the buffer beams. Axleboxes and other parts of the bogies for carriages 23 & 24 have been machined and some parts assembled and painted. Couplings for carriage No. 24 were fabricated, and much of the steel work for the frames has been machined ready for assembly to start in the New Year. Sponsor for the new carriages (22-24) Mike Cruttenden, joined with the New Build fabricators for a special dinner mid-year, where he was presented with a copy of a carriage plate carried in carriage No. 22.

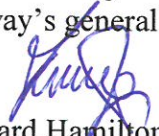
The "Queen Mary" 2T coal waggon was stripped down and the severely wasted sections of steel body cut out and replaced with new. Similarly, corner reinforcement plates in the frames were replaced with some difficulty. On completion of these works, the waggon was reassembled and re-painted but is still in undercoat at the year end. It has been tested and now runs freely in trial gravity trains. Components for a replica two-plank tie-rod Private Owner's waggon manufactured off-site have been received and will be assembled as soon as other, more pressing works allow.

Out on the track, sleepers have been replaced as necessary, and fishplate bolts tightened. As mentioned above, the track was extended at Corris to take advantage of the land acquired earlier, and a new buffer stop provided. Over the Spring, a programme of fishplate greasing has been undertaken, working progressively northwards up the line from Maespoeth, which has continued through the Autumn. Ex-Corris turnout components have arrived back at Maespoeth from use on the Tallylyn Railway, with a view to replacing the Upper Corris branch siding turnout, the current light turnout having become increasingly unreliable. The track on the headshunt below was largely re-sleepered to overcome problems with it spreading under stored vehicles. Point rodding at Maespoeth has been extended and connected up between the Signal Box and the second of the turnouts comprising the cross-over at the south end of the yard loop so that they can be operated together. The Upper Quadrant signal ex-Borth acquired some years ago has been "dressed" and is ready for installation as a Starter for Up trains, on the North Platform.

In Maespoeth Yard, the new retaining wall between the Signal Box and fuel area was largely completed for the interim. Elsewhere, a great deal of cutting back of prolific growth and tidying has been undertaken to present the railway in the best possible light to our visitors. A new set of bespoke easy access self-latching gates with posts were fabricated elsewhere and installed at Braichgoch Farm Accommodation crossing, which has led to their being closed much more regularly than was the case in the past. Fencing panels for Corris Station were assembled, painted and erected in conjunction with the works on the site vacated by the removal of the Portakabin. In the Engine Shed, besides engineering operations to support the work recorded elsewhere, various repairs including fabrications have been made to keep machine tools in working order, and prepare for the installation of a smoke hood in due course.

The Museum received continuing development through the out-season, and considerable work has been undertaken to make a grant application to assist in the renewal of the Museum roof. An initial application was refused with a request for a lot of extra information before another application is made, which is being worked through. New doors have been made and fitted to the Hay Loft/Harness Room and Parcels Office, the latter having lasted about 110 years.

One unusual request completed in the early part of the year, was a great deal of liaison work (including special workings) to produce a Video game based on the rebuilt Corris Railway from Corris (with new station) to Tan y Coed – with some artistic licence! It includes Locomotives Nos. 5, 6, 7 & 9 and passenger, mixed, freight and gravity trains. Some very good reviews have resulted, adding to the railway's general publicity.



Richard Hamilton-Foyn
Chairman
Corris Railway Society

Trustees Report for 2016

The Trustees present their annual report on the affairs of the Charity, together with the Financial Statements and Independent Examiner's Report for the year ended 31st December 2016. The Trustees have adopted the provisions of the Accounting and Reporting by Charities : Statement of Recommended Practice applicable to charities preparing their accounts in accordance with the Financial Reporting Standard applicable in the United Kingdom and Republic of Ireland (FRS 102) effective from accounting period commencing 1 January 2015 or later.

Principal objects and activities

The objects of the Society as stated in its Constitution are to advance the education of the general public by encouraging and promoting the public interest in the study of the former Corris Railway and to collect and exhibit to the public all historical and educational relics connected with the Railway which the Society may be able to acquire, together with all other items of local interest; e.g. historical, industrial and natural items.

