

Minutes of the 19th Annual General Meeting of the Poulton & Wyre Railway Society (PWRS) held at Wyre Council Civic Centre, Poulton-le-Fylde on Wednesday 16th September 2026 at 7.00pm

There were 18 members present, who were signed in and the names and membership numbers were recorded.

1. Chairman's Introduction and Report (Dave Evans)

The opening and underlying message was "keep the faith". Dave outlined meetings he had with our new local MP, Lorraine Beavers and her strong support for the re-opening of the line, including her numerous contacts with key stakeholders.

There are several things in play that offer strong hope for the re-opening of the line.

The first is that Fox Brothers have bought Fleetwood Port (along with Silloth in Cumbria) with the intention of running it as an ongoing concern, handling cargo and catering for marina users.

Their stated future plans include the sustainable movement of company aggregates by sea, opening the possibility for aggregate on heavy rail on our line.

Fox Group have already reopened Leyland Railhead, allowing aggregates to be transported by rail as part of their sustainability initiatives. A far more environmentally friendly and economical option long term, than haulage by road.

The second option of a light rail tram-train also remains firmly favoured (the ideal would be both) and is the cheaper option. This potential solution would use the existing tram network from the Knott-End Ferry and leave the tram network to join the remaining track bed over a crossing at Copse Road.

A light rail solution would allow trains to run right through at Poulton and onto the network elsewhere in Lancashire.

One issue to be picked up is that the new Fisherman's Friend development appears at first glance to be encroaching on the track bed directly adjacent to Amounderness Way. This could offer some barriers to the reopening of heavy rail to the dock, but the old power station branch is protected.

Dave was chasing a further meeting with Lorraine Beavers for an update at the time of the AGM.

A summary of the options for the line was produced this year on the website and is still mostly valid:

<https://www.pwrs.org/news/update-on-the-line-may-26.php>

For a while, aside from the Jameson Road site (maintained by Peter Williams), PWRS have stepped back on tidying and clearing the line or maintaining the stations as Network Rail may remove anything we do if re-opening goes ahead.

PWRS was recently contacted by a new community group in Thornton called "Love Thornton" and have linked up with them to help prettify Thornton station again. Geoff Ogden to provide more details in his annual review.

The annual PWRS Open Day went well with a good turnout of members and favourable weather. Thank-you to all those who helped and attended.

2. Apologies for Absence

Ian Johnson, Nigel Kirkpatrick

3. Acceptance of 2025 AGM Minutes

Proposed by Nick McCrudden, seconded by Geoff Ogden and accepted unanimously by members.

4. Matters Arising from 2025 AGM Minutes

No matters were raised.

5. Annual Report and Review (Geoff Ogden)

Geoff provided a detailed review of the past year via a slideshow.

Diesel Multiple Unit (DMU)

Guards Compartment Reconditioning - The rusty guard's cage was sanded, painted and fitted. We suspect it might have originally been fitted and the coach built round it as there was a serious effort to get it in. It had to go through the double doors at 45 degrees and then manoeuvred carefully into position.

Dirty Silencers - Initially thought the silencer boxes on the power car (M51937) were covered by rust, but following a chance wiping, we now believe they may have been coated in Sandite - used to prevent wheel slip during leaf fall in Autumn. Rubbed down with wire wool, metal polish and plenty of elbow grease to reveal shining stainless steel.

Fuel Gauges - Fuel gauges were giving bad readings and / or not moving. Discovered using float level with clockwork type rotary system inside. Two gauges were cleaned and repaired by Gerry and Richard, then refitted to give correct reading.

Sliding Guards Cage Door - Clive replaced rotten wood and strengthened joints. Later fixed in place by Clive and repairs made to the frame to take the locking plate.

Vacuum Valve - One of the vacuum pipe fixing points repainted on the back of the power car to connect to trailer car.

Electrical Jumpers - Ongoing work on electrical jumpers. These jumper leads provide electrical connection between both carriages. Nineteen connections to be soldered on sixteen plugs throughout the power and trailer cars.

Steps - Following an appeal in 2020 to "Sponsor a Step", the purchased steps (footboards) have been in storage awaiting their moment. Over winter 2025, they were painted black and a coating of crushed oyster shell was applied to provide a non-slip surface. They're now all fitted in place.

