

Charity Registration No. 292497

THE BLUEBELL RAILWAY TRUST
ANNUAL REPORT AND FINANCIAL STATEMENTS
FOR THE YEAR ENDED 31 DECEMBER 2019

THE BLUEBELL RAILWAY TRUST

LEGAL AND ADMINISTRATIVE INFORMATION

Trustee	BRT Trustee Limited
Governors	Mr G J Aitken Mr L J Bee Mr V F N Blackburn FCA Mr T C Cole Mr R A Salmon (Appointed 16 September 2019) Mr T A Swainson Mr C Tyson (Appointed 6 November 2019) Mr R J Watts MBE
Charity number	292497
Principal address	Sheffield Park Station Sheffield Park Uckfield East Sussex TN22 3QL
Auditor	Knill James LLP One Bell Lane Lewes East Sussex BN7 1JU
Bankers	NatWest Business Centre 1 Muster Green Haywards Heath West Sussex RH16 4AP

THE BLUEBELL RAILWAY TRUST

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THE BLUEBELL RAILWAY TRUST

TRUSTEE'S REPORT

FOR THE YEAR ENDED 31 DECEMBER 2019

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 2019.

The financial statements have been prepared in accordance with the accounting policies set out in note 1 to the financial statements and comply with the Trust's governing document, the Charities Act 2011 and "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 UK and Republic of Ireland (FRS 102)" (as amended for accounting periods commencing from 1 January 2016).

BRT Trustee Ltd is managed by its directors, known as governors.

Objectives and activities

The principal objects of the Trust are the encouragement of research into railway equipment and safety, the maintenance and support of museums for the preservation of railway equipment, the provision of facilities for recreation activities connected with railways and the assistance of persons in need connected with railway employees. Subject to these objects the Governors may bear especially in mind charitable purposes connected to the Bluebell Railway.

The Governors have paid due regard to guidance issued by the Charity Commission in deciding what activities the Trust should undertake and are mindful of the need to ensure that such activities provide public benefit.

The Governors believes that the activities of the Trust do provide such benefit primarily from assisting with the preservation of historic structures and rolling stock and ensuring that these are fully available to the public for current and future generations to visit, examine and enjoy.

The Trust has continued to make grants for the preservation of historic rolling stock and railway related buildings and infrastructure as well as supporting the training of apprentices.

Achievements and performance

The Trust has had another successful year with its income increasing and grants paid for projects being carried out on the Bluebell Railway continuing at a high level. Despite the absence of a major appeal, the Trust's total income in 2019 amounted to £1,215,669, a significant increase on that of 2018, summarised as follows:-

	Unrestricted	Designated Unrestricted	Restricted	Total	2018 Total
	£	£	£	£	£
Donations, including Gift Aid	17,605	-	490,378	507,982	472,575
Legacies	632,094	-	63,514	695,608	505,807
Interest	10,754	-	-	10,754	8,705
Other Income	-	-	1,325	1,325	-
Total Income	660,453	-	555,216	1,215,670	987,087

THE BLUEBELL RAILWAY TRUST

TRUSTEE'S REPORT (CONTINUED)

FOR THE YEAR ENDED 31 DECEMBER 2019

Our supporters continued to be extremely generous but, as explained below, both donations and legacies were boosted by 4 major gifts.

The Trust's expenditure was as follows:-

	Unrestricted	Designated Unrestricted	Restricted	Total	2018 Total
	£	£	£	£	£
Grants Paid for Projects	5,078	391,208	547,719	944,005	1,021,330
Museum and Archive	15,398	-	5,148	20,546	15,384
Administration	9,269	-	-	9,269	9,581
Fundraising	1,280	-	-	1,280	3,978
Total Expenditure	31,025	391,208	552,867	975,100	1,050,273

Of note are the very low levels of administration costs and fund-raising expenses, in total less than 1% of income. As these costs are broadly covered by the interest earned on monies held on deposit, supporters can be confident that virtually all their gifts are spent for the direct benefit of the Bluebell Railway.

Financial review

Donations

As mentioned above, despite the absence of a major appeal pending the Diamond Jubilee Celebrations in 2020, the Trust received donations amounting to £507,982 (2018 - £472,575). This includes Gift Aid on eligible donations of an extremely valuable £90,505 (2018 - £72,043). As in previous years, most of the donations to the Trust were for specific projects such as the restoration or construction of locomotives, rolling stock and buildings and infrastructure (including preparatory work on a possible extension of the Bluebell Railway from Horsted Keynes to Ardingly). Details can be found in note 3 to the accounts (all figures include Gift Aid) but of note are donations to the proposed Western Extension project totalling £250,000, continuing support for the construction of the replica Brighton Atlantic "Beachy Head" of £76,665 and £51,858 for the Horsted Keynes Carriage Shed.

Legacies

Whilst most donations are for specific projects, the majority of gifts that are made in wills are usually not for any specific purpose and are therefore available to support any project that satisfies the Trust's charitable objectives. The Governors are extremely grateful to supporters who remember the Trust in their wills and we are very fortunate to receive a steady flow of such gifts as these allow the Trust to provide vital funds for the projects that have the highest priority at the time. However, by their very nature the number, the timing and amounts of legacies cannot be predicted.

Under the accounting rules for charities, legacies have to be recognised in annual accounts when the charity has been formally notified of them and their estimated amount and certainty of payment is established, even if the payment has not been received. As mentioned above, in 2019 the Trust became entitled to legacies totalling £695,608. Of the total legacies due for both 2019 and previous years an estimated £711,809 had yet to be received on 31 December 2019 (2018 - £42,600) of which, at the time of completing this report, £631,209 has since been received.

THE BLUEBELL RAILWAY TRUST

TRUSTEE'S REPORT (CONTINUED)

FOR THE YEAR ENDED 31 DECEMBER 2019

Special mention should be made of:-

- An estimated £470,000 from David Devlin, whose extensive knowledge of electronics gained from a career in Audio Visual engineering was extremely useful as a very active member of the S&T Department. David's legacy will make a huge difference to our ability to fund vital capital projects.
- An estimated £100,000 from Colin Manktelow of Chatham with no apparent previous connection with the Bluebell.
- £74,957 from Christopher Jennings of which £64,932 was directed for the proposed Archive Centre. Chris was a very keen photographer and also left his huge collection of photos to the Museum. Although living in Warrington, he retained his life-long connection with the Bluebell.
- An estimated £50,000 from John Berry of the Wirral.

No less significant and welcome were generous legacies from Bernard Harrison, John Jesson, Robert Kingdon, Alan Lawrence and David Welch. The governors would like to publicly express their gratitude, not only to all the people to who left the Trust gifts in their wills, but also to their respective families.