The Society meets its objects by operating the Corris Railway Museum which displays relics and photographs of the Corris Railway and the district it served, and has no entry charge for visitors. It also researches and publishes material on the history of the railway and district and runs study weekends examining aspects of the history.

Working through its two limited companies the Society has reconstructed a section of the original Corris Railway and built new rolling stock matching that used on the line in the nineteenth and early twentieth century. Visitors are thus able to experience something of what it was like to travel on the old railway. All passengers on the restored railway are shown round the historic buildings at Maespoeth and given an explanatory talk on the railway's history.

Membership of the Society is open to all individuals and organisations which subscribe to the Society's objects.

Organisational Structure

The Charity is wholly UK based with its headquarters in Gwynedd, Wales. It is governed by a Constitution dated 11th May 1968 (with amendments up to 29th October 2005).

The Society's policy is determined by a Council, which is elected at the Annual General Meeting. The Council determines from amongst its members those most appropriately qualified and experienced to hold office on a Management Committee. The members of this Management Committee act as the Trustees of the Charity.

The Society is wholly run by volunteers from amongst its membership and has no paid employees.

Connected Parties

The Society holds a controlling interest in the Corris Railway Company Limited and the Corris Tattoo Locomotive Company Limited.

Review of Activities

A review of the activities of the Charity and its associated companies is included in the Chairman's Report.

Statement of Public Benefit

In setting the objects and activities of the Charity, the Trustees have given careful consideration to the Charity Commission's general guidelines concerning public benefit.

By opening the Corris Railway Museum with no entry charge, members of the public are encouraged to visit and learn about the history of the railway, the quarries it served, and the communities of the valley through which it ran. Those who take the opportunity to travel on the restored section of the railway are also given a guided tour of the railway's historic engine shed and works and a short talk on the railway's history.

The Society also encourages members to research into aspects of local history and publishes the results in its Journal, which is provided free to Society members and available on sale to members of the public. Society members also co-operate with other historical researchers studying aspects of the area in which the Charity is based.

Policies

Reserves :

The Society aims to keep its expenditure broadly in line with its income, and avoids making financial commitments unless funds are in hand to meet them. The Society incurs relatively low overheads and is confident that its income streams are sufficient to meet them.

The Trustees have reviewed the Society's Reserves Policy, and resolved to retain the equivalent of one year's operating costs in the General Fund, and to designate the balance of the Unrestricted Funds towards the Development Fund.

Income and Investment :

Income

The Society derives its income from the following sources -
Membership subscriptions, donations from members and others, an annual Model Railway Exhibition, raffles, 100 Club, and bank interest.
Sufficient income needs to be generated to meet the operating costs of the Society which are -

Printing and distribution of the quarterly newsletter "The Corris-Pondent" and the annual Journal, operation and maintenance of the Corris Railway Museum, and supporting the work of the Corris Railway Company Ltd and the Corris Tattoo Locomotive Company Ltd by fundraising for projects undertaken by the two companies.

Investments

The Society maintains a controlling interest in the Corris Railway Company Ltd (which acts as its trading arm) and the Corris Tattoo Locomotive Company Ltd, which has constructed and owns a steam locomotive (No.7) based on the design of one of the original Corris Railway locomotives, and has commissioned the construction of a second new steam locomotive (No.10) based on the design of the other type of locomotive that ran on the original railway. It has also acquired a diesel locomotive (No.11) funded by specific donations from Society members.

Any funds not needed for day-to-day expenses are placed on bank deposit at the highest available interest rate.

Grants :

The Society raises funds for projects undertaken by the Corris Railway Company Ltd and the Corris Tattoo Locomotive Company Ltd and makes grants and loans to those companies to carry out those projects as required.

Risk Management :

The Society's Management Committee has assessed the major risks to which the Society is exposed, in particular those related to the operations and finances of the Society, and is satisfied that systems are in place to mitigate exposure to the major risks. These procedures are periodically reviewed.

