

WEST SOMERSET STEAM RAILWAY TRUST

In this issue

Welcome to issue No. 10 of the West Somerset Steam Railway Trust newsletter. Included are reports on:

Board meeting synopsis up to April 2018 (Geoff Evens)

WSSRT AGM 2018 (Geoff Evens)

Volunteers Invited to join the teams at Blue Anchor Museum and the Gauge Museum, Bishops Lydeard (Geoff Evens)

Another article about GDPR (General Data Protection Regulations) (Chris Bolt)

WSSRT Membership continues to increase (Chris Bolt)

Heritage Lottery Bid for the Gauge Museum (Chris Bolt)

New Treasurer sought (Chris Austin)

And a curator for Blue Anchor as well! (Chris Austin)

New acquisitions (Chris Austin)

Special displays (Chris Austin)

Completing Collett BCK 6705 (Chris Austin)

Churchward Toplight TK 3639 (Chris Austin)

Gauge Museum Archive Store (Geoff Evens)

Gauge Museum snow ingress and damage (Geoff Evens)

Model Railway in the Gauge Museum (Alan Meade)

Feedback on any of the reports would be most welcome.

The next Newsletter (No 11) is planned for November/December 2018. Relevant submissions are invited, any time between now and the end of October or the beginning of November 2018.

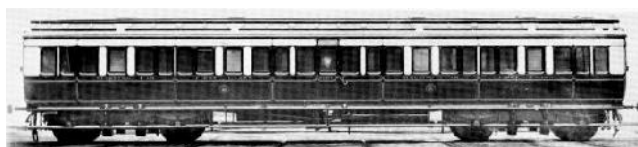
WSSRT Board of Trustees Meetings April 2018

Copies of the full minutes of Board meetings and the Annual General meetings are available from the WSSRT Web site <http://www.wssrt.co.uk>

Financial Report. The Treasurer presented the Financial Report including the Annual Accounts, Financial Statement and revised Business Plan which were approved by the Board. The WSSRT finances are in a healthy state, Blue Anchor Museum doing particularly well in donations received.

One Railway. Discussions during the Partnership Development Group (PDG) meeting and between the Chairmen of the PLC, the WSRA and the WSSRT were outlined. The vision was of 'One Railway' with one operating company and a new single support group for the WSR embracing all the present groups. Trustees were prepared to consider this if the other support groups agreed to participate, but any decision would need to be put to members. It was recognised that some members enjoyed the specialist and focussed nature of the Trust and enjoyed membership of a smaller group with direct access to trustees. It was agreed that greater clarity would be required before a proposition could be put to members. In the interim, the WSSRT Business Plan made clear the intention to keep the case for continued separate existence of the Trust and the Association under review.

Governance Matters. It was agreed to create a post of Vice President to recognise outstanding service to the Trust and



encourage continued involvement of those with experience without the responsibilities of being a Director.

Chris Bolt, David Baker and Pete Treharne would not be offering themselves for re-election as directors at the next AGM.

Chris Bolt will continue as Treasurer temporarily and had offered his assistance to a replacement. Steve Williams had offered to take on the Company Secretary role and it was agreed to invite him to attend the next meeting. Other roles required were agreed as: Membership Secretary; Safety responsibility; Communications (including Facebook, Website etc.) The WSSRT Membership and Volunteer leaflets would be sent out with the PLC AGM mailing.

Communications. The Trust is considering using Facebook, Twitter etc. to improve its profile and to enable it to communicate with a wider audience. A number of the young volunteers on the model railway are very good with Facebook, websites etc and are working towards a complete Trust social media presence.



The updating of the website is also being considered.

Policies. Data protection is a challenge especially for all small organisations and charities. Information Consent Forms are to be produced and circulated to all Members. General Data Protection Regulation (GDPR) came into force on 18.05.18. In order to comply a privacy policy should be added to the WSSRT website. Reference to GDPR will be included in membership information indicating that a condition of consent for membership is that information will be held electronically and that by joining the

organisation the person has agreed to their data being held by that organisation.