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 £235,435 (2018 - £266,474) was transferred to various Designated funds for specific current and future projects that the Trustees agreed to fund both during the year and in the future. This includes a total of £138,239 for the replacement of track, a further £50,000 to help with the completion of the Accessible Steam Heritage (ASH) project and £35,000 for the proposed upgrade of the electrical power supply to Horsted Keynes.

During the year the Trust made grants totalling £944,004 (2018 - £1,021,330) of which all but £22,000, paid to the Maunsell Locomotive Society for the restoration of Schools Class No 928 Stowe (2018 - £50,000), went to Bluebell Railway PLC. Details can be found in notes 14 and 15 of the accounts but the most significant grants were :-

- £24,718 towards the overhaul of Mk1 Disabled Access Carriage 5034
- £116,764 as part of the Railway's contribution towards the Accessible Steam Heritage (ASH) project (other funding coming from the Heritage Lottery Fund and Bluebell Railway PLC)
- £206,854 for the replacement of four separate sections of track
- £21,344 for the salaries of apprentices in the locomotive works
- £135,000 for Brighton Atlantic No 32464, "Beachy Head"
- £32,367 for further work on Pullman Car 54
- A total of £230,818 for the Horsted Keynes Carriage Shed Extension and Heritage Skills Centre
- £34,309 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).

Museum

The Trust is responsible for the funding and operation of the Railway's award winning Arts Council England Accredited Museum at Sheffield Park, its extensive reserve collection and the ever growing archive of historical papers, books, plans, photographs and other important material relating to the Southern Railway and its former constituent companies. As well as storing material in very unsatisfactory conditions at Horsed Keynes station, until such time as the proposed Archive Centre is built at Sheffield Park, the Trust is renting five storage units in Horsham to house and enable work to be carried out on the archive. 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 £20,546 of which £5,148 was met from a restricted fund derived specifically for the enhancement and conservation of the collection. The balance of the cost of £15,398 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. In addition, Bluebell Railway PLC meets all the cost of providing the Museum premises at Sheffield Park and also the insurance of the Museum's assets.

THE BLUEBELL RAILWAY TRUST

TRUSTEE'S REPORT (CONTINUED)

FOR THE YEAR ENDED 31 DECEMBER 2019

Net Assets

The balance sheet in the accounts shows that at 31 December 2019 the Trust's total net assets amounted to £2,441,314 (2018 – £2,200,745). This includes its significant collection of Heritage Railway Items, as well as its two locomotives SECR H class No 263 and C Class 592, at an historic book cost of only £124,217 (2018 - £122,195) but which are likely to be worth considerably more than this. It also includes 10,947 shares in 80151 Locomotive Company Limited which represents circa 8% of the total shares issued by that company.

The principle assets consist of:-

- £711,809 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 £631,209 has since been received.
- £1,669,575 in bank and building society accounts, the bulk of which was held in interest-bearing accounts to minimise investment risks. Bank counterparty risk is regularly monitored by review of credit ratings.

The Trust had liabilities of £95,582 (2018 - £56,936) mostly representing grants payable by the Trust to Bluebell Railway PLC in respect of costs incurred in 2019 on projects being funded by the Trust but which had not been paid by 31 December 2019.

Of the total net assets of £2,441,314 on 31 December:-

- £1,266,902 (2018 - £1,257,673) was held for 56 separate restricted funds for specific projects.
- £321,175 (2018 - £477,038) was held for 17 designated funds for projects for which the Governors had agreed to provide funding
- £853,327 (2018 - £466,034) was held for the Trust's Unrestricted fund. However, £135,164 (2018 - £133,142) represented the book cost of the Trust's heritage assets and investments mentioned above and was not available for funding projects, leaving a net £718,163 (2018 - £332,892) 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. 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 two locomotives that it 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.

THE BLUEBELL RAILWAY TRUST

TRUSTEE'S REPORT (CONTINUED)

FOR THE YEAR ENDED 31 DECEMBER 2019

Plans for the future

2020 marks the 60th Anniversary of the start of the Bluebell Railway's train operations on 7 August 1960 and in the process becoming the first steam operated standard gauge preserved passenger railway in the UK, if not the world. A series of major events had been planned for the Diamond Jubilee celebrations and the Trust was due to be taking an active part in many of them. The Trust was intending to launch a 60th Anniversary Appeal the object of which was to be the restoration of Horsted Keynes station under the title "Putting the Jewel back in the Crown"

However, the Trust's plans for the future, particularly those for 2020, have been badly disrupted by the uncertainty caused by the impact of Coronavirus and its overall effect on the Bluebell Railway and the world at large. In common with all other heritage railways and visitor attractions the Railway closed on 20th March when all operations were suspended, and most staff were furloughed under the Government's Coronavirus Job Protection Scheme. The 60th Anniversary Appeal mentioned above that was on the point of being publicised was postponed until a later date and instead the Trust launched a Coronavirus Emergency Appeal with the object of supporting Bluebell Railway PLC with the unavoidable additional costs incurred in preparation for the reopening of the Railway. However, the principal aim was to assist with the costs of its engineering and technical staff whose exceptionally unique specialised knowledge, skills and experience are essential to maintain and operate our heritage steam railways in the future.

More than 2,700 donations from generous supporters have raised approaching £400,000, including the associated Gift Aid, for which the Governors are extremely grateful. These funds have already provided significant help to the Railway in being able to restart its train service on 7 August, the exact 60th anniversary of its reopening in preservation.

In the current year, the Trust has been notified that several people have left it gifts in their wills, so far totalling more than an unprecedented £1.6 million. However, at the time of completing this report only £130,000 of this has been received. Unusually most of the gifts are for specific purposes and therefore restricted in their use. Included in the total is a legacy from Ray Tanner, likely to be in excess of £1 million. Ray was a volunteer at the Railway for nearly 40 years and was a familiar face in both the locomotive and carriage and wagon departments. It is therefore unsurprising that Ray stipulated that most of his legacy is to be used towards the future costs of overhaul and maintenance of locomotives and rolling stock with part specifically to be applied for the Trust's H Class no 263 and the PLC owned Bulleid Pacific no 34059, Sir Archibald Sinclair. Further details of this and the other legacies that the Trust has been notified of will be included in the accounts for 2020 when they are published next year.

Now that the Railway has reopened the Trust will continue to support both current and new projects that meet its charitable objectives, particularly those for which it holds now very considerable restricted funds. However, the Governors are mindful of the continuing uncertainty over the longer-term effects of Covid-19 on tourist attractions generally and will be cautious in applying its unrestricted general funds so as to ensure that sufficient are retained to support the Railway should the need arise. In the meantime, only the costs of those projects that are considered to be essential to either the continuing operation or financial stability of the Railway that meet the Trust's charitable objects will be met from its unrestricted fund.

