

Keighley and Worth Valley Railway Preservation Society Limited
Annual General Meeting
7th August 2021

1. Present

1. M Stroh (Chairmen), R Batty (Secretary), G Mitchell, N Bennett, J Hinchcliffe, C Smyth, A Cameron, D Pearson, D Winters, J Carey, J Reddyhof, K Reddyhof, K Wear, M Gourby, M Collinson, M Tarran, A Tarran, P Oliver, S Mir, J Jones, B Steele, K Carlton, J Carlton, K Whitmore, P Lawton, N Lawson, C Mowley, D Morrison,

2. Apologies

1. P Balmforth, R Graham, A Cryer, J Duijsters, C Bates, D Overend, R Hustwick, I Purkins, D Hanson, M Storey, D Taylor, R Hart, P Hudman, T Ruddock, B Eaton, M Charlton, R Howitt,

3. Acceptance of previous minutes

1. One error was noted, that where the minutes mentioned 'Towns Fund' it should have read 'Keighley Town Council Funding'.
2. Other than that, the minutes were accepted as a true record of the previous meeting.

4. Matters Arising from previous minutes

1. No matters were arising from the previous minutes.

5. President's Address

1. M Stroh read out A Cryer's address on her behalf.
2. Features of her address included talk of her support for the Volunteers and Employees of the Railway who have worked extra hard through the year, ensuring that the Railway remains sustainable during what has been a more than challenging year.

6. Chairmen's Address

1. M Stroh started by informing everyone that over the last 12 months, the Railway has managed to find a suitable candidate for the role of Financial Director. All being well J Hinchcliffe will step into the role officially later in the AGM after getting started in the role part way through 2021.
2. Going back to 2019 when the world was a little bit normal, the Railway was gearing up for another year, with the aim to improve it's commercial offer. Sadly by March 2020 the Railway was forced to close due to Covid, and it remained closed through until the summer.
3. The end of the year saw the introduction of a Covid secure 'Elf Express', something which demonstrated just how innovative and creative the Railway can be, when it needs to be. Not only was it that, but it was a huge financial success.
4. Another example of the Railway's creative thinking was when Northern were looking for a suitable set of rails to store some of it's Pacer fleet while they were unused during the Corronavirus Pandemic. This in turn brought in well needed cash which helped to keep the Railway solvent.
5. Bridge 11 was another example where Volunteers of the Railway were forced into a tricky situation, but thanks to the carefully planning and management of the situation, by the Civils Department, the replacement was not only completed, but completed during a time where working conditions were made harder due to

the restrictions put in place.

6. Great thanks must be given to D Pearson who through his leadership and hard work has managed to help secure over £1.6 million in grant income and donations. Without this crucial money, the Railway would have been left at serious financial risk.
7. The locomotive department have worked tirelessly ensuring that engines are available when they are needed, and some tough decisions have had to have been made over the last few months, but by making the right choices, it has helped to make sure that the Railway has the correct amount of money it needs – when it needed it.
8. Positives from the last 12 months are the purchase of the Parcels Office at Keighley. Sadly due to the Coronavirus, this has not had the chance to prove it's worth, but again, with careful management the Railway is confident that this will one day be the case.
9. Another positive is the purchase of Pullman Car number 73 – Ann. The purchase of this was supported by the KWVR Trust and by securing the future use of this vehicle, will mean that the Railway can create better, more secure business plans in the future.
10. In the future the Railway knows that it has a number of huge projects that need to take place. First being the replacement of Bridge 27 at Haworth. This is likely to be in the region of £600K and along with that the Railway has committed to the overhaul of 90733, which will likely set the Railway back a good £300k.
11. Coal is still an ongoing issue, and even though the use of it in the UK in the heritage sector is safe for now, the cost of coal is ever increasing, and the Railway is well aware that at some point, may become more of a larger issue.
12. Over the last 12 months the Railway has said farewell to a number of members who have sadly passed away. In some cases the Railway has been left some money from individuals, which shows just how much the Railway means to some people. One example of this was where the money left was used to help improve the security at Keighley station, helping to ensure that Volunteers don't have to put themselves in dangerous situations.
13. Oakworth shed is now an empty shell for the first time in many years, and is in the process of being transferred into a visitor attraction, being used to tell the story of a goods shed on a branch line, along with the story of the Railway Children, which was filmed on the Railway over 50 years ago. This is something that the Railway has wanted to do for a number of years now, and thanks to a great number of Volunteers, led by R Atkins, this is becoming a reality.
14. This brings us onto the filming of the 'Return of the Railway Children' film, which should be released during 2022. This will bring important publicity for the Railway, and help put it back on the map once again.
15. The Railway says goodbye to two directors, first being P Lawton who got involved by taking over the weekly email newsletters, followed by going on to help develop the Railway's web presence. The Railway also says goodbye to R Higgins, who has been involved with the Railway at a board level since before it officially opened. The Railway is grateful to both of these people for their hard work and dedication over the years.

