



WEST SOMERSET RAILWAY HERITAGE TRUST 2021

Editorial

Welcome to Newsletter No 16, the first Newsletter of the West Somerset Railway Heritage Trust. We hope you are keeping well and managing during these strange times, but most importantly we hope you are staying safe.

Since the beginning of 2020 it has been a challenging time for the Trust. We entered the year full of optimism and enthusiasm, the Trust had secured a lottery grant and we had a clear vision of what was wanted with the Gauge Museum, Gauge Junction and the Blue Anchor museum. Then Lockdown happened and between 18 March to 24 June the refurbishment plans were thrown into disarray and all work at Bishops Lydeard and Blue Anchor was suspended.

Work in the Gauge Museum resumed in June and has progressed at a much slower pace until 16 December 2020 when we broke up for the Christmas and New Year holiday. During this period the maintenance work at Blue Anchor restarted and Gauge Junction was progressed steadily. After the New Year and because of the number of cases of Covid in the South West was surging we agreed to wait and see what was to happen – then came Lockdown, and that is where we are.

The Heritage Carriage Project and the Museum at Blue Anchor has followed a similar path with all work currently suspended. The Trust had planned to hold the 2020 AGM in September but due to circumstance it was not held until 14 November 2020.

As Trustees, we had a duty to deal with the real and detrimental threat facing the Trust. Trustees had no alternative but to delay the AGM while advice was sought. We would like to take this opportunity to thank you all for

your support and validation of the course of action the Trustees took.

The Trust is an independent organisation, focussed on the management and running of the railway's museums, in developing education and learning and in tackling the next stage of carriage restoration. This is the work of the Trust and your support and help demonstrates that the work we are doing is more than worthwhile.

(Geoff Evens)

Welcome to 2021

A warm welcome to all supporters of the Trust as we cautiously enter what we all hope will be a different and more positive year compared to 2020. I am pleased to report that the Trust is in good health both in terms of volunteer support and commitment, its finances and our programme of work which, although hampered by the restrictions of Covid 19, continues to progress both within the Trust and more widely as part of our support to the WSR.

Can I wish all our Members and Volunteers all the best for this year and, as the promise of successful vaccines is realised, we can all get back to the railway and our activities as soon as circumstances allow?

(Steve Williams, Acting Chairman)

Trust Change of Name

Following the overwhelming support given to the Board at the AGM in November, we have now got approval from Companies House to change the name of the Trust to West Somerset Railway Heritage Trust. The Board is also working on revising the Articles of Association in line with Member decisions and these will be made available later in the year.

Gauge Museum Project-Bishops Lydeard

The Project is now in its final phase with an end date of 28 February 2021. The external consultants Smith and Jones have completed their reinterpretation work in the Museum and the Project Group is focused on finishing all the policies and procedures that we need to be updated and/or created to enable the Museum to function effectively. Inevitably, there are one or two things outstanding which Covid 19 has prevented us from completing but these will be attended to once we can get back working in the Museum. For more information see the report on the **Gauge Museum Refurbishment** later in the Newsletter.

Learning and Education Programme

I am delighted to be able to confirm that Helen Anson has accepted an extension to her contract as Learning and Education Officer. Because of the pandemic and the consequent lack of access to schools, Helen has broadened her brief to undertake some key work in policy development for the Gauge Museum Project and has developed a digital offer for schools which we hope will be taken up as part of the new academic year. Helen is also representing the Trust on the new People Engagement Group (see below). For more information on Learning see both the **Learning Programme Update** and **Distance Learning** reports later in the Newsletter.

People Engagement Group

This is a new initiative established by the PLC, Association and the Trust. It has arisen from the Cultural Heritage Recovery Fund work currently underway across the WSR. Its remit is to look at a range of issues around volunteers and the way in which we support people on the railway in some of the social, psychological, inclusive and well-being areas of people's lives. It had its first meeting in the middle of January and will include building on the work that Helen Anson has developed into a fuller model of community outreach to look at ways of improving engagement of local people with the railway.

National Lottery Heritage Recovery Fund

The Trust has substantially completed the work required to implement the objectives of this grant (£28,000 s/b £28,700) which we obtained from the Lottery in October and was required to be in place by the end of December 2020. Again Covid 19 hasn't helped and there are a couple of projects which are still to be finished, but they are in hand and the Fund has confirmed that they will honour these commitments. Areas in which the money has been committed include:

-) cashless payment systems
-) Wi-Fi upgrades
-) new laptops
-) carpets for the Gauge Museum
-) PPE for volunteers
-) a new south-western exit from the Gauge Museum and improvements to the rear roadway
-) lighting system for the Sleeping Car
-) a new container to act as a storage and archive facility replacing the old portacabin on the cattle dock at BL.
-) New heavy duty covers for the Heritage Carriage Project.