As the current Emergency Appeal has demonstrated, an increasing number of people prefer to use electronic banking rather than cheques to make donations. The Covid-19 situation has accelerated the move to dealing with both finances and many other aspects of almost everyone's lives to online. Whilst this is especially the case in younger generations where it is almost universal, many of our traditional older supporters have embraced the new technology. The Trust therefore needs to set up a simple, economic, and effective online method of both enabling supporters to make donations and communicating with them. Hitherto the Trust has been included as a separate section on the very detailed BRPS's website and has relied on third-party fund-raising platforms, most recently Virgin Money Giving, to collect donations. However, these have been difficult and time consuming to manage, and most incur high charges. Unfortunately, the now old technology used for the BRPS website is not suitable to include an online donation facility and is now being merged with the Railway's main website which is intended to be simple to navigate and provide all the information that visitors, members, and enthusiasts require. The Governors have therefore decided that the Trust should have a dedicated section in the Railway's main website which will include accessible up to date information about the Trust and all the details and payment facilities that potential donors need.

THE BLUEBELL RAILWAY TRUST

TRUSTEE'S REPORT (CONTINUED)

FOR THE YEAR ENDED 31 DECEMBER 2019

Due to changes in the management of Bluebell Railway PLC last year, the railway-wide review of potential expenditure on capital projects over the next five years mentioned in last year's Governors' report was temporally suspended. Fortunately, work has now re-commenced, and the Trust will be working closely with both the operating company and the BRPS to agree the priority of projects so that the Trust can be guided as to how the funds available might best be allocated. However, the Governors recognise the need for them to act independently and will make their decisions accordingly. Despite the recent high level of legacies, it is very unlikely that there will ever be sufficient funds to meet demand. The Governors will ensure that any project for which funding is agreed meets the Trust's charitable objectives.

Over the last four years the Trust has prioritised the funding of the Railway's track replacement programme to the extent of c £900,000 of which c £750,000 derived from its Unrestricted General fund. Nearly four miles of life expired track has been replaced very cost-effectively and to a high standard. This has already resulted in a very welcome reduction in costly wear and tear and on locomotives and carriages as well as a great improvement in comfort for passengers. However, the Railway is only about half-way through its track replacement or improvement plans and therefore the Trust is likely to continue to prioritise this work for several more years.

In addition to current and future projects for which funds have already been set aside in designated funds described in note 15, since the end of 2019 the Trustees have agreed to provide additional funding of £132,000 for further track replacement, £20,000 for continuing work on the Horsted Keynes Carriage Shed and £16,000 for part of the cost of replacing Palmer's Bridge.

Note 14 lists the major Restricted Funds the Trust holds for projects for which donors have made specific gifts. Such funds can be made available in the future as and when work progresses on the individual projects the most notable of which is the ongoing construction of the Brighton Atlantic Locomotive, the restoration of Bulleid Pacific, Blackmore Vale, the restoration and conversion of Pullman Car No 54 to include facilities for wheelchair users, the construction of an Archive Centre at Sheffield Park and securing long-term access to Lywood Tunnel so that a reinstatement of the Railway from Horsted Keynes to Ardingly and Haywards Heath is possible should the Railway ever decide to do that.

Structure, governance and management

The Trust is constituted under a trust deed dated 20 May 1985, and its objects and powers, as amended by a deed dated 7 November 2017 and an order of the Charity Commission dated 20 February 2018, are set out therein.

The Trustee who served during the year was BRT Trustee Ltd, a company limited by guarantee.

BRT Trustee Ltd is managed by its directors, known as Governors. Those who served during the year were:

Mr G J Aitken	
Mr I. J Bee	
Mr V F N Blackburn FCA	
Mr W J Brophy	(Resigned 18 March 2019)
Mr T C Cole	
Mr R A Salmon	(Appointed 16 September 2019)
Mr T A Swainson	
Mr C Tyson	(Appointed 6 November 2019)
Mr R J Watts MBE	

THE BLUEBELL RAILWAY TRUST

TRUSTEE'S REPORT (CONTINUED)

FOR THE YEAR ENDED 31 DECEMBER 2019

The maximum number of Governors is ten of whom the Chairman for the time being of BRPS is one and another is nominated by BRPS. Appointments are made by the Board of Governors after consultation with the BRPS and appointments must be confirmed by election by the members at the subsequent Annual General Meeting. The members of the company are the Governors for the time being.

New Governors are provided with a copy of the Trust Deed (as amended), and copies of the minutes of recent Governors' meetings, annual accounts and Charity Commission guidance for Trustees. They are also given detailed background information about the Trust and the procedures in place for dealing with applications for grants and the subsequent monitoring of projects that the Trust has funded.

The Governors have also published detailed regulations which set out the basis on which they will operate and the Trust will be administered.

The Governors conduct the business of the Trustee Company at board meetings, usually held bi-monthly, but have delegated the day to day running of the Trust to the Chairman, who is also the Administrative Governor, and to the Fundraising Governor. Matters on which decisions by the Governors are required between board meetings are dealt with by electronic mail.

The Governors are supported by a team of Trust administration volunteers, and Museum and Archive volunteers and stewards.

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 Governors have given consideration to the major risks to which the Trust is exposed and in 2019 approved a new Risk Management Policy and Risk Register which is managed by the Trust Secretary who reports regularly to Governors. In particular, regular Governors' meetings are held at which careful reviews of the Trust's funding and available resources are carried out to ensure sufficient monies are held for restricted and designated funds and the Trust's ongoing costs and general commitments.

The Governors consider that they are the key management personnel of the charity in charge of directing and controlling it; running and operating the charity on a day to day basis is the responsibility of the Administrative Governor. All Governors give up their time freely and no remuneration was paid in the year. Details of their expenses and related party transactions are disclosed in notes 8 and 18 to the accounts.

Governors are required to disclose all relevant interests and register them with the Trust Secretary and, in accordance with the Trust's policy, withdraw from decisions where a conflict of interest arises.

The Trust does not have any employees but is supported by volunteers, none of whom receives any remuneration.

THE BLUEBELL RAILWAY TRUST

TRUSTEE'S REPORT (CONTINUED)

FOR THE YEAR ENDED 31 DECEMBER 2019

Fundraising Statement

During 2019 the Trust registered with the Fundraising Regulator and has committed to the Code of Fundraising Practice (see www.fundraisingregulator.org.uk). This dovetails with the trusts obligations under the Charities Act 2016.

The Trust welcomes individual donations (including Gift Aid), and gifts in wills. Such funding may be provided as a general donation or for a specific project or purpose. Hence the Trust manages a range of 'Restricted Funds' ensuring that such monies are used only for their intended purpose.

All fundraising activity undertaken by the Trust, and by various Bluebell Railway-related groups to support specific projects, is under the supervision of the Governors. No new public fundraising campaign was launched by the Trust during 2019 as activities were due to be concentrated on the planned 60th Anniversary Appeal. However, people with known interests in other particular projects were approached individually with a view to obtaining their support. During 2019 the Trust has not used or employed any third party organisation to undertake fundraising activities.

