

Corris Railway Society

Registered Charity 506908

Annual Report and Financial Statements

For the year ended 31st December 2018

Corris Railway Society

Registered Charity 506908

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Legal and Administrative Information

Society Officers

President: Christopher Awdry

Vice Presidents: 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 (resigned 24th March 2018)
Susan Benedetto
Adrian C Britchford
David K Coleman
Jack Evans
Roger Gray (resigned 20th October 2018)
Richard S Greenhough
Peter A 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
Richard Saffery
Richard C Shipman
John Simms (elected 20th October 2018)
Janice Stewart

Financial and Legal

Legal Advisors	Morris & Bates Ffordd Alexandra Aberystwyth Ceredigion SY23 1PT
Independent Examiner	Nigel Kavanagh Brown Chartered Accountant Tideswell
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	<p>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.</p> <p>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.</p>

Corris Railway Society

Registered Charity 506908

Chairman's Report for 2018

2018 has been a good year for the Railway and the Society. We have had our highs and lows as I report below but we have continued to run our trains safely and to the delight of many of our passengers. There has been real progress with all our various long term projects and as I sit reflecting on the year I am amazed by how much has been achieved by so few people with relatively small amounts of money. We have benefited greatly from the foundational work carried out in the past and are hopefully putting in place more of the necessary infrastructure to secure the long term prosperity of the Railway.

If there is a recurring theme in this year's report it is to highlight the need for both more volunteers and money. It would be fair to say that many of our active members, particularly those in operational and managerial roles are not getting any younger. We have the capability to achieve more but are constrained by the lack of these key resources. We could, for example, run more trains but each operational day requires the effort of at least six trained members of staff. Some times it has, however, been difficult to fill all these posts. To extend our timetable (slightly) as we plan to do in 2019 is a real risk and we need not only more operational volunteers but also people to work in the shop/museum. This is in many ways an ideal opportunity to get to know the railway and shop staff have the additional benefit of being able to stay relatively dry and clean. If you feel able to offer a day or two of your time to the railway I know that Patrick or Graeme Jolley would be very pleased to hear from you.

Corris Station

2018 saw good progress with the rebuild of Corris Station. For some while we have been planning and raising the necessary finance to start the process of widening the station throat. The first major step in this phase of the station's redevelopment was the demolition of part of the school wall and its rebuilding on a new line. This will facilitate a slight shift in the route of the farm lane. As a result, the railway's boundary can also be moved to the east. While we are only talking about a small shift this will be sufficient to reposition the throat point southwards and enable the complete remodelling of our track layout. The demolition of the wall and its rebuilding was successfully completed in October. The next step will be to shift the lane and demolish part of our existing wall. This will proceed as soon as sufficient funds have been raised.

Earlier in the year work started on the major refurbishment of our Corris buildings. This work included a new roof, re-pointing, new windows and some internal redecoration. This project represented a major investment in the railway's future. Now that it is complete we should be able to look forward to a period of reduced maintenance and a rather less damp shop and museum. While reporting on the Museum it is good to be able to report two other positive developments. Our new Museum Curator Ioan Lord has started on the important, task of rearranging the exhibits to better tell the story of the railway. The first steps that he has taken have already made a big difference to the face that we present to our passengers.

For some time we have been in conversation with the owner of the plot of land between the museum and the river. Being at river level acquisition of this land would not provide much additional space for us at present but it is of historical interest as it was the site of the Railway's original stables (for the horses that pulled the buses). We might also wish, in the future, to extend the museum or simply provide car parking spaces to take pressure off the existing parking facilities. We were delighted in December to be gifted the land. An extremely generous gesture by the owners. We have since cleared the site of trees and bushes and will consider its use as part of our overall scheme for the redevelopment of the station.