For more information on the **National Lottery Heritage Emergency Fund** see a further report later in the Newsletter.

Cultural Heritage Recovery Fund Round 1 and 2

As many will already know, the PLC was successful in obtaining £865,000 to support the continued viability of the railway and to meet its operational costs together with preparation for the 2021 season up until 31 March 2021. The programme of work is underway, and a significant number of projects have been approved in infrastructure engineering, mechanical engineering, Covid 19 protection, operations and support services.

In early January, the National Heritage Lottery Fund announced a second round of grants are to be made available to eligible organisations covering the period April to June 2021. The Trust intends to apply for a grant in its own

right which is again to help with operational costs and preparing to reopen. The closing date is 26th January, and we expect to hear the outcome in late March.

(Steve Williams, Acting Chairman)

Membership

Trust Membership increased dramatically during the 2020, rising from 92 to 248. It will be good if these new members retain their membership in the years ahead and help the Trust restore more of its historical coaches, maintain and develop our 2 museums and reach out to the wider population with our Education Outreach Program.

There will be a delay in issuing Membership Cards for 2021. Due to the change in Trust name not being approved by Companies House till the 12th January printing of the cards could not be ordered. This will not cause any member to lose the privilege of discounted travel due to the delayed reopening of the railway.

2020 Financial Review

The Trust has managed to maintain its financial reserves despite not receiving any donations in our museums and reduced book sales. We applied for and received 2 Grants from Somerset West and Taunton Council totalling £8,500 which covered our basic running costs. The Peale Trust gave us a donation of £15,000 in July and it was decided that this would be split between the Trust and the WSR Infrastructure Appeal.

We also applied for a Grant from the National Heritage Lottery Fund to assist in taking measures to reopen after the Covid pandemic and received £28,700. The WSR Infrastructure Appeal also received a large donation from a private individual of £20,000 plus a further £10,000 towards providing volunteer accommodation at Bishops Lydeard, this was in addition to other member donations of just under £3,000. Gift Aid on all eligible donations realised over £10,000.

During 2020 the Trust has paid over to the WSR £62,000 toward infrastructure works at Blue Anchor and Doniford. Once we are able to re-open our museums to meet the

foreseen challenge of people not using cash as much, we will be able to accept electronic donations thanks to the NHLF Grant.

Alan Meade Retires from the Trust

After 29 years' service to the WSR, the Trust will miss the support of Alan Meade who has retired as a Trustee and as leader of the Model Railway Group at the Gauge Museum. Alan, who was 80 in March and lives in Axminster has found the journey by public transport to Bishops Lydeard to be difficult and of course, the travel ban resulting from the Coronavirus crisis and the risk of infection has meant that he has been unable to travel since the end of March.

His career on the railway included time as a guard, guards' training, DMU driver and managing the model railway group. In this role he encouraged and enthused a whole generation of young volunteers, many of whom have gone on to fill other important posts on the railway, including that of General Manager. Under his leadership, a steady stream of young people queued up to join the group, until Coronavirus stopped everything in its tracks.



Alan as DMU driver with the last 'staff and ticket' movement between Williton and Crowcombe Heathfield in 2006.

(Alan Meade)

Chris Austin steps down as West Somerset Steam Railway Trust Chairman.

The Chairman of the West Somerset Steam Railway Trust, Chris Austin, announced that he is stepping down as chairman and as a



trustee with immediate effect. He remains a member and loyal supporter of the Trust and a volunteer worker on the railway.

Chris writes: 'I am grateful to my eight excellent trustees who have given me so much support over the last few difficult weeks. I am grateful too for the support of members who have written to me and to the wonderful group of Trust volunteers with whom I have had the privilege of working. I have enjoyed working with Jon Jones-Pratt as PLC chairman and Mike Sherwood as Association Chairman and am grateful to them for their support, advice and encouragement. I would underline that my departure does not reflect any problem or dispute between the organisations that run and support the WSR but stems from the actions of a small group of people with a strong sense of their own infallibility and a cavalier approach to working with those volunteers who have agreed to take on the heavy responsibility of managing and supporting this wonderful railway.'