Heritage Committee. A paper had been circulated proposing the participation of WSSRT in any future group. The Trust would support the committee under the chairmanship of Ian Coleby.

BL Gauge Museum. The extension of the archive store at the Gauge Museum had been completed but some painting was still required.

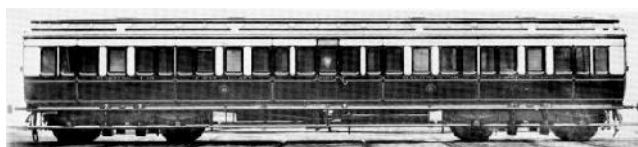
The Commercial Department has been asked to include a visit to the museum and model railway in their group booking forms. The Trust will also be contacting local schools who undertake field trips offering visits to the museum; the WSSRT would need to seek additional help with staffing these attractions. The WSSRT would also be able to host and organise receptions and similar events in the Gauge Museum.

The museum had suffered some snow ingress and water damage during the closed season and this had been reported to the WSR PLC Infrastructure Dept to enable remedial action to be undertaken before next winter.

The model railway (Gauge Junction) continues to be popular with visitors; the young volunteers had worked every weekend on the renovation and alterations to the model through the winter, re-opening for visitors over the weekend of 17/18 March.

Dunkirk House. Dunkirk House had invited the WSSRT to bring a display to their event commemorating WW1, which has been accepted. Some new free-standing display boards for the event and for future use of the WSSRT have been purchased.

Blue Anchor Museum. The 2018 roster for the museum has been filled, which is a positive result. A volunteer curator is required who could open up for special events; Pete Treharne indicated that he would be pleased



to open the museum for special requests when he was available.

Historic Carriage Project. A paper from the Historic Carriage Project group was circulated and discussed; the project is progressing forward steadily. It is hoped to invite one of the Carriage Project group to become a Trustee of the WSSRT.

Discussions took place relating to the ongoing protection of the heritage coaches and a timetable for restoration. An updated timetable and projections paper to be discussed at the next WSSRT meeting with a view to involving the Project Team in the process.

Any Other Business. A letter had been received offering to purchase the Dunster Running-in Board; the offer was accepted. In future all purchases on behalf of the Trust would need to follow a clear and transparent adoption process.

The Board thanked Pete Treharne for his years of service as a Trustee and all his work for the Blue Anchor Railway Museum. They also thanked David Baker and Chris Bolt who were attending their last meeting as Trustees. Jill Baker, who had been the Board's minute taker for a number of meetings thanked the Chairman for the bouquet of flowers he had presented to her and reiterated how much she appreciated the gesture.

(Geoff Evens)

WSSRT Annual General Meeting 2018

Minutes of the 2017 Annual General Meeting were approved as were the Financial Statements presented by Chris Bolt, who reported that the reserves were in a healthy state.

Election of Directors; Three Trustees, Chris Bolt, David Baker Pete Treharne and did not seek re-election. The election of Alan Meade

as a Trustee was approved; Pete Treharne was elected Vice President of the Trust.

The final version of the Trust Business Plan was approved

Chris Austin has been Chairman of the WSSRT for eight years and looked back at some of the issues relevant then. The Trust had inherited heritage carriages with no plan for location or funds to restore them. The current Business Plan is the second version and issues such as Governance have been addressed; at the time of the AGM the WSSRT had 75 members.

Collett BCK 6705 is approaching completion and the volunteers will be turning their attention to Toplight TK 3639.

The WSSRT is keen for anyone interested in the management of the WSSRT to have a chat with the Chairman about becoming a Trustee or email him on austinca2@googlemail.com.