Fiduciary Failings :

The Society is reliant on its volunteer members undertaking work on its behalf in their spare time, and considers their willingness to do so an indication that they have the Society's interests at heart and are unlikely to pose a significant risk. Nevertheless, systems of financial control are in place which largely separate the responsibility for incurring costs from that for accounting for expenditure and disbursing the Society's funds.

Finance and Accounts Review

The Society has £974,057 (2015 : £881,188) of assets less current liabilities, of which £29,675 (2015 : £29,675) are tangible fixed assets. The Society has £167,372 (2015 : £127,862) of cash balances available at one month's notice or less. The majority of the cash balances are held in bank deposit accounts.

Funds :

The Society has the following funds -

General Fund - unrestricted funds held to further the Society's aims.

Tattoo Locomotive Fund - funds raised to support the construction and operation of a new steam locomotive by the Corris Tattoo Locomotive Company Ltd.

Development Fund - funds raised towards the application for a Transport & Works Order and related costs to enable the re-opening of further sections of the Corris Railway to passengers.

Carriage Shed Fund - funds raised towards the construction of a new carriage shed to house the Society's historical and replica rolling stock.

Carriage & Waggon Fund - funds raised for the construction of new replica carriages and waggons.

Friends of the Corris Railway Museum Fund (FOCRM) - funds raised to improve the layouts and fabric of the Museum and acquire relevant artefacts.

Permanent Way Fund - funds raised towards the purchase of rail and ancillaries for extending the running line of the Corris Railway.

Falcon Locomotive Fund - funds raised to support the construction and operation of a second new steam locomotive by the Corris Tattoo Locomotive Company Ltd.

O&K Fund - funds raised to support the purchase and adaptation of diesel locomotive No.11.

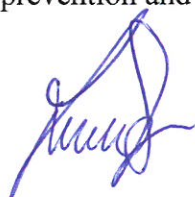
Engine Shed Roof Fund - funds raised to replace the life-expired roof of the 1878-built engine shed at Maespoeth.

Corris Station Fund - funds raised to construct a new station on the site of the original Corris Station.

Trustees Responsibilities

The members of the Society's Management Committee, who served as Trustees during the year, are listed with the legal and administrative details.

The Trustees are responsible for keeping proper accounting records which disclose with reasonable accuracy at any time the financial position of the Society, for safeguarding the assets of the Society and hence for taking reasonable steps for the prevention and detection of fraud and other irregularities.



Richard Hamilton-Foyne
Chairman
Corris Railway Society

Independent Examiners Report to the Trustees of the Corris Railway Society

I report to the trustees on my examination of the accounts of the Corris Railway Society for the year ended 31 December 2016.

Responsibilities and basis of report

As the charity trustees of the Society you are responsible for the preparation of the accounts in accordance with the requirements of the Charities Act 2011 ('the Act').

I report in respect of my examination of the Society's accounts carried out under section 145 of the 2011 Act and in carrying out my examination I have followed all the applicable Directions given by the Charity Commission under section 145(5)(b) of the Act.

Independent examiner's statement

I have completed my examination. I confirm that no material matters have come to my attention in connection with the examination giving me cause to believe that in any material respect :

1. accounting records were not kept in respect of the Society as required by section 130 of the Act; or
2. the accounts do not accord with those records; or
3. the accounts do not comply with the applicable requirements concerning the form and content of accounts set out in the Charities (Accounts and Reports) Regulations 2008 other than any requirement that the accounts give a 'true and fair view' which is not a matter considered as part of an independent examination.

I have no concerns and have come across no other matters in connection with the examination to which attention should be drawn in this report in order to enable a proper understanding of the accounts to be reached.