The Governors are mindful of the requirements of the Fundraising Preference Service. No individuals have used this national service to opt-out of Bluebell-related promotions. No complaints have been received by the Trust regarding its fundraising activities, and Governors believe they have complied with, and not breached, the terms of the Code of Fundraising Practice. The Trust observes the requirements of the Data Protection Act 2018, including the rights of individuals regarding the use of their personal information. The Trust is currently formalising a new Complaints Policy.

All Governors are alert to the importance of Safeguarding. The nature of the Trust's fundraising activities, and their purpose, are not of types that would affect or put pressure upon individuals, including those deemed vulnerable. The Trust does not engage in telephone or online direct marketing and neither does it operate a lottery.

The Trust adheres to the Bluebell Railway Plc's rules on Equal Opportunities, applicable to all volunteers.

Volunteers

The Governors would like to take this opportunity of publicly acknowledging the hard work and dedication of the four volunteers who assist with the Administration of the Trust and approximate 60 volunteers who act as stewards of the Museum, look after the reserve collection and painstakingly keep the ever expanding archive catalogued and in good order. We extend our thanks to them all.

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

5 SEPTEMBER 2020



Mr V F N Blackburn FCA

Governor on behalf of BRT Trustee Limited

Dated:5 SEPTEMBER 2020

THE BLUEBELL RAILWAY TRUST

STATEMENT OF TRUSTEE RESPONSIBILITIES

FOR THE YEAR ENDED 31 DECEMBER 2019

The Trustee is responsible for preparing the Trustee Report and the accounts in accordance with applicable law and United Kingdom Accounting Standards (United Kingdom Generally Accepted Accounting Practice).

The law applicable to charities in England and Wales requires the Trustee to prepare accounts for each financial year which give a true and fair view of the state of affairs of the Trust and of the incoming resources and application of resources of the Trust for that year.

In preparing these accounts, the Trustee is required to:

- select suitable accounting policies and then apply them consistently;
- observe the methods and principles in the Charities SORP;
- make judgements and estimates that are reasonable and prudent;
- state whether applicable accounting standards have been followed, subject to any material departures disclosed and explained in the accounts; and
- prepare the accounts on the going concern basis unless it is inappropriate to presume that the trust will continue in operation.

The Trustee is responsible for keeping proper accounting records that disclose with reasonable accuracy at any time the financial position of the Trust and enable them to ensure that the accounts comply with the Charities Act 2011, the Charity (Accounts and Reports) Regulations 2008 and the provisions of the trust deed. It is also responsible for safeguarding the assets of the trust and hence for taking reasonable steps for the prevention and detection of fraud and other irregularities.

THE BLUEBELL RAILWAY TRUST

INDEPENDENT AUDITOR'S REPORT

TO THE TRUSTEE OF THE BLUEBELL RAILWAY TRUST

Opinion

We have audited the financial statements of The Bluebell Railway Trust (the 'Trust') for the year ended 31 December 2019 which comprise the statement of financial activities, the balance sheet, the statement of cash flows and the notes to the financial statements, including a summary of significant accounting policies. The financial reporting framework that has been applied in their preparation is applicable law and 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 charity's affairs as at 31 December 2019 and of its incoming resources and application of resources, for the year then ended;
- have been properly prepared in accordance with United Kingdom Generally Accepted Accounting Practice; and
- have been prepared in accordance with the requirements of the Charities Act 2011.

Basis for opinion

We conducted our audit in accordance with International Standards on Auditing (UK) (ISAs (UK)) and applicable law. 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 Trust 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

We have nothing to report in respect of the following matters in relation to which the ISAs (UK) require us to report to you where:

- the Trustee use of the going concern basis of accounting in the preparation of the financial statements is not appropriate; or
- the Trustee has not disclosed in the accounts any identified material uncertainties that may cast significant doubt about the Trust's ability to continue to adopt the going concern basis of accounting for a period of at least twelve months from the date when the accounts are authorised for issue.

Other information

The Trustee is responsible for the other information. The other information comprises the information included in the annual report, other than the accounts and our auditor's report thereon. Our opinion on the accounts 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.

In connection with our audit of the accounts, our responsibility is to read the other information and, in doing so, consider whether the other information is materially inconsistent with the accounts or our knowledge obtained in 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 there is a material misstatement in the accounts or a material misstatement of the other information. 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.

THE BLUEBELL RAILWAY TRUST

INDEPENDENT AUDITOR'S REPORT (CONTINUED)

TO THE TRUSTEE OF THE BLUEBELL RAILWAY TRUST

Matters on which we are required to report by exception

We have nothing to report in respect of the following matters in relation to which the Charities (Accounts and Reports) Regulations 2008 require us to report to you if, in our opinion:

- the information given in the financial statements is inconsistent in any material respect with the Trustee report; or
- sufficient accounting records have not been kept; or
- the financial statements are not in agreement with the accounting records; or
- we have not received all the information and explanations we require for our audit.

Responsibilities of Trustee

As explained more fully in the Statement of Trustee Responsibilities, the Trustee is responsible for the preparation of the accounts and for being satisfied that they give a true and fair view, and for such internal control as the Trustee determines is necessary to enable the preparation of accounts that are free from material misstatement, whether due to fraud or error.

In preparing the accounts, the Trustee is responsible for assessing the Trust'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 Trustee either intends to liquidate the charity or to cease operations, or has no realistic alternative but to do so.

Auditor's responsibilities for the audit of the financial statements

We have been appointed as auditors under section 144 of the Charities Act 2011 and report in accordance with the Act and relevant regulations made or having effect thereunder.

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.

A further description of our responsibilities for the audit of the financial statements is located on the Financial Reporting Council's website at: <http://www.frc.org.uk/auditorsresponsibilities>. This description forms part of our auditor's report.

Other matter

Your attention is drawn to the fact that the charity has prepared financial statements in accordance with "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 UK and Republic of Ireland (FRS 102)" (as amended) in preference to the Accounting and Reporting by Charities: Statement of Recommended Practice issued on 1 April 2005 which is referred to in the extant regulations but has now been withdrawn.

This has been done in order for the financial statements to provide a true and fair view in accordance with Generally Accepted Accounting Practice effective for reporting periods beginning on or after 1 January 2016.


THE BLUEBELL RAILWAY TRUST

INDEPENDENT AUDITOR'S REPORT (CONTINUED)

TO THE TRUSTEE OF THE BLUEBELL RAILWAY TRUST

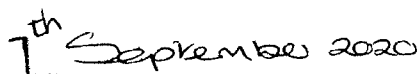
Use of report

This report is made solely to the charity's trustee, in accordance with part 4 of the Charities (Accounts and Reports) Regulations 2008. Our audit work has been undertaken so that we might state to the charity's trustee those matters we are required to state to them in an auditors' 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 charity and the charity's trustee, for our audit work, for this report, or for the opinions we have formed.