I am grateful to my vice-Chairman, Steve Williams, who has agreed to step up as Acting Chairman while my successor is sought.
(Chris Austin)

David Baker Resigns as a Trustee.

David writes: 'It was with a very sad heart that I tendered my resignation as a Trustee. When I turned up to a Volunteers Day over 25 years ago, I had no idea of my journey on the WSR. Jill and I thought it would only be for a year or two. The opportunities and roles that have come our way have been tremendous and we have had the good fortune to meet some lovely people.'

The Bailey Report gives the Railway a golden opportunity to put the Railway on the right road for the future. Do not lose this opportunity. Those that want Revolution instead of Evolution, be careful about what you want. History tells you that Revolutions do not always turn out the way you think. Jill and I wish the Railway family all the best for the future and we will be watching from a distance and may positivity win.'



(David Baker)

New Trustees that have Joined the Trust Board.

Following the two resignations and the appointment of new Trustees at the WSSRT, now WSRHT AGM, brought the number of Trustees to eight, each with a portfolio of work supporting the Trust's objects.



Helen Anson is a schoolteacher and the Trust's Education Officer. She runs the outreach programme with schools. She has experience as both a primary school teacher and in museums

management, including the Maritime Museums at Portsmouth. She holds an MA in Museum Studies as well as a degree in history.



Matt Jackson has been appointed as Manager of the Model Railway Group in the Gauge Museum at Bishops Lydeard, a post which carries with it membership of the Board.

Matt is a young apprentice with an engineering firm in Exeter and he lives in Honiton. He also helps as part of the support crew for the main line steam locomotive, *Clan Line* and is a volunteer driver on the Beer Heights Light Railway in Devon.



Mike Thompson is an experienced aviation specialist with over 30 years in leadership roles managing a wide range of international teams, including sales, marketing,

customer services and operations. He is currently a sales director for an aviation IT specialist, providing airline sales and revenue management systems and other services. On

the WSR he is a guard and TTI and booking clerk.

Trust Activities During 2019/2020

The Trust has been working hard on its Learning programme despite the challenges of Covid. Our digital and loans package is nearly ready for delivery to schools, while our Great Western Home Learning Challenge has been downloaded throughout the UK. The Trust is involved with many successful projects, achievements and initiatives that have been, or are, currently in hand:

- 1) Successfully applied for a National Heritage Lottery Grant and a subsequent follow up grant as part of Covid 19 support in aid of the Gauge Museum.
- 2) Working towards a 'One Museum on Two Sites' protocol intrinsically linking Blue Anchor and the Gauge Museums.
- 3) Working towards a Spectrum 5 Primary Procedures protocol for Museums Collections.
- 4) Working towards the Introduction of MODES Collection Management software.
- 5) Working towards Museum Accreditation.
- 6) The ongoing major refurbishment of the Gauge Museum.
- 7) Continued maintenance and improvement of Gauge Junction.
- 8) Working with the Trust Education Programme.
- 9) Working with the Heritage Training and Development programme.
- 10) Working with the Pest Partnership group, part of the South West Museum Development.
- 11) Working at Williton with the Heritage Carriages.
- 12) Managing a very successful recruitment programme for both adult and Young Volunteers.
- 13) Working with the Industrial Heritage Networks group; the Museums in Somerset Collective; the Association of Independent Museums; the National Council for Voluntary Organisations and with the Arts Council England.

(Geoff Evens)

The Gauge Museum Refurbishment

The refurbishment is an ongoing project. The team has been able to ensure that work programmed to be done during later work periods have been carried out in advance.



Not many have seen the Gauge Museum roof from this perspective.



The scaffolding inside the museum is finally being removed.



Work is continuing with painting in the Gauge Museum.



Powderham Signal Box showing original artefacts and a new interpretation board.



You are able to pick up the phone and hear local voices talking about their experiences of the railway pre-1971.

Trust Objects and Powers

As part of the Trust bid for accreditation the Trust Objects and Powers plus some of its policies require some changes. Changes to the Objects and Powers was approved by the membership at the AGM, and Trustees have been working through policies such as the Collections Management Policy and Collections Care Policy. It was announced by the Arts Council England, just before Christmas, that any museums making bids towards accreditation was to be suspended until April 2021.

(Geoff Evens)

Collections Care Update

As part of our move towards Museum Accreditation, we have been working hard on developing a Collections Care Policy for our museums at Bishops Lydeard and Blue Anchor. The Policy provides us with a clear plan to help us improve the level of care we

provide for the objects in our collection, so that they can continue to be enjoyed by visitors for many more years to come.