Nigel Kavanagh Brown
Kavanagh Brown & Co Chartered Accountants
Watford WD17 4LW
25th October 2017

Corris Railway Society

STATEMENT OF FINANCIAL ACTIVITIES

For the Year Ended
31st December 2016

	Unrestricted Funds £	Designated Funds £	Restricted Funds £	Total 2016 £	Total 2015 £
Income and Endowments from :					
Subscriptions	6,715			6,715	6,536
Donations & Legacies (including GiftAid)	22,190		56,897	79,086	76,487
Charitable Activities	1,773		2,110	3,883	4,238
Grants	2,708			2,708	2,708
Other Trading Activities	3,000		3,163	6,163	3,000
Investments	64		105	169	179
Other	30			30	523
Total	36,479	-	62,274	98,753	93,671
Expenditure on :					
Raising Funds	202		726	928	979
Charitable Activities	2,711			2,711	2,416
Other	131			131	1,601
Total	3,043	-	726	3,769	4,996
Net income	33,436	-	61,548	94,984	88,675
Transfers between funds	- 33,436	33,436			
Net movement in funds	- 0	33,436	61,548	94,984	88,675
Reconciliation of funds					
Total funds brought forward	5,000	201,573	653,122	859,695	771,020
Total funds carried forward	5,000	235,009	714,670	954,679	859,695

Corris Railway Society

BALANCE SHEET

as at

31st December 2016

	Note	2016		2015	
		£	£	£	£
Fixed Assets					
Tangible Fixed Assets	6		29,675		29,675
Investments					
Corris Railway Company Ltd	7	19,660		19,660	
Corris Tattoo Locomotive Co. Ltd	7	100		100	
			19,760		19,760
Advanced to Associated Companies					
Corris Railway Company Ltd	7	482,283		448,560	
Corris Tattoo Locomotive Company Ltd	7	278,296		258,243	
			760,579		706,803
Current Assets					
Debtors	8	-		-	
Cash at bank and in hand	8	167,372		127,862	
		167,372		127,862	
Current Liabilities					
Creditors : amounts falling due in less than one year	9	3,330		2,913	
Net Current Assets		164,042		124,949	
Total assets less current liabilities			974,057		881,188
Creditors : amounts falling due in more than one year	10		19,377		21,493
Net assets		£	<u>954,679</u>	£	<u>859,695</u>
Represented by:					
<i>Restricted Funds -</i>					
Tattoo Locomotive Fund		154,762		152,605	
Development Fund		147,382		112,253	
Carriage Shed Fund		145,941		145,941	
Carriage & Waggon Fund		44,425		44,425	
Friends of the Corris Railway Museum		13,028		10,481	
Permanent Way Fund		14,634		14,634	
Falcon Locomotive Fund		155,819		134,963	
O&K Fund		24,008		24,008	
Engine Shed Roof Fund		13,812		13,812	
Corris Station Fund		859		-	
			714,670		653,122
<i>Designated Funds</i>					
Development Fund			235,009		201,573
<i>Unrestricted Funds -</i>					
General Fund			5,000		5,000
		£	<u>954,679</u>	£	<u>859,695</u>

Corris Railway Society

Statement of Cash Flows
For the Year Ended
31st December 2016

	2016 £	2015 £
Net cash provided by operating activities (A)	93,286	88,702
<u>Cash flows from investing activities</u>		
Purchase of property, plant & equipment	-	5,750
Sums advanced to associated companies	- 53,776	- 90,540
Net cash used in investing activities (B)	<u>- 53,776</u>	<u>- 96,290</u>
Net increase in cash & cash equivalents (A+B)	39,510	- 7,588
Cash & cash equivalents at the beginning of the year	127,862	135,450
Cash & cash equivalents at the end of the year	<u><u>167,372</u></u>	<u><u>127,862</u></u>

Notes to the cash flow statement**1 Reconciliation of net movement in funds to net cash flow from operating activities**

	2016 £	2015 £
Net movement in funds	94,984	88,675
deduct grant transferred from deferred income	- 2,708	- 2,708
Increase in creditors	1,010	2,735
Net cash provided by operating activities	<u><u>93,286</u></u>	<u><u>88,702</u></u>

Corris Railway Society

Notes to the accounts For the Year Ended 31st December 2016

1 Accounting Policies

1.1 Accounting convention

The accounts have been prepared under the historical cost convention, with items recognised at cost or transaction value unless otherwise stated in the relevant notes to these accounts.