Knill James LLP

Chartered Accountants
Statutory Auditor



One Bell Lane
Lewes
East Sussex
BN7 1JU

Knill James LLP is eligible for appointment as auditor of the Trust by virtue of its eligibility for appointment as auditor of a company under of section 1212 of the Companies Act 2006

THE BLUEBELL RAILWAY TRUST

STATEMENT OF FINANCIAL ACTIVITIES INCLUDING INCOME AND EXPENDITURE ACCOUNT FOR THE YEAR ENDED 31 DECEMBER 2019

	Notes	Unrestricted funds general 2019 £	Unrestricted funds designated 2019 £	Restricted funds 2019 £	Total 2019 £	Total 2018 £
<u>Income from:</u>						
Donations and legacies	3	649,699	-	555,216	1,204,915	978,382
Investments	4	10,754	-	-	10,754	8,705
Total income		660,453	-	555,216	1,215,669	987,087
<u>Expenditure on:</u>						
Raising funds	5	1,455	-	-	1,455	3,978
Charitable activities	6	29,570	391,208	552,867	973,645	1,046,235
Total resources expended		31,025	391,208	552,867	975,100	1,050,213
Net incoming/(outgoing) resources before transfers		629,428	(391,208)	2,349	240,569	(63,126)
Gross transfers between funds		(242,225)	235,345	6,880	-	-
Net income/(expenditure) for the year/ Net movement in funds		387,203	(155,863)	9,229	240,569	(63,126)
Fund balances at 1 January 2019		466,034	477,038	1,257,673	2,200,745	2,263,871
Fund balances at 31 December 2019		853,237	321,175	1,266,902	2,441,314	2,200,745

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

All income and expenditure derive from continuing activities.

THE BLUEBELL RAILWAY TRUST

BALANCE SHEET

AS AT 31 DECEMBER 2019

	Notes	2019 £	£	2018 £	£
Fixed assets					
Tangible assets	10		124,217		122,195
Investments	11		10,947		10,947
			<u>135,164</u>		<u>133,142</u>
Current assets					
Debtors	12	732,167		94,469	
Cash at bank and in hand		1,669,575		2,029,530	
		<u>2,401,742</u>		<u>2,123,999</u>	
Creditors: amounts falling due within one year	13	(95,592)		(56,396)	
Net current assets			<u>2,306,150</u>		<u>2,067,603</u>
Total assets less current liabilities			<u><u>2,441,314</u></u>		<u><u>2,200,745</u></u>
Income funds					
Restricted funds	14		1,266,902		1,257,673
Unrestricted funds - designated	15		321,175		477,038
General unrestricted funds			853,237		466,034
			<u>2,441,314</u>		<u>2,200,745</u>

The accounts were approved by the Trustee on behalf of the BRT Trustee Limited on 5 SEPTEMBER 2020.

Mr L J Bee
Governor

Mr V F N Blackburn FCA
Governor

THE BLUEBELL RAILWAY TRUST

STATEMENT OF CASH FLOWS

FOR THE YEAR ENDED 31 DECEMBER 2019

	Notes	2019 £	£	2018 £	£
Cash flows from operating activities					
Cash absorbed by operations	19		(368,687)		(117,190)
Investing activities					
Purchase of tangible fixed assets		(2,322)		(1,728)	
Proceeds on disposal of tangible fixed assets		300		-	
Interest received		10,754		8,705	
Net cash generated from investing activities			8,732		6,977
Net cash used in financing activities			-		-
Net decrease in cash and cash equivalents			(359,955)		(110,213)
Cash and cash equivalents at beginning of year			2,029,530		2,139,743
Cash and cash equivalents at end of year			1,669,575		2,029,530

THE BLUEBELL RAILWAY TRUST

NOTES TO THE FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 DECEMBER 2019

1 Accounting policies

Charity information

The Bluebell Railway Trust is a charity registered in the United Kingdom. The principal address is given in the charity legal and administrative information of these financial statements. The nature of the Trust's operations and principal activities are included on page 1.

1.1 Accounting convention

The Trust is a Public Benefit Entity as defined by FRS 102. These accounts have been prepared in accordance with 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 UK and Republic of Ireland (FRS 102) issued on 16 July 2014 (as updated through Update Bulletin 1 published on 2 February 2016), the Financial Reporting Standard applicable in the United Kingdom and Republic of Ireland (FRS 102), the Charities Act 2011 and UK Generally Accepted Accounting Practice as it applies from 1 January 2015.

The financial statements have departed from the Charities (Accounts and Reports) Regulations 2008 only to the extent required to provide a true and fair view. This departure has involved following the Statement of Recommended Practice for charities applying FRS 102 rather than the version of the Statement of Recommended Practice which is referred to in the Regulations but which has since been withdrawn.

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

The financial statements have been prepared under the historical cost convention. The principal accounting policies adopted are set out below.

1.2 Going concern

The Trustees have assessed whether the going concern basis of preparation continues to be appropriate, based on whether there are any material uncertainties related to events or conditions that may cast significant doubt on the ability of the company to continue as a going concern. This assessment has been required in the light of the significant uncertainty around the short to medium term impact of the Covid-19 virus.

At the time of approving the financial statements we believe that all appropriate measures have been or will be taken to ensure that the company will be able to continue its operations for at least the next 12 months and thus conclude that the going concern basis remains appropriate.

1.3 Charitable funds

General funds are unrestricted funds which are available for use at the discretion of the Trust in furtherance of the general objectives of the charity and which have not been designated for any other purpose.

Restricted funds are funds which are to be used in accordance with specific restrictions imposed by the donors or which have been raised by the charity for particular purposes. The aim and use of each restricted fund is set out in the notes to the financial statements.

Designated funds comprise unrestricted funds that have been set aside by the Trustee for particular purposes. The aim and use of each designated fund is set out in the notes to the financial statements.

1.4 Incoming resources

Income is recognised when the Trust is legally entitled to it after any performance conditions have been met, the amounts can be measured reliably, and it is probable that income will be received.

THE BLUEBELL RAILWAY TRUST

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

FOR THE YEAR ENDED 31 DECEMBER 2019

1 Accounting policies

(Continued)

Cash donations are recognised on receipt. Other donations are recognised once the Trust has been notified of the donation, unless performance conditions require deferral of the amount. Income tax recoverable in relation to donations received under Gift Aid is recognised at the time of the donation.

For legacies, the receipt is considered probable when there has been a grant of probate; the executors have established that there are sufficient assets in the estate, after settling any liabilities, to pay the legacy; and any conditions attached to the legacy are either within the control of the charity or have been met.