The Carriage Building Programme

The building of Carriages 23 and 24 has continued. By the end of the year the external woodwork of Carriage 23 was complete and undercoated. Internally much of the complex wooden cladding and the seats were in place. On Carriage 24 the steel work was largely complete. The bogies for both of the carriages have been assembled and painted. Thanks must go to Mike Cruttenden for his support of the project and to Andy Cooper, Adrian Britchford and the woodworking and metal bashing teams for the outstanding work that they have done.

The Falcon Building Project

In September Number 10's builders, Keefs, held an open day. It was good to see all the work that has now been completed on the frames. The wheels, with tyres and machined axle boxes were in position and much of the motion had been cut but needed machining and fitting. The cylinders were machined and ready for installation. The work being done on the trailing truck by Andy Cooper and Ian Cross is also nearing completion. The terrific efforts of Peter and Rosemary Guest and the generosity of many people has enabled us to reach this stage. A 2018 initiative to increase the level of regular giving to the project has resulted in a better level of monthly income which should enable us to maintain regular progress. It is, however, fair to say that we need Number 10 in service as quickly as possible. The current level of fundraising should enable us to complete the project within five years, but with a boiler and a rolling chassis (nearly) complete all the major elements are in place to have the Falcon flying within a year or two. All that is required are the necessary funds.

Extending Southwards

The complexity of the work to enable us to further extend the railway never ceases to amaze me. In the past we have had to rely on the small amounts of money (relative to the potential costs of the whole scheme) that we been able to raise to sponsor the work required to push the project forward. We have often had to rely on favours and specialists fitting our work in around other more remunerative tasks to ensure that jobs were completed within our limited budget. This has inevitably made progress seem slow. In the past couple of years, however, we have started to accelerate our plans. Our earlier prudence and the generosity of a number of donors has enabled us to build up sufficient funds to pay for work as and when we need it. This has resulted in the project pushing forward. Unfortunately, apart from regular clearance of brush from the site of our new embankment there is little on the ground to evidence this acceleration of progress. In 2018 we removed a number of hurdles and soon hope to be in a position to announce a possible start date for some more concrete developments. With expected costs of the next phase being in the hundreds of thousands of pounds we will need to source some serious funds.

Mechanical Engineering

For many years we have been pleased to be able to report that our locomotives have operated successfully and have been subjects of planned programmes of maintenance and improvement. I have to advise you that during the Santa Special service in 2018 we suffered our first significant failure on our steam engine, Number 7. As is usually the case in such incidents a number of different factors combined to cause part of the motion on one side of the locomotive to seize. As Number 7 was moving at line speed at the time the effect of one part stopping with the rest remaining in motion was quite dramatic with several elements of the valve gear ending up rather bent. A full investigation was carried out following the incident and reported to the Societies' Council. With only one steam engine it is important that we ensure that the necessary repair work is completed to a high standard and before the locomotive is needed again at Easter.

Our other locomotives have performed well. The overhaul of Number 6 the Ruston diesel was completed during June. The wheels were successfully reprofiled at the Vale of Rheidol's Aberystwyth workshops. After enormous effort a recalcitrant sprocket was removed and replaced after a leaky seal had been sorted out. Work still remains to be done to the engine filters and control linkages but this can be carried out when the locomotive is not required.

Work in our own machine shop has largely revolved round the fabrication of parts for other departments and the completion of a batch of buffers and screw couplings. All valuable and necessary work. We continue to build our engineering skills and capabilities and my thanks go to all those involved in work in the engine shed at Maespoeth.

Operations

2018 was a reasonably good year for the railway so far as passenger numbers were concerned. After a slow Easter we managed to maintain our visitor levels quite well in spite of the long hot dry spell. The risk of sparks from the steam engine causing a fire was sufficient for us to revert to diesel operation as a precaution. During the summer holiday period we ran on four days of the week as usual and carried satisfactory numbers of passengers. As well as our annual Gala - which was wet - we ran special events at our Model Railway Exhibition and on our Wild West Weekend; both had better than usual numbers. Special events not only provide an attraction for passengers but also an opportunity for our volunteers to do something different.