The accounts have been prepared in accordance with the Statement of Recommended Practice - Accounting and Reporting by Charities preparing their accounts in accordance with the Financial Reporting Standard applicable in the UK and Republic of Ireland (FRS102) (effective 1 January 2015) and the Charities Act 2011.

The accounts are prepared in sterling, which is the functional currency of the Charity. Monetary amounts in these financial statements are rounded to the nearest £.

The charity constitutes a public benefit entity as defined by FRS 102.

1.2 Going Concern

At the time of approving the financial statements, the trustees have a reasonable expectation that the Charity has adequate resources to continue in operational existence for the foreseeable future. Thus the trustees continue to adopt the going concern basis of accounting in preparing the financial statements.

1.3 Incoming resources

All income is accounted for as soon as the Charity has entitlement to the income and there is probability of receipt and the amount is quantifiable.

Incoming resources are recognised on a receivable basis and included in the financial statements gross, i.e. before taking account of any associated expenditure, except where stated otherwise.

Income has been credited and expenditure charged to the Income & Expenditure account on the accruals basis.

1.4 Allocation of costs

As the Charity has minimal overhead costs, no allocation of costs has been made.

1.5 Costs of generating funds

Expenses are included as costs of generating funds if they can be directly related to a source of the Charity's income or are for publicity intended to raise the profile of the Charity.

1.6 Charitable Activities

The Charity has identified four charitable activities through which it achieves its charitable objectives :

1.6.1 The production of a quarterly newsletter to keep Society members informed of its activities and an annual journal containing the results of historical research which is free to members and available for sale to the public.

1.6.2 The operation of the Corris Railway Museum, which is staffed by volunteers and provides free entry to the general public.

1.6.3 Physical, financial and administrative support to the Corris Railway Company Ltd and the Corris Tattoo Locomotive Company Ltd.

1.6.4 Guided tours of the Maespoeth workshops explaining the history of the Corris Railway.

1.7 Governance Costs

Governance costs include costs of administering the charity; as the charity has no employees and the Independent Examiner has waived his fees, these are kept to a minimum.

1.8 Tangible fixed assets and depreciation

Tangible fixed assets, except freehold land, are stated at cost or valuation less accumulated depreciation. Depreciation is provided at rates calculated to write off the cost or valuation less estimated residual value of each asset over its expected useful life, as follows :

Land, Buildings, Permanent Way, Rolling Stock and Rail are shown at cost and not depreciated.

Museum Exhibits, Signs, Tools and Equipment are depreciated at 20% on a straight line basis.

Corris Railway Society

Notes to the accounts For the Year Ended 31st December 2016

1.9 Investments

Investments are shown at cost and represent investments in the Society's related companies through which it undertakes elements of its work.

1.10 Pension Costs

The Society has no employees, therefore it has no pension costs.

1.11 Life Members Subscriptions

Life members subscriptions are amortised over a 10 year period.

1.12 Restricted Funds

Restricted funds are those received which are earmarked for specific purpose by the donors. Expenditure which meets the criteria specified is charged directly to the fund. Restricted funds raised to support projects undertaken by the Corris Railway Company Ltd or the Corris Tattoo Locomotive Company Ltd may be used to support grants or loans to those companies.

1.13 Unrestricted Funds

Funds received or generated for the objects of the Society without a further specified purpose are treated as Unrestricted Funds; some of these resources may be designated by the Trustees for particular purposes as they deem appropriate.

The Trustees have reviewed the annual running costs of the Society, and decided to designate the remaining balance of the Unrestricted Funds towards the Development Fund.

The Trustees estimate the annual running costs of the Society to be £5,000, and this sum is represented by the General Fund.

1.14 Critical estimate and judgements and key sources of estimation uncertainty

In the application of the Charity'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 where the revision affects only that period, or in the period of the revision and future periods where the revision affects both current and future periods.