Coachlining - Work begun on coachlining on both cars. A thick stripe of cream coach enamel has been added below the windows and a thinner one above. Whiskers are planned for the front cab of each car.

Corridor Connection – Thought now being given on the work to be done.

Our DMU has been identified as a priority to be our standard benchmark in the restoration world.

The PWRS team have made a visit to *Keighley & Worth Valley Railway* who have taken their own Class 108 DMU out of commission to undertake much needed maintenance and restoration after many years of service. Consideration could be given to an alliance with them to loan, sell or work with our DMU once complete.

Further information on some of the above has been published on the website over the year:

<https://www.pwrs.org/rolling-stock/class-108-dmu.php?tab=nws>

Pigeon Carriage

A lot of work had been undertaken on the interior by the late Rick Rossall with stunning results. The carriage has been stored under tarpaulin since arrival on site and some of Rick's hard work faces threat from the elements and a failure to "breathe" with the cover on.

A decision has been made to work on the outside of the carriage to make it waterproof and the society is happy to report that another carpenter has joined our team to assist the over-stretched Clive.

Some of the team went to Stainmore Railway at Kirkby Stephen to see a condemned carriage to get replacement hinges for the two double doors.

As a result of our Facebook post on the above, we were contacted by *Railway* magazine for the story and some photos. An article was published and we were featured in the 1,500th anniversary edition of the magazine.

A series of photos showing progress on the pigeon carriage can be seen on the website:

<https://www.pwrs.org/rolling-stock/pigeon-carriage.php?tab=gly>

L&Y Carriage

This year, we applied for a grant for refurbishment of our *Lancashire & Yorkshire Railway* first class carriage (number 210) from the *Walney Extension Community Fund*.

The application documentation was seen as robust, but was rejected as it was considered not achievable within their required 12 month requirements.

It was therefore suggested that we apply again for smaller amount.

A large amount of work was done for the application including some excellent technical drawings of things like brass luggage rack supports, for which there are no original designs

Gerry, our resident metalworker made a replacement vent cover for the missing door on our L&Y Carriage based on the copper originals. Aluminium was used as the copper is coated anyway.

Further information on some of the above has been published on the website: <https://www.pwrs.org/rolling-stock/l-and-y-carriage.php?tab=nws>

New L&Y Carriage

PWRS have been in conversation with the *Lancashire and Yorkshire Railway Trust* regarding an L&Y family saloon carriage circa 1893 currently stored at *East Lancashire Railway*.

The carriage is owned by the *L&Y Trust* and was originally donated by a now deceased member. With no immediate prospect of them restoring it and nowhere to store it, the *L&Y Trust* contacted ourselves (and others) looking for a home.

After considerable talks, we have said we will take it based on them transporting and unloading it and on agreement that we cannot work on it in the short term.

Thus there has been no commitment on any timescale for refurbishment, but just offering of a home for it in the interest of preservation.

If the transfer goes ahead, it will be placed on our length of track next to our *John Fowler* shunter.

Moving Cover

Designs have been made and plans are in place for the construction of a moving cover for carriages to allow a dry work area during restoration. This may be placed over the *Pigeon Carriage* and longer term, the *New L&Y Carriage*.

Refurbishment of Trailer

Our trusty trailer was showing signs of wear with rotten flooring that occasionally required retracing our route for lost items. The team completely stripped the trailer, treated and painted the frame and added new flooring. The end results look quite impressive.

Woodworking

Under Clive's guidance, the team also built a roller outfeed table for our planer finisher to be used in the *L&Y Carriage* restoration.

John Fowler Shunter

We've had some trouble starting the shunter this year. A couple of cylinders do not appear to be as hot as they should be.

We decided to strip it for a decoke, but that didn't solve it. We're now looking at the injection. It has been taken off and sent to specialist who says bobbins are worn in two of the cylinders so not getting enough fuel.

Ongoing efforts are underway to find replacements.

Events

The visit to our NPL site by the *Fylde Tramway Society* was a great success with members taking visitors round in groups for other members to explain various aspects of our work. The society donated £100 as thanks for the day.

Our stalls at *Cleveleys Car Show* and *Tram Sunday* were also a success gaining some new members, donations and our first contact with our new carpenter.

The annual *PWRS Open Day* was well attended and we were blessed with the weather.

Miscellaneous

The society also donated two rotary generators in an appeal for Ukraine to help them with their ongoing energy issues over winter, after power infrastructure was targeted by Russia.