As I have reported elsewhere Number 7s failure during the Saturday of our Santa Specials required the use of Number 11 as a substitute. This had no adverse effect on our passenger numbers and we were very pleased to be able to record ticket sales. Big thanks must go to Bill Newton who has masterminded our Santa Weekend for a number of years. Bill has now decided to let someone else have a go. His organisation will be sorely missed.

Following a great suggestion from John Simms we have experimented with a new customer proposition, 'Your Railway for a Day'. Our initial pilots have gone well and we will be offering this experience to the public in 2019.

Managing the Railway

As you would expect, so far as the law of the land is concerned, the Corris Railway has to be managed to the same high safety standards as any other railway. To ensure that we are not only operating to a high standard of safety but can prove that we are doing so we detail our safety processes in a series of linked documents known as our Safety Management System (S.M.S.). Graeme Jolley, our Society Secretary, has spent a great deal of time working on our S.M.S.. He has been able to rationalise and rewrite much of our documentation and highlight areas for further improvement. We are now working to ensure that not only is all the documentation in good order but that those who are required to operate in accordance with it are reminded of their responsibilities and always follow them. This is a usually unheralded area of our operation but a vital one that we take most seriously. I am really thankful for work that all our members have done in this area and I especially commend all the effort that Graeme has put into this continuing project,



Richard Hamilton-Foy
Chairman
Corris Railway Society

Trustees Report for 2018

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 2018. 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 21st October 2017).

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 £1,216,851 (2017 : £1,111,104) of assets less current liabilities, of which £71,270 (2017 : £29,675) are tangible fixed assets. The Society has £189,318 (2017 : £233,581) 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. The Trustees have chosen to designate monies not required for the Society's operating costs to the Development Fund.

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 other 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-Foy
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 2018.

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
Chartered Accountant
Tideswell
12th October 2019

Corris Railway Society

STATEMENT OF FINANCIAL ACTIVITIES

**For the Year Ended
31st December 2018**

	Unrestricted Funds £	Designated Funds £	Restricted Funds £	Total 2018 £	Total 2017 £
Income and Endowments from :					
Subscriptions	7,536			7,536	7,059
Donations & Legacies (including GiftAid)	24,969		68,083	93,052	127,367
Charitable Activities	1,748		2,286	4,034	3,504
Grants	2,708			2,708	2,708
Other Trading Activities	3,000		1,614	4,614	2,429
Investments	36		257	293	95
Other	28			28	56
Total	40,026	-	72,239	112,265	143,218
Expenditure on :					
Raising Funds	224		813	1,037	911
Charitable Activities	2,458			2,458	3,037
Other	136			136	152
Total	2,818	-	813	3,630	4,100
Net income	37,208	-	71,427	108,635	139,118
Transfers between funds					
Net movement in funds	37,208	-	71,427	108,635	139,118
Reconciliation of funds					
Total funds brought forward	5,000	261,518	827,278	1,093,797	954,679
Total funds carried forward	42,208	261,518	898,705	1,202,431	1,093,797

Corris Railway Society

BALANCE SHEET

as at

31st December 2018

	Note	2018		2017	
		£	£	£	£
Fixed Assets					
Tangible Fixed Assets	6		71,270		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	590,200		518,623	
Corris Tattoo Locomotive Company Ltd	7	350,503		312,377	
			940,703		831,000
Current Assets					
Debtors	8	-		-	
Cash at bank and in hand	8	189,318		233,581	
		189,318		233,581	
Current Liabilities					
Creditors : amounts falling due in less than one year	9	4,200		2,913	
Net Current Assets		185,118		230,668	
Total assets less current liabilities			1,216,851		1,111,104
Creditors : amounts falling due in more than one year	10		14,420		17,307
Net assets		£	<u>1,202,431</u>	£	<u>1,093,797</u>
Represented by:					
<i>Restricted Funds -</i>	11				
Tattoo Locomotive Fund		158,517		156,735	
Development Fund		241,102		203,457	
Carriage Shed Fund		145,941		145,941	
Carriage & Waggon Fund		44,425		44,425	
Friends of the Corris Railway Museum		15,450		14,315	
Permanent Way Fund		14,674		14,634	
Falcon Locomotive Fund		216,260		192,869	
O&K Fund		24,008		24,008	
Engine Shed Roof Fund		13,812		13,812	
Corris Station Fund		24,515		17,082	
			898,705		827,278
<i>Designated Funds</i>					
Development Fund	12		298,726		261,518
<i>Unrestricted Funds -</i>					
General Fund	12		5,000		5,000
		£	<u>1,202,431</u>	£	<u>1,093,797</u>