Donated services or facilities are recognised when the Trust has control over the item, any conditions associated with the donated item have been met, the receipt of economic benefit from the use of the Trust of the item is probable and that economic benefit can be measured reliably. In accordance with the Charities SORP (FRS 102), the general volunteer time is not recognised.

Income tax recoverable in relation to donations received under Gift Aid is recognised at the time of the donation.

1.5 Resources expended

Expenditure is recognised once there is a legal or constructive obligation to make payment to a third party, it is probable that settlement will be required and the amount of the obligation can be measured reliably.

All expenditure is accounted for on an accruals basis. All expenses including support costs and governance costs are allocated to the applicable expenditure headings.

1.6 Tangible fixed assets

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

1.7 Impairment of fixed assets

At each reporting end date, the Trust reviews the carrying amounts of its tangible and intangible assets to determine whether there is any indication that those assets have suffered an impairment loss. If any such indication exists, the recoverable amount of the asset is estimated in order to determine the extent of the impairment loss (if any).

Recoverable amount is the higher of fair value less costs to sell and value in use. In assessing value in use, the estimated future cash flows are discounted to their present value using a pre-tax discount rate that reflects current market assessments of the time value of money and the risks specific to the asset for which the estimates of future cash flows have not been adjusted.

If the recoverable amount of an asset is estimated to be less than its carrying amount, the carrying amount of the asset is reduced to its recoverable amount. An impairment loss is recognised immediately in income/ (expenditure) for the year, unless the relevant asset is carried at a revalued amount, in which case the impairment loss is treated as a revaluation decrease.

Recognised impairment losses are reversed if, and only if, the reasons for the impairment loss have ceased to apply. Where an impairment loss subsequently reverses, the carrying amount of the asset is increased to the revised estimate of its recoverable amount, but so that the increased carrying amount does not exceed the carrying amount that would have been determined had no impairment loss been recognised for the asset in prior years. A reversal of an impairment loss is recognised immediately, unless the relevant asset is carried in at a revalued amount, in which case the reversal of the impairment loss is treated as a revaluation increase.

THE BLUEBELL RAILWAY TRUST

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

FOR THE YEAR ENDED 31 DECEMBER 2019

1 Accounting policies

(Continued)

1.8 Cash and cash equivalents

Cash and cash equivalents include cash in hand, deposits held at call with banks, other short-term liquid investments with original maturities of three months or less, and bank overdrafts. Bank overdrafts are shown within borrowings in current liabilities.

1.9 Financial instruments

The Trust has elected to apply the provisions of Section 11 'Basic Financial Instruments' and Section 12 'Other Financial Instruments Issues' of FRS 102 to all of its financial instruments.

Financial instruments are recognised in the Trust's balance sheet when the Trust becomes party to the contractual provisions of the instrument.

Financial assets and liabilities are offset, with the net amounts presented in the financial statements, when there is a legally enforceable right to set off the recognised amounts and there is an intention to settle on a net basis or to realise the asset and settle the liability simultaneously.

Basic financial assets

Basic financial assets, which include debtors and cash and bank balances, are initially measured at transaction price including transaction costs and are subsequently carried at amortised cost using the effective interest method unless the arrangement constitutes a financing transaction, where the transaction is measured at the present value of the future receipts discounted at a market rate of interest. Financial assets classified as receivable within one year are not amortised.

Basic financial liabilities

Basic financial liabilities, including creditors and bank loans are initially recognised at transaction price unless the arrangement constitutes a financing transaction, where the debt instrument is measured at the present value of the future payments discounted at a market rate of interest. Financial liabilities classified as payable within one year are not amortised.

Debt instruments are subsequently carried at amortised cost, using the effective interest rate method.

Trade creditors are obligations to pay for goods or services that have been acquired in the ordinary course of operations from suppliers. Amounts payable are classified as current liabilities if payment is due within one year or less. If not, they are presented as non-current liabilities. Trade creditors are recognised initially at transaction price and subsequently measured at amortised cost using the effective interest method.

Derecognition of financial liabilities

Financial liabilities are derecognised when the Trust's contractual obligations expire or are discharged or cancelled.

2 Critical accounting estimates and judgements

In the application of the Trust's accounting policies, the Trustee is 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.

THE BLUEBELL RAILWAY TRUST

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

FOR THE YEAR ENDED 31 DECEMBER 2019

3 Donations and legacies

	Unrestricted funds general £	Restricted funds £	Total 2019 £	Total 2018 £
Donations and gifts	17,605	491,702	509,307	472,575
Legacies receivable	632,094	63,514	695,608	505,807
	<u>649,699</u>	<u>555,216</u>	<u>1,204,915</u>	<u>978,382</u>
For the year ended 31 December 2018	<u>480,061</u>	<u>498,321</u>		<u>978,382</u>

4 Investments

	Unrestricted funds general 2019 £	Total 2018 £
Interest receivable	<u>10,754</u>	<u>8,705</u>

In 2018, of the total investment income, £8,705 was attributable to unrestricted funds.

5 Raising funds

	Unrestricted funds general £	Restricted funds £	Total 2019 £	Total 2018 £
Cost of generating donations and legacies	1,455	-	1,455	3,978
	<u>1,455</u>	<u>-</u>	<u>1,455</u>	<u>3,978</u>
For the year ended 31 December 2018				
Cost of generating donations and legacies	<u>1,842</u>	<u>2,136</u>		<u>3,978</u>

THE BLUEBELL RAILWAY TRUST

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED) FOR THE YEAR ENDED 31 DECEMBER 2019

6 Charitable activities

	2019 £	2018 £
Restoration and project costs	964,551	1,036,714
Governance costs	9,094	9,521
	<u>973,645</u>	<u>1,046,235</u>
Restoration and project costs		
Museum costs	15,398	15,384
Furniture for AWF	1,078	-
Contribution to purchase of Tamper	4,000	-
Second Hand lathe for Loco Department	-	4,950
Container for storage of Historic Carriage parts	-	2,208
Materials for the Restoration of the Banana Van	-	3,050
Restricted fund expenditure (per note 15)	552,867	659,051
Designated fund expenditure (per note 16)	391,208	352,071
	<u>964,551</u>	<u>1,036,714</u>

In 2018, of the total restoration and project costs, £377,663 was attributable to unrestricted funds and £659,051 was attributable to restricted funds.

7 Auditor's remuneration

The analysis of auditor's remuneration is as follows:

	2019 £	2018 £
Audit of the annual accounts	<u>5,160</u>	<u>5,040</u>

8 Governors

None of the Governors (or any persons connected with them) received any remuneration or benefits from the Trust during the year (2018 - £nil).

During the year, 4 Governors (2018 - three) made donations totalling £587 (2018 - £444) to The Bluebell Railway Trust.

9 Employees

There were no employees during the year (2018 - nil).

No employee received remuneration amounting to more than £60,000 in either year.