(Geoff Evens)

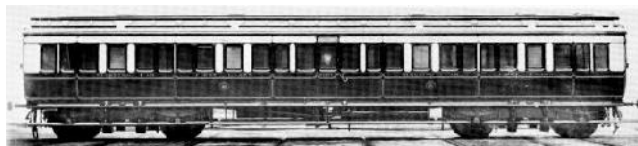
There is an open invitation to existing and new Volunteers to join the teams at the Gauge Museum at Bishops Lydeard and the Blue Anchor Museum.

It is the intention of the Trust to open and staff both Museums on every Sunday, Bank Holiday and Gala day from the Spring Gala to the last running day in November. The Gauge Museum will be open but not staffed on all running days and the Gauge Museum Model Railway

will be open for as many days as volunteers can be found.

None of this will be achievable without more volunteers. It is not an onerous task; it just requires volunteers to be there and to be able to talk to the visitors; training will be given. Opening hours are normally between 10.00 am and 4.00 pm (depending on the number of visitors around).

(Geoff Evens)



Another article about GDPR!

Search Google for GDPR, and you come up with 'about 119 million results'. Somewhere in that list – probably near the bottom! – will be the new Privacy Statement from the Steam Trust. So, what is GDPR, and why does it matter?

The UK has long had legislation to protect your personal information when you provide it to third parties. But this legislation dated from 1998 – long before smartphones, tablets and apps, and when much information was still held in paper form. So, the EU has been updating its approach to data protection to recognise the realities of the 21st century, and the General Data Protection Regulations came into effect on 25 May. The day before, the UK's own Data Protection Act 2018 received Royal Assent, to transpose the Regulations into UK law.

At the risk of over-simplifying, GDPR has three main elements:

- Clear criteria for allowing a third party to hold your personal information;
- An improved right of access to that information, to check its accuracy or, in certain circumstances, to require its deletion (the 'right to be forgotten'); and
- Enhanced standards for data security, with an emphasis on the design of systems to minimise the risk of data breaches.

As a membership organisation, the Trust relies on the 'legitimate interest' criterion for holding personal information of members and communicating with you about the work of the Trust. So, we have not needed to seek your consent to hold your information – in effect you have agreed that we should hold that information by applying to be a member. We have also published a Privacy Statement, which sets out the information we hold, the circumstances in which we provide it to third

parties such as HMRC when we reclaim Gift Aid, and the controls to ensure its security.

Rest assured that we never give your information to third parties unless there is a clear legal requirement to do so. We never pass on your information for marketing purposes.

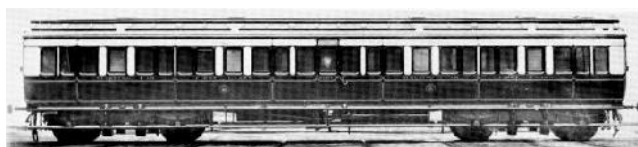
But we still rely on you to make sure that the information is up to date. So, if you have moved-house, or changed your email address, or are no longer eligible for Gift Aid, please let us know at info@wssrt.co.uk. If you want to check what information we hold, please use the same address.

Membership continues to increase

Apart from about £100 profit on retail sales at Blue Anchor museum and a small amount of bank interest, as well as Gift Aid, all of the Trust's income comes from donations and legacies. Although some of this comes from donation boxes in our two museums, most comes from members. In the last financial year, the Trust's total income was £20,829. Members contributed the majority of that – around £18,000 – mostly paid through Standing Orders. Although the minimum level of donation to become a member is only £12 a year (£1 a month), most members give significantly more than that. Without that support, the Trust would not be able to function effectively.

So new members are always welcome. At the beginning of June, we had the record number of 78 members. But if the work of the Trust is to expand, we need to increase this further. We have produced a new Membership and Volunteering leaflet to encourage visitors and supporters to become more actively involved in the work of the Trust. We are grateful to the PLC for agreeing to send a copy of this leaflet to every shareholder with their AGM papers this year. Can we break the 100 barrier this year?