1.15 Transition to FRS102

These financial statements for the year ended 31st December 2016 are the first financial statements of the Charity prepared in accordance with FRS102, the Financial Reporting Standard applicable to the UK and Republic of Ireland. The date of transition to FRS 102 was 1st January 2015.

Adoption of the new FRS has required the following changes to the accounting policies :

* Income is recognised when receipt is probable rather than virtually certain.

Corris Railway Society

Notes to the accounts
For the Year Ended
31st December 2016

2 Resources expended

	Direct Expenses	Support Costs	Depreciation	Total 2016	Total 2015
	£	£	£	£	£
Printing & Stationery	-	272	-	272	230
Raffle costs	-	139	-	139	132
100 Club prizes	-	517	-	517	617
Publicity	-	-	-	-	-
Corris-Pondent and Journal Printing & Distribution	2,711	-	-	2,711	2,416
Acquisition of historical artefacts	-	-	-	-	-
Subscriptions	-	35	-	35	-
Legal fees	-	-	-	-	1,501
Bank charges	-	-	-	-	60
Governance costs	-	96	-	96	40
	<u>2,711</u>	<u>1,059</u>	<u>-</u>	<u>3,769</u>	<u>4,996</u>

Total resources expended are stated after charging :

Depreciation (see note 1.8)	Nil	Nil
Independent Examiner's Remuneration	Nil	Nil
Amounts payable under operating leases	<u>Nil</u>	<u>Nil</u>

Corris Railway Society

**Notes to the accounts
For the Year Ended
31st December 2016**

3 Staff Costs

The Society had no employees during the year or in the preceding year.

4 Trustee Expenses

No Trustees received any remuneration or expenses in the current or preceding year.

5 Corporation Tax

As a registered charity the Corris Railway Society is not subject to corporation tax on its wholly charitable activities.

6 Tangible Fixed Assets

	Freehold Land & Buildings	Rolling Stock	Permanent Way	Museum Exhibits & Signs	Total
Cost	£	£	£	£	£
At 1st January 2016	12,938	7,118	9,619	3,685	33,360
Additions	-	-	-	-	-
At 31st December 2016	12,938	7,118	9,619	3,685	33,360
Depreciation					
At 1st January 2016	-	-	-	3,685	3,685
Additions	-	-	-	-	-
At 31st December 2016	-	-	-	3,685	3,685
Net book value					
At 1st January 2016	12,938	7,118	9,619	-	29,675
At 31st December 2016	12,938	7,118	9,619	-	29,675

7 Investments

	2016 £	2015 £
Corris Railway Company Ltd		
Ordinary Shares @ cost	19,660	19,660
Current Account (owed by company to Society)	482,283	448,560
	<u>501,943</u>	<u>468,220</u>

The investment in the Corris Railway Company Limited, which is a majority shareholding, is shown at cost. The balance on current account represents funds advanced to the company to progress the Society's objects.

	2016 £	2015 £
Corris Tattoo Locomotive Company Ltd		
Ordinary Shares @ cost	100	100
Current Account (owed by company to Society)	278,296	258,243
	<u>278,396</u>	<u>258,343</u>

The investment in the Corris Tattoo Locomotive Co Ltd (which is wholly owned by the Society) is shown at cost. The company's major assets are the new-build "Tattoo" class locomotive and the O&K locomotive, with the new-build "Falcon" locomotive under construction. The balance on current account represents funds advanced to the company for the construction of the Tattoo steam locomotive, raised under the Tattoo Locomotive restricted fund, for the Falcon steam locomotive, raised under the Falcon Locomotive restricted fund, and the O&K diesel locomotive, raised under the O&K restricted fund.