THE BLUEBELL RAILWAY TRUST

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED) FOR THE YEAR ENDED 31 DECEMBER 2019

10 Tangible fixed assets

	Heritage Railway Items £
Cost	
At 1 January 2019	122,195
Additions	2,322
Disposals	(300)
At 31 December 2019	<u>124,217</u>
Carrying amount	
At 31 December 2019	<u>124,217</u>
At 31 December 2018	<u>122,195</u>

Heritage assets held are Railway items acquired at cost. 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:-

	2019 £	2018 £	2016 £	2015 £	2014 £
Railway items					
Additions at cost	2,322	1,728	20,094	20,007	13,038
Disposals at carrying value	300	-	-	-	-

11 Fixed asset investments

	Unlisted investments £
Cost or valuation	
At 1 January 2019 & 31 December 2019	<u>10,947</u>
Carrying amount	
At 31 December 2019	<u>10,947</u>
At 31 December 2018	<u>10,947</u>

THE BLUEBELL RAILWAY TRUST

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED) FOR THE YEAR ENDED 31 DECEMBER 2019

12 Debtors

	2019 £	2018 £
Amounts falling due within one year:		
Trade debtors	711,809	42,600
Other debtors	14,694	11,803
Prepayments and accrued income	5,664	40,066
	<u>732,167</u>	<u>94,469</u>

13 Creditors: amounts falling due within one year

	2019 £	2018 £
Other creditors	90,432	51,356
Accruals and deferred income	5,160	5,040
	<u>95,592</u>	<u>56,396</u>

THE BLUEBELL RAILWAY TRUST

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

FOR THE YEAR ENDED 31 DECEMBER 2019

14 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:

	Balance at 1 January 2019	Movement in funds		Balance at 31 December 2019
	£	Incoming resources £	Resources expended £	£
Adams Radial 488	10,225	3,500	(9,640)	4,085
Blackmore Vale 34023	149,750	1,756	-	151,506
Brighton Atlantic Locomotive Fund	192,104	76,665	(135,000)	133,769
Keep up the pressure	58,433	6,563	-	64,996
Maunsell Locomotive Fund	27,670	637	(22,000)	6,307
SECR P Class 27	25,505	3,926	(1,592)	27,839
Sir Archibald Sinclair 34059	14,508	20,000	(14,388)	20,120
Standard Class 2 84030	47,626	4,239	(1,581)	50,284
Schools Class No 928 Stowe	9,168	10,219	-	19,387
Maunsell Restaurant Car 7864	30,369	6,801	-	37,170
Pullman Car Restoration	141,894	350	(32,367)	109,877
Carriage & wagon department	14,269	259	(10,370)	4,158
Bulleid carriages	17,033	-	(4,223)	12,810
Horsted Keynes Carriage Shed	206,546	51,858	(227,698)	30,706
Horsted Keynes Heritage Skills Centre	3,120	12,525	(3,120)	12,525
Horsted Keynes Station	14,210	1,150	-	15,360
Archive Centre	129,307	62,932	-	192,239
Sheffield Park Friends	12,025	2,038	(942)	13,121
Sheffield Park Carriage Shed	27,946	5,615	-	33,561
Signalling & Telephone Department	5,075	-	(11,880)	75
Track Tamping machine	12,000	-	(12,000)	-
Western Extension	19,717	250,000	(34,309)	235,408
50th Anniversary appeal	16,701	4,663	-	21,364
Museum	15,126	8,824	(5,148)	18,802
Other Restricted funds for:-				
Locomotives (4)	12,058	7,641	(3,833)	15,866
Carriages and Wagons (10)	23,076	150	(7,820)	15,406
Stations and Buildings (6)	12,078	3,617	(8,390)	7,305
Infrastructure (5)	7,833	8,436	(5,744)	10,525
Miscellaneous (2)	2,301	852	(822)	2,331
	<u>1,257,673</u>	<u>555,216</u>	<u>(552,867)</u>	<u>1,266,902</u>

THE BLUEBELL RAILWAY TRUST

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED) FOR THE YEAR ENDED 31 DECEMBER 2019

14 Restricted funds

(Continued)

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. In the meantime during the year the locomotive was repainted for which purpose a donation was received.

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

Brighton Atlantic Locomotive Fund is for a project to construct a replica of former LBSCR locomotive No 32454 Beachy Head. It is hoped that it will be completed and operational in 2022.

Keep up the Pressure is a fund for the overhaul of boilers of various locomotives, currently mainly Sir Archibald Sinclair 34059.

Maunsell Locomotive Fund is a fund to contribute to the cost the major overhaul of the 5 Maunsell owned by the Maunsell Locomotive Society on long-term loan to the Bluebell Railway, currently Schools Class Stowe 928.

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

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

Sir Archibald Sinclair 34059 is a fund for the overhaul of that Battle of Britain class locomotive

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

Bulleid Carriages is a fund for the restoration of those carriages

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 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.

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 23 historic carriages and the adjoining Heritage Skills Centre which will accommodate workshops, training facilities, storage and offices.

THE BLUEBELL RAILWAY TRUST

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED) FOR THE YEAR ENDED 31 DECEMBER 2019

14 Restricted funds

(Continued)

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 restoration of that station.

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

Track Tamper is a fund for the purchase of a Tamping Machine to ensure that both newly replaced and existing track is securely and evenly laid on its ballast so as to provide passengers with a comfortable ride and reduce wear on locomotive and rolling stock wheels to a minimum.

Western Extension 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.

50th Anniversary Appeal is a fund to celebrate the 50th Anniversary of the re-opening the Railway in 2010 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 the object of which is the restoration of Horsted Keynes Station, although that appeal has been deferred because of the impact of Covid-19.

Museum fund is for the operation of the Railway's museum at Sheffield park, its temporary Archive in Horsham, the acquisition of further artefacts for the museum and the scanning of its collection of photographs and plans.

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

THE BLUEBELL RAILWAY TRUST

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

FOR THE YEAR ENDED 31 DECEMBER 2019

15 Designated funds

When the Trust agrees to provide funds from its Unrestricted Fund for specific projects on the Bluebell Railway, some of which may not be required until a much later date, the agreed sum is transferred to a designated fund. This assists the Governors in administering the Trust's finances, assessing the uncommitted funds available for other projects and monitoring the individual projects which they are funding. If financing commitments prove not to be required, either in whole or part, any unused funds can be transferred back to the Unrestricted Fund to be used for other future projects.