If you are an existing member paying by Standing Order and would like to increase



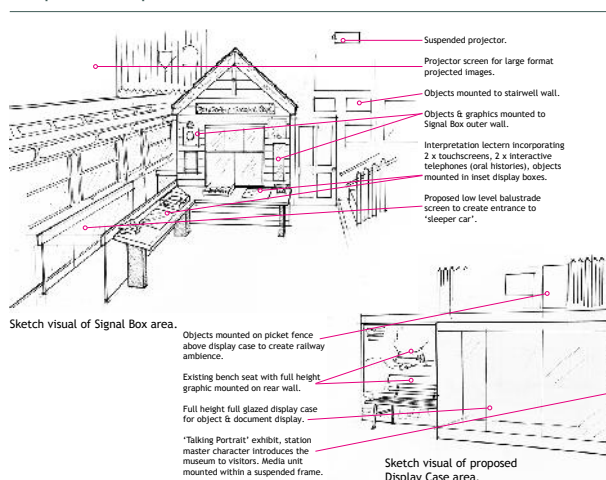
your donation, there are two ways of doing this. If you bank online, you will be able to change the Standing Order yourself. Otherwise, drop an email or letter to the Trust, and we will send you the relevant form, or email info@wssrt.co.uk

Revised HLF application submitted

The Trust made an application last year to the Heritage Lottery Fund for a grant to support development of the Gauge Museum. Disappointingly, this was turned down; but we were encouraged to re-submit, and a revised application was submitted at the beginning of May. We should hear the outcome by early July.

Over the winter, we have worked with Far Post Design to develop a concept document to support the application. Far Post Design is a consultancy based at Okehampton that has worked on a number of HLF applications for museums, including the Motor Museum at Beaulieu, and they helped to focus our ideas and bring them to life. The concept document can be viewed on the Trust website at <http://www.wssrt.co.uk/wp-content/uploads/2018/06/Gauge-Interp-Concept-April-30.pdf> The extract below gives a taste of what we are proposing. We are seeking a grant of £40,000, with £20,000 coming from the Trust’s own resources.

Interpretation Proposals - Sketch Visuals



(Chris Bolt)

New Treasurer sought

The Trust is looking for a new Treasurer to take over from Chris Bolt during the summer. The Trust has 75 members and we are principally dependent on subscriptions and donations to support our work in running the museums at Blue Anchor and Bishops Lydeard, and in restoring original Great Western carriages at Williton.

The Treasurer is (or would become) a Trustee of WSSRT and the tasks involved include:

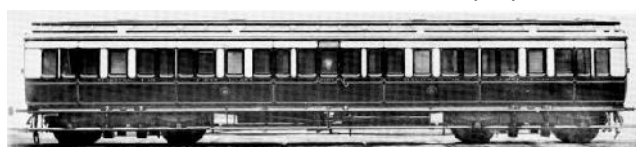
- Dealing with membership applications and subscriptions.
- Handling donations and legacies.
- Validation and payment of invoices.
- Cash handling and banking.
- Preparation of management accounts for the Board of Trustees.
- Production of annual accounts, and liaison with the accountants who act as our independent examiners.
- Gift Aid return to HMRC.
- Purchase of retail items for BA museum.

The post is un-remunerated but offers the chance to be involved in some valuable initiatives to support the West Somerset Railway and the company is very congenial! Ideally, you will have an accountancy qualification, or experience in this role for another charity. If this appeals to you please contact Chris Austin to discuss further, (austinca2@googlemail.com)

(Chris Austin)

And a curator for Blue Anchor as well!

With the retirement of Pete Treharne who did so much to create and run the Blue Anchor Railway Museum over a quarter of a century, we now need a new curator. This would involve taking overall charge of the museum and contact with the volunteers who staff it, including preparing the rosters for attendance. We are looking for someone who is able to maintain and periodically refresh the displays, and work with the Gauge



Museum to make the most of the artefacts and records owned by the Trust. Ideally, you will live within a short distance of Blue Anchor, so that you can also be the keyholder and first response if the alarm should be triggered. Please let Chris Austin know if this would be of interest to you.