Corris Railway Society

Statement of Cash Flows For the Year Ended 31st December 2018

	2018 £	2017 £
Net cash provided by operating activities (A)	107,035	136,630
<u>Cash flows from investing activities</u>		
Purchase of property, plant & equipment	- 41,595	-
Sums advanced to associated companies	- 109,703	- 70,422
Net cash used in investing activities (B)	<u>- 151,298</u>	<u>- 70,422</u>
Net increase in cash & cash equivalents (A+B)	- 44,263	66,208
Cash & cash equivalents at the beginning of the year	233,581	167,372
Cash & cash equivalents at the end of the year	<u><u>189,318</u></u>	<u><u>233,581</u></u>

Notes to the cash flow statement

1 Reconciliation of net movement in funds to net cash flow from operating activities

	2018 £	2017 £
Net movement in funds	108,635	139,118
deduct grant transferred from deferred income	- 2,708	- 2,708
Increase in creditors	1,108	220
Net cash provided by operating activities	<u><u>107,035</u></u>	<u><u>136,630</u></u>

Corris Railway Society

Notes to the accounts For the Year Ended 31st December 2018

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.

Corris Railway Society

Notes to the accounts For the Year Ended 31st December 2018

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.

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.

Corris Railway Society**Notes to the accounts
For the Year Ended
31st December 2018****2 Resources expended**

	Direct Expenses	Support Costs	Depreciation	Total 2018	Total 2017
	£	£	£	£	£
Printing & Stationery	-	224	-	224	295
Raffle costs	-	110	-	110	138
100 Club prizes	-	703	-	703	478
Publicity	-	-	-	-	-
Corris-Pondent and Journal Printing & Distribution	2,458	-	-	2,458	3,037
Acquisition of historical artefacts	-	-	-	-	-
Subscriptions	-	60	-	60	45
Legal fees	-	-	-	-	-
Bank charges	-	-	-	-	-
Governance costs	-	76	-	76	107
	<u>2,458</u>	<u>1,173</u>	<u>-</u>	<u>3,630</u>	<u>4,100</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>

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.

Corris Railway Society

Notes to the accounts For the Year Ended 31st December 2018

6 Tangible Fixed Assets

	Freehold Land & Buildings	Rolling Stock	Permanent Way	Museum Exhibits & Signs	Total
Cost	£	£	£	£	£
At 1st January 2018	12,938	7,118	9,619	3,685	33,360
Additions	41,595	-	-	-	41,595
At 31st December 2018	54,533	7,118	9,619	3,685	74,955
Depreciation					
At 1st January 2018	-	-	-	3,685	3,685
Additions	-	-	-	-	-
At 31st December 2018	-	-	-	3,685	3,685
Net book value					
At 1st January 2018	12,938	7,118	9,619	-	29,675
At 31st December 2018	54,533	7,118	9,619	-	71,270

7 Investments

	2018	2017
	£	£
Corris Railway Company Ltd		
Ordinary Shares @ cost	19,660	19,660
Current Account (owed by company to Society)	590,199	518,623
	<u>609,859</u>	<u>538,283</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.