Details of the funds are as follow:-

	Balance at 1 January 2019 £	Movement in funds			Balance at 31 December 2019 £
		Income £	Expenses £	Transfers £	
Sir Archibald Sinclair 34059	24,507	-	-	-	24,507
C Class 592	73,066	-	-	-	73,066
Standard Class 4 Tank 80151	1,202	-	(215)	(987)	-
Elephant Van Play Carriage	6,193	-	(771)	-	5,422
LBSCR Milk Van 270	54	-	(118)	64	-
Maunsell Carriage 3687	28,725	-	(12)	-	28,713
Mk 1 Disabled Access Carriage 5035	25,000	-	(24,718)	-	282
Accessible Steam Heritage (ASH)	100,026	-	(116,764)	50,000	33,262
C&W washroom Improvements	955	-	(41)	-	914
Horsted Keynes Carriage Shed	34,874	-	-	-	34,874
Kingscote Platform 1 Canopy	14,101	-	(12,130)	(1,971)	-
Sheffield Park Above Workshop Facility	4,975	-	(2,925)	-	2,050
Carriage & Wagon Safety Line	-	-	(5,000)	5,000	-
Sheffield Park Station House	2,500	-	-	-	2,500
Horsted Keynes Disabled Toilet	-	-	(3,803)	5,000	1,197
Kingscote - Installation of former Ardingly Goods Shed	-	-	(1,220)	2,000	780
Parts for Point in Horsted Keynes Down Yard	-	-	-	3,000	3,000
Track Replacement Sloop & Monteswood Lanes	84,062	-	(59,719)	(24,343)	-
Track Replacement - Bottom of Freshfield Bank	-	-	(25,582)	25,582	-
Track Replacement - 3 Arch Bridge	-	-	(88,338)	105,000	16,662
Track Replacement - Embankment North of HK	-	-	(29,330)	32,000	2,670
Upgrading of Power Supply at Horsted Keynes	-	-	-	35,000	35,000
Apprentice Scheme	76,798	-	(20,522)	-	56,276
	<u>477,038</u>	<u>-</u>	<u>(391,208)</u>	<u>235,345</u>	<u>321,175</u>

THE BLUEBELL RAILWAY TRUST

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED) FOR THE YEAR ENDED 31 DECEMBER 2019

15 Designated funds

(Continued)

Sir Archibald Sinclair 34059 is a fund for the overhaul of the boiler of that locomotive.

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

Standard Class 4 Tank 80151 was a fund for the overhaul of the boiler of that locomotive.

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

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.

LBSCR Milk Van is a fund to meet the estimated cost of overhauling the brakes of that van.

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

Accessible Steam Heritage (ASH) The Heritage Lottery Fund awarded the Bluebell Railway a grant totalling £1.22 million for the construction of a new locomotive maintenance shed and improvements to the existing locomotive shed at Sheffield Park and to provide enhanced public access and educational facilities. This fund is for a contribution from the Trust's unrestricted fund towards the railway's total contribution of £488,000 for the project.

Carriage and Wagon Washroom Improvements is a fund for the cost of improving the washroom facilities for the benefit of visitors, staff and volunteers in the Carriage and Wagon Works at Horsted Keynes.

Carriage & Wagon Safety Lines was a fund to provide part of the cost of installing high level safety lines for the protection of staff and volunteers working on Carriage roofs.

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 23 historic carriages and the adjoining Heritage Skills Centre which will accommodate workshops, training facilities, storage and offices.

Horsted Keynes Disabled Toilet is a fund to provide part of the cost of installing toilet facilities for both staff and visitors at Horsted Keynes Station.

Kingscote Platform 2 Canopy was a fund for the overhaul of that canopy.

Kingscote – Installation of former Ardingly Goods Shed is a fund to provide 50% of the cost of installing the former Goods Shed from Ardingly station which has been donated to the Railway. The shed will replace three smaller modern containers in poor condition.

THE BLUEBELL RAILWAY TRUST

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

FOR THE YEAR ENDED 31 DECEMBER 2019

15 Designated funds

(Continued)

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 Station House Refurbishment is a fund for the redecoration of those parts of Station House used by the Trust, the Museum and BRPS members.

Parts for Point in Horsted Keynes Down Yard is a fund to meet the cost of parts required to complete the replacement of a point to enable full use of the Down Yard at Horsted Keynes.

Track Replacement at Sloop and Monteswood Lanes was a fund to meet the cost of replacing ½ a mile of track between Sloop Lane and Monteswood Lane and also 1/6th mile of Track north of Caseford Bridge between Sheffield Park and Horsted Keynes undertaken in January and February 2019.

Track Replacement at Bottom of Freshfield Bank was a fund to meet the cost of replacing 260 yards of track at the bottom of Freshfield Bank.

Track Replacement at 3 Arch Bridge is a fund to meet the cost of replacing 520 yards of track at Three Arch Bridge, just south of Horsted Keynes. The grants paid represent the cost of buying track, ballast and sleepers in preparation for the work which was carried out in January 2020.

Track Replacement on Embankment North of Horsted Keynes is a fund to meet the cost of replacing 260 yards of track on the embankment north of Leamland Bridge at Horsted Keynes.

Upgrading of Power Supply at Horsted Keynes 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.

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

16 Analysis of net assets between funds

	Unrestricted funds	Designated funds	Restricted funds	Total	Total
	2019	2019	2019	2019	2018
	£	£	£	£	£
Fund balances at 31 December 2019 are represented by:					
Tangible assets	124,217	-	-	124,217	122,195
Investments	10,947	-	-	10,947	10,947
Current assets/(liabilities)	718,073	321,175	1,266,902	2,306,150	2,067,603
	<u>853,237</u>	<u>321,175</u>	<u>1,266,902</u>	<u>2,441,314</u>	<u>2,200,745</u>

THE BLUEBELL RAILWAY TRUST

NOTES TO THE FINANCIAL STATEMENTS (CONTINUED) FOR THE YEAR ENDED 31 DECEMBER 2019

17 Events after the reporting date

As mentioned on page 5 of the Trustee's report under Plans for the Future, the Trust's activities have been affected by the global spread of Covid-19. Although the Trust has continued to receive high levels of income, whilst the Railway has been closed expenditure on grants for projects has reduced significantly. Volunteers, many of whom are retired, have been unable to work either on the Railway or in the Trust's operated Museum and Archive.

Even though these events occurred after the end of the Trust's accounting year, the Governors do not consider that they have had any impact on the Balance Sheet at 31 December 2019.

Currently the medium and long term economic and wider consequences of Covid-19 on either the Trust or the Bluebell Railway are unknown.

18 Related party transactions

There were no disclosable related party transactions during the year (2018 - none).

19 Cash generated from operations	2019 £	2018 £
Surplus/(deficit) for the year	240,569	(63,126)
Adjustments for:		
Investment income recognised in statement of financial activities	(10,754)	(8,705)
Movements in working capital:		
(Increase)/decrease in debtors	(637,698)	20,510
Increase/(decrease) in creditors	39,196	(65,869)
Cash absorbed by operations	(368,687)	(117,190)

20 Analysis of changes in net funds

The Trust had no debt during the year.