(Chris Austin)

New acquisitions

We have been fortunate in having on loan from Allan Stanistreet two GWR First Aid medals awarded between the wars. One is for holding the qualification for 25 years and one for 15, with a bar added five years later to convert it to 20 years. The GWR, along with other railways, actively encouraged first aiders, a tradition that continued into the British Railways period. The medals are on display in the Gauge Museum.

(Chris Austin)

Special displays

The current display in the big glass case in the Gauge Museum at Bishops Lydeard is around the theme of the June Gala – “Vintage Diesels to the Seaside.” It features a superb model of D832 Onslaught, kindly lent to us by the D&EPG. The display will remain there throughout June.

The next major display will support the railway’s 1940s weekend in September, so if you have any interesting artefacts from this period (like Ration Books) or any photographs illustrating travel during wartime, please let Chris Austin know.

(Chris Austin)

Completing Collett BCK 6705

Work is progressing quickly now on restoring and refitting the internal components of the coach. Painting, varnishing or scumbling the internal surfaces have transformed the

appearance of the inside of the coach, and, whilst the toilets have been fitted, work on the panelling remains to be completed.

Door locks have been installed and doors adjusted, although some work remains on the carriage key locks.

The gangway doors are being reskinned and painted prior to replacement and the next task will be to work on the gangway bellows. Pending this, gangway shields have been fabricated and fitted and have proved to be effective in keeping out the weather as well as looking good.

We hope to take the coach to the Norton Rally in August so that people can see the progress made.

(Chris Austin)

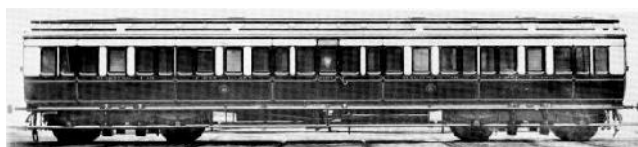
Churchward Toplight TK 3639

Work has started on 3639 in clearing the coach so that work can start on restoration. Many sleeping car components have been discovered while a lot of useful fittings are being logged and stored, including all the doors. The soleplate is badly rotted, but much of the frame, roof and even some of the panels are reusable and in general the condition of the coach is a little better than we thought.

A huge task is ahead of us though, with so much material to replace and so little of the original left following its conversion to a camp coach.

TK 3639 formed part of one of the GWR ambulance trains that went to France in 1916, but in 1925 it was restored as a third-class compartment coach, and that is how we aim to restore it so that it can usefully carry passengers again.

(Chris Austin)



Gauge Museum Archive Store

During the winter work was carried by RAMS to increase the storage area available in the main store room of the Gauge Museum. The store has been fitted out with shelves and has proved to be a lot more accessible than the previous store.



New shelving being erected in the Store extension

(Geoff Evens)

Gauge Museum snow ingress and damage

During the bad weather in March we experienced some damage caused by the ingress of snow into the museum. This happened during the period we were extending the museum store so many documents had been laid out on the main floor area. Luckily the snow mainly affected the floor area although there was slight damage to one or two box files. I am pleased to report there was no permanent damage to the collection. The Infrastructure team and RAMS have been informed and hopefully will carry out repairs before next winter.



Water through the skylights above the Sleeping Car



Snow lying in the floor by the extension Fire Door.