	2018	2017
	£	£
Corris Tattoo Locomotive Company Ltd		
Ordinary Shares @ cost	100	100
Current Account (owed by company to Society)	350,503	278,296
	<u>350,603</u>	<u>278,396</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 2018**

8 Current Assets	2018	2017
Debtors :	£	£
Other debtors	-	-
	-	-
Cash :		
Deposit Accounts	159,738	182,545
Current Account	100	100
Tattoo Locomotive Fund	17,061	7,573
Falcon Locomotive Fund	5,146	31,593
Development Fund	7,273	11,771
	<u>189,318</u>	<u>233,582</u>
9 Creditors : amounts falling due in less than one year	£	£
Trade creditors	1,090	-
Subscriptions in advance	402	205
Deferred income	2,708	2,708
	<u>4,200</u>	<u>2,913</u>
10 Creditors : amounts falling due after more than one year	£	£
Members' Loans	1,911	1,911
Life Membership Provision	5,201	5,380
Deferred income	7,308	10,016
	<u>14,420</u>	<u>17,307</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	Development	Carriage	Carriage & Wagon
	Fund	Fund	Shed Fund	Fund
	£	£	£	£
At 1st January 2018	156,736	203,457	145,941	44,425
Incoming Resources	1,781	37,645	-	-
Outgoing Resources	-	-	-	-
At 31st December 2018	<u>158,517</u>	<u>241,102</u>	<u>145,941</u>	<u>44,425</u>
	FOCRM	Permanent Way	Falcon Loco	O&K
	Fund	Fund	Fund	Fund
	£	£	£	£
At 1st January 2018	14,315	14,634	192,869	24,008
Incoming Resources	1,837	40	23,391	-
Outgoing Resources	703	-	-	-
At 31st December 2018	<u>15,450</u>	<u>14,674</u>	<u>216,260</u>	<u>24,008</u>
	Engine Shed Roof	Corris Station		Total
	Fund	Fund		£
	£	£		
At 1st January 2018	13,812	17,082		827,278
Incoming Resources	-	7,543		72,239
Outgoing Resources	-	110		813
At 31st December 2018	<u>13,812</u>	<u>24,515</u>		<u>898,705</u>

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.

Corris Railway Society

**Notes to the accounts
For the Year Ended
31st December 2018**

12 Unrestricted Funds

	General Fund
	£
At 1st January 2018	266,518
Incoming Resources	40,026
Outgoing Resources	2,818
At 31st December 2018	<u>303,726</u>

Designated Funds

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.

The Trustees estimate one year's operating costs to be £5,000 and have therefore designated £298,726 to the Development Fund.

13 Analysis of net assets between funds

	Tangible Fixed Assets	Investments	Long-Term Creditors	Associated Companies	Net Current Assets	Total
	£	£	£	£	£	£
Tattoo Locomotive Fund	-	100	-	150,844	7,573	158,517
Development Fund	-	-	-	240,501	601	241,102
Carriage Shed Fund	-	-	-	145,941	-	145,941
Carriage & Waggon Fund	-	-	-	44,425	-	44,425
Friends of the Corris Railway Museum	-	-	-	-	15,450	15,450
Permanent Way Fund	-	-	-	14,674	-	14,674
Falcon Locomotive Fund	-	-	-	211,114	5,146	216,260
O&K Fund	-	-	-	24,008	-	24,008
Engine Shed Roof Fund	-	-	7,308	-	21,120	13,812
Corris Station Fund	-	-	-	-	24,515	24,515
General Fund	71,270	19,660	7,112	109,195	110,713	303,726
	<u>71,270</u>	<u>19,760</u>	<u>14,420</u>	<u>940,703</u>	<u>185,118</u>	<u>1,202,431</u>

14 Commitment under Operating Leases

The Society has no operating leases.

15 Related party transactions

There were no transactions with related parties during the year, other than transfers between the Society and the Corris Railway Company Ltd and the Corris Tattoo Locomotive Company Ltd.