More details on our website: <https://www.pwrs.org/news/rotary-generators-for-ukraine-appeal.php>

Station Sites

Thornton Station - Still tidy but in need of some TLC. A new community group “Love Thornton” has been created and they approached us with a view to improving the site.

The group has paid for “group membership” for the PWRS with access to Thornton Station only, under our insurance. As at the AGM, work was to commence Saturday 19th September.

Jameson Road - The site and length of adjacent track has been kept postcard immaculate by Peter Williams and team. The photos are a credit to the work done.

6. Annual Financial Report (Susan Cox)

Submitted and explained by Susan Cox.

POULTON & WYRE RAILWAY SOCIETY BALANCE SHEET APRIL 2025 - MARCH 2026

INCOME

	<u>2024/25</u>	<u>2025/26</u>
Membership	1620.00	1705.00
Donations	3073.60	2470.83
Sales	1197.47	1484.99
DMU Income	120.05	248.59
Fundraising	0.00	804.49
Pigeon Carriage	557.42	0.00
L&Y Carriage	433.68	0.00
VAT	125.95	297.02
TOTAL	7128.17	7010.92

EXPENDITURE

NPL	851.94	1701.31
DMU	2228.22	1115.04
Fowler	210.86	200.00
L&Y Carriage	42.02	0.00
Pigeon Carriage	1438.31	35.24
Site expenses	340.60	45.16
Insurance	1120.00	1197.07
Admin	249.23	406.72
General expenses	0.00	152.77
VAT	0.00	592.70
TOTAL	6481.18	5446.01

BALANCES 1 APRIL 2025

Bank Santander	28154.73
Cash held	269.84
Cash Floats	150.00
	28574.57

BALANCES 31 MARCH 2026

29779.06
210.42
150.00
30139.48

REPRESENTED BY

Opening Balance	28574.57
Income 2025/26	7010.92
	35585.49
Less Expenditure	5446.01
	30139.48

NOTES

Due to a house move, VAT returns were not completed during the financial year, hence £592.70 being shown on the expenditure. This has been rectified during the current financial year and the outstanding amount has been reclaimed.

7. Membership Report (Nick McCrudden)

Nick thanked members for coming and those renewing on the night, plus reflected that some members have been with the society 20 years this year.

The society finished last year (August 2026) with 148 members. As of the AGM, 128 members had renewed.

8. Election of Trustees

As set out in the PWRS Constitution, one third of the Trustees must seek re-appointment en masse by the members.

It was unanimously voted for David Evans and Alan Jackson to continue in post.

9. Vote By Members to Re-appoint Retiring Committee

Thanks were given to Peter Banks for his service after he recently stepped down as secretary. A call for a new secretary received no nominations.

It was unanimously voted for the other existing positions to be retained by the incumbents.

Presently in position:

Chairman: David Evans

Treasurer: Susan Cox

Other Trustees: (Up to 11 other members): Geoff Ogden, David Mills, Nigel Kirkpatrick Alan Jackson

Membership Secretary: Nicholas McCrudden

Secretary: Vacant

As there are no nominations this will leave eight vacancies on the PWRS Executive Committee.

10. Any Other Business

A number of questions were raised.

"How will the decision of what happens with the DMU be made?"

The answer by the committee was that it would be put to members, but the favoured idea would be to loan it. Potentially to *Keighley & Worth Valley Railway* or similar as mentioned earlier. The DMU being used as a working heritage engine would be a recognition of the work put into it and those no longer with us.

"There was talk previously of PWRS acquiring track and a potential shed?"

In answer, the committee replied that NPL have said there is a potential place for us further up in their development area with room for a potential $\frac{1}{4}$ mile track with the option to connect to Network Rail via proximity.

Movement could happen if the North Car Park (our existing location) is needed for development or otherwise.

"Should a memorial bench at Thornton acknowledge Rick Rossall and Bill Eccles?" - Peter Williams

The reply from the committee was who do we choose as a number of key members and contributors have passed since the society began. A suggestion from Peter Banks was that we could have a plaque for all volunteers no longer with us that can be added to.

A further suggestion was from Dave Barton that we could create a web page for former members in memorial of those passed. It could contain name and main contribution(s), with option for years and photo. A potential quick solution with no cost whilst others are considered.

Compiled by: David Barton