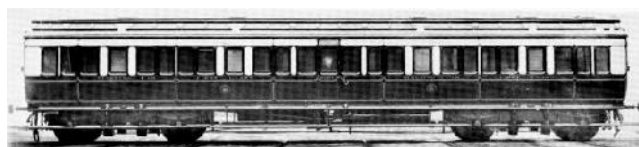
(Geoff Evens)

News from Gauge Junction, Summer 2018

Following our report last Autumn, we were back in action tackling the very busy Christmas and New Year activities to complete the 2017 season. December proved to be very busy, and always makes a happy end to the season with everyone joining in the spirit of the season and is fortunate for us in having operators with more time to volunteer to keep the show on the road. The gate eventually closed on January 01 for the 2017 season bringing our seasonal visitor numbers to 13026, our highest annual score yet achieved after the completion of 148 operating days. Thanks are very much due to our small operating team in achieving such a result.

The following weekend after the end of the season we began the second phase of our winter upgrade and maintenance periods which would take us through the next few weekends until mid-March. The new 2018 season would see the most ambitious programme we have yet undertaken with the complete upgrade and refurbishment of the entrance end of the layout.

The work involved completely renewing the track, and the refreshment of the scenic view,



which is extremely vital as the scenic at the entrance give our visitors their first impressions of our exhibition when they get to the top of the stairs. The old track work increasingly caused operating problems with derailments and poor electrical continuity. At the same time there was a chance to replace the security screen with a new design to make the track more accessible in case of operational running disasters.



Matt Jackson track relaying

We are very grateful to RAMS, especially Tim Randle for designing and building a new screen which is proving a tremendous asset during operations this season. Fortunately, it would be the same small experienced band of workers, Tom Donnelly, Matt Jackson and James Pearson who would spearhead the project, aided occasionally by willing hands who visited us over the winter weekends.

During early March we suffered some extreme weather conditions which prevented the final finishing touches to the scenic, although it did not prevent us to be ready to open the gate for the new season on March 17th as planned to coincide with the 2018 opening of the Gauge Museum as well.



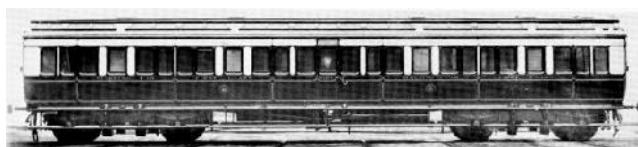
James Pearson artist and Matt Jackson at work

The unfinished work will now remain until the Autumn when we resume our next winter work programme. Opening days for 2018 are much the same as for the last season as we make every effort to open on Sundays, special events, Bank holidays and as often as we can on Saturdays and during school holiday periods. All operating days depend very much on the availability of our small band of operators, particularly those who are willing to exhibit their own model collections on our layout.



Barney Forsdike and James Pearson overhauling model railway rolling stock

One of our big aims for the 2018 season has been to recruit new volunteer operators and we are having some success, having already recruited, inducted and commenced training with four new operators so far. Particular efforts have been made to recruit any visitors that seem interested as well as receiving some contacts from the Tracker coordinator,



Catherine Hurd. Positive efforts are being made to recruit, it does not happen by magic, we have to make moves ourselves to enable the process and it all seems to be bringing good results to increase and build our operating team.

So far this season it is all good news from Gauge Junction and our morale is high as we prepare ourselves to open for as many days as we can during the high summer season that will soon be with us from middle July until the end of August. Very many thanks to all the Steam Trust members who visit and encourage our young people in their efforts, it does mean a great deal to us. Our thanks also to Kate and our other friends over in the shop who do a great job announcing us to visitors on the public-address system and keep us supplied with refreshments. Much support also appreciated from the BL station staff, a great team altogether, working for the good of our visitors.

Join the Trust: You can now become a member of the Trust for a minimum donation of £1 per month, although most members contribute more than this, thereby helping fund the work of the Trust. Membership forms are on the website <http://www.wsrtr.co.uk>

Carriage restoration volunteers are welcome at the regular weekday sessions at Williton – Tuesdays, Wednesdays and Thursdays. New volunteers for carriage restoration or the museums can contact Chris Austin for further details e-mail austınca2@googlemail.com



Test train on the new section

(Alan Meade)