Corris Railway Society

Notes to the Accounts
For the Year Ended
31st December 2018

16 Detailed Statement of Financial Activities

Notes	General Fund	Tattoo Loco Fund	Development Fund	Carriage Shed Fund	FOCRM & Museum							Corris Station Fund	2018 Total	2017 Total
					Carriage Waggon Fund	Roof Fund	Permanent Way Fund	Falcon Loco Fund	O & K Fund	Engine Shed Roof Fund	£			
Incoming Resources														
<i>Incoming resources from generated funds</i>														
Voluntary income :														
Memberships Subscriptions	7,536	-	-	-	-	-	-	-	-	-	-	7,536	7,059	7,059
Donations	23,074	1,348	30,195	-	-	-	356	40	-	-	-	79,390	106,073	106,073
Grants	2,708	-	-	-	-	-	-	-	-	-	-	2,708	2,708	2,708
Legacies	-	-	-	-	-	-	-	-	-	-	-	-	2,000	2,000
Tax recoverable (Gift Aid)	1,894	424	7,269	-	-	-	-	-	-	-	-	13,662	19,294	19,294
Activities for generating funds :												-	-	-
Model Railway Exhibition (Net)	1,748	-	-	-	-	-	-	-	-	-	-	1,748	1,488	1,488
Raffle	-	-	-	-	-	-	-	-	-	-	-	820	879	879
100 Club	-	-	-	-	-	-	-	-	-	-	-	1,466	1,138	1,138
Management Fees	3,000	-	-	-	-	-	1,466	-	-	-	-	3,000	3,000	3,000
Sales, Rents and Miscellaneous	28	-	-	-	-	-	-	-	-	-	-	1,643	2,485	2,485
Bank Interest	36	11	181	-	-	-	16	-	25	-	23	293	95	95
												-	-	-
Total Incoming Resources	40,026	1,782	37,645	-	-	-	1,837	40	-	-	7,544	112,265	143,218	143,218

Corris Railway Society

Notes to the accounts
For the Year Ended
31st December 2018

16 Detailed Statement of Financial Activities (ctd)

Notes	General Fund	Tattoo Loco Fund	Development Fund	Carriage Shed Fund	Carriage Wagon Fund	FOCRM & Museum				Permanent Way Fund	Falcon Loco Fund	O & K Fund	Engine Shed Roof Fund	Corris Station Fund	2018 Total	2017 Total
						£	£	£	£							
Outgoing Resources																
<i>Costs of Generating funds</i>																
Tattoo Locomotive Expenditure	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Printing & Stationery	224	-	-	-	-	-	-	-	-	-	-	-	-	-	224	295
Raffle costs	-	-	-	-	-	-	-	-	-	-	-	-	-	110	110	138
Publicity	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Subscriptions	60	-	-	-	-	-	-	-	-	-	-	-	-	-	60	45
100 Club prizes	-	-	-	-	-	-	-	-	-	-	-	-	-	-	703	478
Acquisition of historical artefacts	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bank charges	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<i>Charitable activities</i>																
Corris-Pondent and Journal Printing & Distribution	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Corris Railway Museum running costs	2,458	-	-	-	-	-	-	-	-	-	-	-	-	-	2,458	3,037
Legal fees	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Governance costs	76	-	-	-	-	-	-	-	-	-	-	-	-	-	76	107
Total Resources Expended	2,818	-	-	-	-	-	-	703	-	-	-	-	-	110	3,630	4,100
Net Income (Expenditure) for the Year	37,208	1,782	37,645	-	-	-	1,135	40	23,391	-	-	-	-	7,434	108,635	139,118
Fund Balances Brought Forward	5,000	156,735	464,975	145,941	44,425	14,315	14,634	192,869	24,008	13,812	17,082	1,093,796	954,679	1,093,797	1,093,797	1,093,797
Transfers between funds	42,208	158,517	502,620	145,941	44,425	15,450	14,674	216,260	24,008	13,812	24,515	1,202,431	1,093,797	1,093,797	1,093,797	1,093,797
Fund Balances Carried Forward	5,000	158,517	539,828	145,941	44,425	15,450	14,674	216,260	24,008	13,812	24,515	1,202,431	1,093,797	1,093,797	1,093,797	1,093,797