Recent emergency funding has allowed us to purchase specialist conservation and cleaning equipment for the museums, as well as environmental monitoring and control technology, allowing us to move forward more swiftly with the planned improvements. Implementation of the plan will involve several exciting new challenges for us, including developing new systems of work and recruiting and training volunteers to support in carrying out essential monitoring, housekeeping and conservation tasks.

If you have an interest in museum collections care and would like to get involved in some of our work in this area, please do not hesitate to get in contact with us on info@wsrht.co.uk. (formerly info@wssrt.co.uk)
(Helen Anson)

Museum Reopening Postponed

Following the ongoing decisions to postpone the reopening of the railway due to Covid 19, the Trust will not be reopening the museums at Bishops Lydeard and Blue Anchor until further notice. In the circumstances, this is inevitable. All will be ready for when the railway steams again. It will be worth the wait!



A recent picture showing some of the delights that await.

Gauge Junction

As Covid 19 continues to cause much havoc the Gauge Junction team are looking forward to being able to return back to the new

normal. Some Maintenance Sessions have taken place with only a handful of Gauge Junction Volunteers' supported the effort to try and get Gauge Junction back to 'operational standard' sometime in the future. The aim over the summer was to restore the layout to operational standard in case there was any chance of being able to open. Once it became clear that was not going to be possible, we decided to host some Covid safe private running sessions. We enjoyed some running sessions in August and September. Then in October we returned to maintenance.



Gauge Junction Locomotive Yard and shed

To date much work has been focussed on the wiring, which in many instances has been added to over a number of years. The wiring was very untidy using extra terminals between the control panels and the layout track and point motors. The wire used was also not up to the job. This often-caused failures and unreliable running. The team has completely disconnected the two old control panels and have installed and wired in two new panels. All the wire between the panels and the point motors has been replaced using

much better-quality wire. These new control panels were created using old wood found in the scrap pile during the rebuilding of the gauge museum.

(Matt Jackson)



Above is a picture of the old Shunting Yard panel that has been in place for many years.



*The new Shunting Yard control panel in place.
(Matt Jackson)*

Learning Programme Update

The Learning Programme has faced some significant challenges lately, with the restrictions of the last few months, followed by the recent school closures, continuing to make it impossible to deliver face to face learning sessions to schools.

The situation, however, has brought the unexpected benefit of allowing us time to develop our digital learning provision ahead of schedule. Following the online success of our Great Western Challenge during the first lockdown, we have been

adding to our digital provision and, just before Christmas, we were able to contact schools and offer our first three learning packages, with a further two to follow over the next couple of months. These Digital Resource Packs contain background information, pictures, replicas and worksheets, providing teachers and home educators with everything they need in order to deliver a series of interesting and inspiring railway-themed lessons.

For more information about these, and the rest of our learning programme, please visit our website.



Distance Learning.

During the first lockdown, which were uncertain and difficult times for everybody the Trust Learning team put a number of Learning packages together that could be downloaded online. This was done to help keep young children busy and support parents and carers. The team put together a series of STEM-related learning challenges to be completed at home.

The Trust would still love to see photos of any finished products, so make sure you tag us and share them with us on Facebook or you can email us your masterpieces to:

learning@wsrht.co.uk (formerly learning@wssrt.co.uk).

You can still download these activities from the Trust Web site: www.wsrht.co.uk (formerly www.wssrt.co.uk).

(Helen Anson)



6960 Raveningham Hall at Bishops Lydeard

Heritage Carriage Project History

Sorting some old papers recently (one of the few benefits of lockdown) reminded me of the start of the heritage carriages project which has been running for some 15 years now. The idea was originally conceived by Andy Forster, based on the large collection of six toplight coaches that existed on the railway as training rooms, volunteer accommodation and storage along the line. What if we were to restore and use these as a complete train so that a real '1920's experience' could be offered. I was at the initial meeting in Mark Smith's house, during my term as PLC chairman, and it was to be a joint initiative, sponsored by the Trust and supported by the Association whose chair, Robin White took the lead on the project. Robin expanded the plans to have two or three trains, including a 'Toplight' set and a 'Collet' set, and started to purchase vehicles in various states of disrepair from around the country.

At the same time, plans were prepared for a three-road carriage storage shed at Bishops Lydeard, on land to be acquired on the downside as part of the Station Farm development. The fundraising campaign was launched in December 2006. In 2007 Robin arranged the repatriation of Collet BCK 6705 from Steamtown in Scranton, Pennsylvania, quite an achievement, albeit an expensive one. Robin left the project and resigned as a Trust director in 2009.