Corris Railway Society

Notes to the accounts
For the Year Ended
31st December 2016

	2016	2015
	£	£
8 Current Assets		
Debtors :		
Other debtors	-	-
Cash :		
Deposit Accounts	130,394	87,869
Current Account	100	100
Tattoo Locomotive Fund	18,886	23,028
Falcon Locomotive Fund	17,392	16,765
Development Fund	601	101
	<u>167,372</u>	<u>127,863</u>
9 Creditors : amounts falling due in less than one year	£	£
Trade creditors	437	10
Subscriptions in advance	185	195
Deferred income	2,708	2,708
	<u>3,330</u>	<u>2,913</u>
10 Creditors : amounts falling due after more than one year	£	£
Members' Loans	1,911	1,911
Life Membership Provision	4,743	4,150
Deferred income	12,724	15,432
	<u>19,377</u>	<u>21,493</u>

Deferred income represents grants received from external bodies which is taken to revenue in equal portions over a ten-year period.

11 Restricted Funds	Tattoo Loco Fund £	Development Fund £	Carriage Shed Fund £	Carriage & Wagon Fund £
At 1st January 2016	152,605	112,253	145,941	44,425
Incoming Resources	2,157	35,129	-	-
Outgoing Resources	-	-	-	-
At 31st December 2016	<u>154,763</u>	<u>147,382</u>	<u>145,941</u>	<u>44,425</u>
	FOCRM Fund £	Permanent Way Fund £	Falcon Loco Fund £	O&K Fund £
At 1st January 2016	10,483	14,634	134,961	24,007
Incoming Resources	3,203	-	20,926	-
Outgoing Resources	656	-	70	-
At 31st December 2016	<u>13,031</u>	<u>14,634</u>	<u>155,816</u>	<u>24,006</u>
	Engine Shed Roof Fund £	Corris Station Fund £	Total £	
At 1st January 2016	13,813	-	653,122	
Incoming Resources	-	859	62,274	
Outgoing Resources	-	-	726	
At 31st December 2016	<u>13,813</u>	<u>859</u>	<u>714,670</u>	

12 Unrestricted Funds	General Fund £
At 1st January 2016	206,573
Incoming Resources	36,479
Outgoing Resources	3,043
At 31st December 2016	<u>240,009</u>

Corris Railway Society

Notes to the Accounts
For the Year Ended
31st December 2016

16 Detailed Statement of Financial Activities

Notes	General Fund	Tattoo Loco Fund	Development Fund	Carriage Shed Fund	Carriage Waggon Fund	FOCRM & Museum				Permanent Way Fund	Falcon Loco Fund	O & K Fund	Engine Shed Roof Fund	Corris Station Fund	2016 Total	2015 Total
	£	£	£	£	£	Fund	Fund	Fund	Fund	£	£	£	£	£	£	£
Incoming Resources																
<i>Incoming resources from generated funds</i>																
Voluntary income :																
Membership Subscriptions	6,715	-	-	-	-	-	-	-	-	-	-	-	-	859	6,715	6,536
Donations	4,642	1,838	35,106	-	-	-	1,085	-	-	-	15,530	-	-	-	59,060	67,679
Grants	2,708	-	-	-	-	-	-	-	-	-	-	-	-	-	2,708	2,708
Legacies	8,551	-	-	-	-	-	-	-	-	-	-	-	-	-	8,551	100
Tax recoverable (Gift Aid)	8,997	256	-	-	-	-	-	-	-	-	2,222	-	-	-	11,475	8,708
Activities for generating funds :																
Model Railway Exhibition (Net)	1,773	-	-	-	-	-	-	-	-	-	-	-	-	-	1,773	1,931
Raffle	-	-	-	-	-	-	1,083	-	-	-	-	-	-	-	1,083	1,260
100 Club	-	-	-	-	-	-	1,027	-	-	-	-	-	-	-	1,027	1,047
Management Fees	3,000	-	-	-	-	-	-	-	-	-	-	-	-	-	3,000	3,000
Sales, Rents and Miscellaneous	30	-	-	-	-	-	-	-	-	-	3,163	-	-	-	3,192	523
Bank Interest	64	63	22	-	-	-	8	-	-	-	11	-	-	-	169	179
															-	-
Total Incoming Resources	36,479	2,157	35,129	-	-	-	3,203	-	-	-	20,926	-	-	859	98,753	93,671

Detailed Statement of Financial Activities (ctd)

Corris Railway Society
Notes to the accounts
For the Year Ended
31st December 2016

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