7. Financial Report

1. J Hinchcliffe introduced himself and welcomed everyone to his plan and strategy to take the Railway forward as the new Financial Director.
2. With experience from working with large firms, such as Grattan, he comes with a wealth of experience, and is a local member of the Railway, and has been for

many years now.

3. The Railway has operated on break even basis, the positive from this is that thanks to a large number of grants, the Railway has sustained it's financial position, however it is clear that if the grant opportunities dry up, that the Railway will face financial difficulties.
4. Trade has made up around ¼ of the Railway's income, however the positive news is that trade is picking up and increasing it's momentum.
5. With various special events in the pipe line, the end of the year forecast is looking extremely positive.
6. However the Railway is cash hungry with many of the key projects costing close to £1million in total.
7. With grants still being available, the Railway's current strategy is to create 'reserve funds' which will put aside money to fund some of the various projects around the Railway. The reserve funds are 100% in control by the Society Board, who at any time, can take control of that money, if the situation came where it was needed.
8. Having reserve funds does allow the Railway to apply for further grant aid.
9. The Railway's aim is to be able to fund the replacement of Bridge 27 – something which J Hinchcliffe believes is possible.
10. To do this, the Railway needs to be a good railway. If the Railway becomes a good railway, it will bring in more income – if more income is then made, the Railway can then go on to fund further projects that in turn, will help it become an even greater railway. The circle will go on and on.
11. This is achievable with the hard work and dedication shown by the Volunteers and Employees on the Railway and it is the vision of the new Financial Director.
12. G Mitchell thanked J Hinchcliffe for his great presentation, adding that it was one that he fully understood.
13. M Stroh echoed his words.

8. Presentation on behalf of KWVR LRL

1. Ne Bennett started by stating that it comes as no surprise that Covid has caused a huge number of issues for the Railway.
2. Guidance was difficult at times, with it unclear if the Railway was an indoor, or outdoor attraction.
3. The Elf Express was a huge success, but it only came together at the eleventh hour – with great thanks to many of our Volunteers and Employees for making sure that the event could take place 'covid secure'.
4. As previously mentioned in the meeting, the Old Parcels Office was purchased and opened for a short period of time, for it only to be closed a few weeks later, again due to covid.
5. The plan for this, it to use the kitchen facility to enhance the Railways catering offer, which will in turn, increase the income which is much needed.
6. A number of Operation staff have stepped back from their duties, and over the last 12 months it's been difficult for people to be trained in the key operating areas of the Railway. Thanks to a training program this is currently being addressed – while the situation in the UK allows it.
7. The Railway is very much excited in bringing the Oakworth Goods Shed into a fantastic visitor attraction, and looks forward to the day when it can be opened to the public.
8. M Stroh added that thanks must be given to the Bahamas Locomotive Society, the Vintage Carriage Trust and the Lancashire and Yorkshire Trust for their cooperation during the last 12 months.