The vision was fine, but unfortunately, there was no project plan, no funding plan, nor any clear plan for storing the vehicles being

bought or finding the volunteers to restore them.



Through the window of the First-Class Compartment in Collet BCK 6705 built in 1938.

When I took over chairmanship of the Trust in 2010, it was pretty chaotic. Coaches were strewn around Sherrings yard, unprotected and in the way. BCK 6705 was at Crewe, but without enough money to finish the contract and there was no specification for the work on the coach, nor any plan to keep the restored coaches under cover.

With generous help of the Cutting Back Gang under the wonderful David Holmes, we were able to tidy up Sherrings Yard and we cancelled arrangements with other railways who had agreed to sell us yet more coaches we could neither afford nor accommodate. However, we did complete the purchase of a tri-composite brake coach from Sir Bill MacAlpine to provide a brake van for the set.



Moving the coaches in Sherrings Yard with the invaluable help of David Holmes

The only bright spots were the support of Greg McNelly and a few others who wanted to work on the coaches and the help of Chris

Bolt in putting the finances in order and starting to build up the fund for restoration. The advice was that we should undertake a modest National Lottery funded project first to establish our credentials with them, and so the Gauge Museum project was born. We failed on the first grant application but were successful on the second and the revitalised museum will be a big attraction to the railway once we can reopen.

Meanwhile, the intrepid team at Williton has done a great job on 6705 which would have been in traffic this year, had it not been for the pandemic. This was paid for through rattling collecting tins; some handsome donations and a lot of the cost has been paid for through the generosity of the volunteers working on the coach themselves.

The story so far underlines the difficulties and time taken in a project of this size. However, our experience with the museum project should be a good base as we now develop plans for funding further restoration, and we have learned so much from the first coach that the next one should be a bit quicker than the 13 years we took on BCK 6705 since her return from the States!

(Chris Austin)

Heritage Carriage Project

We did manage to restart carriage restoration last September, by establishing a separate base in Sherrings yard and converting one of the coaches for use as a workshop. Sadly, the latest restrictions mean that it has not been possible to restart work since the Christmas break, with no date for going back yet in sight. With the help of the National Heritage Emergency Lottery fund, we have at last been able to afford to buy some effective covers to keep the worst of the weather out while we raise funds for a restoration programme. Coaches at Williton are covered (except the workshop coach) and we hope to cover those at Dunster once we are able and confident enough to resume work (it is not just the coaches that are old and vulnerable!)



Volunteers clearing cut weeds that were growing up to the solebar of the coaches.

Work on TK 3639 so far has been in clearing the coach for work to restart, and in fabricating or restoring some of the components. Timber to replace the rotten soleplate has been purchased, along with that for the corner pillars which are quite complex geometric shapes and form the basis on which the structural integrity of the coach depends. Pending resumption of physical work on the coaches, we are developing a business case for the project, reflecting the changing criteria and opportunities from potential funders. We are all looking forward to getting back to the hands-on work as soon as possible and will report progress in future newsletters.

(Chris Austin)

National Lottery Heritage Emergency Fund

The recent successful bid by the West Somerset Steam Railway Trust resulted in an award of £28,000 s/b £28,700 from the National Lottery Heritage Fund's (NLHF) 'Heritage Emergency Fund'. This will allow the Trust to be Covid-19 secure when it is able to reopen the museums to the public again, and to resume work on carriage restoration and protect historic vehicles.

The wind-torn cover on the Collett Bow-ended coach (TK 4546) shows the urgent need for the new covers for which funding has now been secured by the Steam Trust. The picture shows old comrades reunited. After six months, Steam Trust volunteers catch up with the news on their first day back at Williton.



Collett Bow-ended coach (TK 4546)



New heavy duty covers for 3 Carriages in Sherrings Yard.

New heavy duty covers in place on three of the heritage carriages at Sherrings Yard, Williton. The undergrowth has been removed from between the coaches to improve safe access. The next task is to cover the Collett coach on the right of the picture, which is the Trust's workshop while they are based there. *(Chris Austin)*

(Note: All Heritage Carriage Pictures by Chris Austin).

Hands across the Sea

Last October, Dick Wood replied to an inquiry from Los Angeles, California, from a lady called Angela Cutbill, who had asked about a lovely, polished wood ticket cabinet which had clearly come from somewhere on our line, and she was keen to find out more about it.