9. Questions to the board

1. Succession Planning

1. A question was made in regard of the Railway's Policy on 'Succession Planning'.
2. M Stroh stated that the Railway is keen to encourage succession, and where possible will seek opportunities to encourage new membership to both the Society and Operating Board, however from a safety point of view, it was key that some roles on the Railway that needed technical knowledge. If a maximum length of term was introduced, that could then put the Railway at danger if a further suitable candidate can not be found.

2. Heritage Attitudes

1. G Mitchell made the meeting aware that there have been incidents in the recent months where heritage bus depots have been at the receiving end of abuse from protestors who highlight the point that heritage buses, burn diesel fuel 'for fun'. He wanted the Railway to understand that situations like this could happen at heritage railways.
2. M Stroh said that education is key here, and that it's important how we education people about the stories we need to tell.
3. He added that R Hart – who is standing for the position of Society Director has an education background, and hopes to bring his knowledge to the board to help improve the 'educational aspect' of the railway.
4. N Bennett added that the Railway is drafting up an 'Environmental Policy' where it will highlight what it does, to ensure that the Railway is as clean as it can be – where it can be.

10. Adoption of Annual Report

1. Proposed by M Tarran,
2. Seconded by C Smyth
3. The Annual Report was passed and agreed by the meeting.

11. Formal Resolutions

1. To adopt the Accounts for the Year ending 31st December 2020

1. Passed and agreed by the meeting.

2. To appoint Spencer Wilson as Auditors and to authorise Society Directors to set their remuneration

1. Passed and agreed by the meeting.

3. To appoint Directors and Officers to the Board

1. Society Directors standing for re-election

1. Bill Black – Passed and carried by the meeting.
2. Nick Bennett – Passed and carried by the meeting.
3. Tom Ruddock - Passed and carried by the meeting.

2. Society Directors Standing

1. John Hinchcliffe – standing for the role of Financial Director – Passed and carried by the meeting.
2. Richard Hart – standing for the role of Society Director – Passed and carried by the meeting.

3. **Society Secretary** - Robert Batty – standing for re-election to the role of

Society Secretary – Passed and carried by the meeting.

4. **Society President** - Ann Cryer – standing for re-election to the role of Society President – Passed and carried by the meeting.

5. Vice Presidents

1. The previous list of Vice Presidents was voted 'en bloc' to stand for the following year.
 2. Passed and agreed by the meeting.
 1. The list reads as follows:
 3. Brian Baker
 4. Nicholas Bennett
 5. Bill Black
 6. John Bradley
 7. Michael Cope
 8. Tony Cox
 9. Mike Curtis
 10. Ken Dobson
 11. Peter Eastham
 12. Trevor England
 13. Robert Glen
 14. Richard Greenwood
 15. David Kay
 16. Graham Mitchell
 17. Ian Mitchell
 18. Ken Roberts
 6. R Higgins had been proposed to become a Vice President.
 1. Passed and agreed by the meeting.
4. "That this meeting formally records its sincere thanks to the Working Members of this Society, and the Working Members of 'Sister Societies' the Bahamas Locomotive Trust, Lancashire & Yorkshire Railway Trust, Standard 4 Society, Vintage Carriages Trust and K&WVR Trust, for their unfailing efforts to maintain and support the Railway throughout the Pandemic and thus to enable it to return to public service operation."
1. Proposed: R. Graham Mitchell Vice-President K&WVRPS
 2. Seconded: Brian A. Baker Vice-President K&WVRPS
 3. Motion passed and carried by the meeting.

12. Any Other Competent Business

1. M Stroh concluded the meeting by thanking everyone who has been involved with the Railway over the last 12 months. It has been a challenging time, but one that with thanks to the working members of the Railway, that has finished with a happy ending.

R Batty – Society Secretary