Former Minehead Booking Office Ticket Rack

Ian Coleby quickly established that it had come from Minehead and was last used in the 1960s, and a lively on-line discussion developed between us about the rack and the railway. We still have no idea how it came to be in an antique shop in Agoura Hills, Ca but the story went down well in December with the *Western Daily Press* and other media, a cheerful and positive item in an otherwise gloomy year. We look forward to welcoming Angela and her husband David when we are open again and travel restrictions are eased, *(Chris Austin)*

A Generous Donation



The trackwork at Doniford.

A generous donation to the railway of £30,000, (£37,500 with Gift Aid), has been made by a visitor following a visit to the railway. Part of this very kind gift will form a huge contribution to completing the outstanding trackwork at Doniford to allow trains to continue to use this key section of the line, while protecting the historic Doniford Halt alongside which the track to be replaced

runs. The remainder of the donation will be used to help provide much needed volunteer accommodation at the southern end of the line at Bishops Lydeard.

The donation to the Trust followed a line inspection by the donor, he was accompanied by Jon Jones-Pratt, Andrew Young and Chris Austin.

(Chris Austin)

Salvage Hunters visit the Gauge Museum.

Tuesday 28 July found the Salvage Hunters team filming for their television series, at Bishops Lydeard in the Gauge Museum. Chris Austin, then Chairman of the Trust, was on hand to welcome them and to show them around the museum.

Drew Pritchard is always looking for new pieces to replenish his shop, and he has no problem scouring the countryside for interesting and quirky objects. By travelling extensively and keeping a good network of contacts all over the UK and occasionally on the near Continent, the television series shows him and Tee (John Tee) his long-time friend searching for old and forgotten pieces of history.



But finding them is only part of the business; Drew must convince the owners to sell it to him at a fair price, then it's off to the salvage yard, where his team restores it to its original shine before it can be sold for profit. On leaving the museum Drew and Tee felt satisfied that they were leaving with some interesting objects to restore and Chris was pleased with the net result of their visit.

(Chris Austin)

Trust Sleeping Car No. 9038

After a stay of two and a half months in the loco compound, while the Gauge Museum was repainted and refurbished, the Trust's sleeping car, GWR no 9038, returned to the museum on Wednesday 18 March 2020. Before being allowed back inside the building, the sleeping car was given a thorough wash and brush-up in the cattle dock road.



A wash and brush-up for GWR Sleeping Car No. 9038

Content Manager for WSRHT Web Site

The WSRHT (formerly WSSRT) charity would like to invite applications from any volunteers who can act as a content manager and help with the development and running of their web site. Any interested parties should be familiar with the processes for designing and implementing functionalities on a web site, including the appointment of a new web hosting provider to manage the site itself.

Note, this is a task that can easily be run remotely from home or office. Please would any interested parties contact the

WSRHT via e-mail at info@wsrht.co.uk or Geoff Evens directly at geoff.evens@wsrht.co.uk. A working specification is available on request. Thank you.
(Geoff Evens)

Updates and Information

If we have new information to report it will appear on our website, www.wsrht.co.uk (formerly www.wssrt.co.uk) along with this newsletter. If you are on HOPS, you will have received a regular series of helpful updates from the PLC on what is happening, with advice on how to protect yourself. Periodic information is also press released by them or included in letters to volunteers and shareholders. Steve Edge's excellent website www.wsr.org.uk has a comprehensive collection of news and information on every aspect of the railway during the closure period. Look out for the next WSR Journal too for more information.

We hope you find this note useful and do get in touch if you have any questions or suggestions to offer.

Stop Press

A 2nd round of Recovery Grants from the Arts Council England and the National Lottery Heritage Fund has just been announced – there is no further news at the present as Trustees are to consider what this will mean for the Trust.
(The WSRHT)

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 austinca2@googlemail.com

To make sure that the information we hold on members is up to date, if you have moved to a new house, changed your email address, are no longer eligible for Gift Aid, please inform the Membership Secretary.

In order to continue to receive Trust Newsletters and other information relating to the Trust any changes can either be e-mailed to info@wsrht.co.uk (formerly info@wssrt.co.uk) or don.fraser@wsrht.co.uk (Membership Secretary), or sent by post to:

West Somerset Railway Heritage Trust
The Railway Station
Station Road, Bishops Lydeard
Taunton, Somerset, TA4 3BX

If you would like to check what information we hold, please use the same address.

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.wsrht.co.uk> (formerly <http://www.wssrt.co.uk>)