



WEST SOMERSET RAILWAY HERITAGE TRUST

About this issue

Welcome to the Summer 2025 edition of the newsletter. As usual, it includes a full update on the Trust's recent activities, covering all aspects of its work. It also includes a special feature article relating to Blue Anchor.

Can we remind Members that the **AGM will take place on Saturday 27th September at 10 am in the Small Hall at Bishops Lydeard Village Hall.** Papers for the AGM will be sent out in August.

It has certainly been a busy six months since the last full update, and the pace is not slowing! The next full newsletter will come out in January 2026. But, as usual, there will be an additional shorter update following the AGM, which will include a report on the AGM itself.

Chris Bolt
Membership Secretary

From the Chairman

I am writing this as the Flying Scotsman comes to the end of its visit to the VSR, which has brought a lot of attention to the railway during the last few weeks. On the whole, it seems to have been a very successful event, although I know many railway staff and volunteers have put in very long hours, often into the evenings, which has certainly tested our resilience during this period.



The Heritage Trust has played an active part in the Flying Scotsman visit by having the Gauge Museum at Bishops Lydeard hosting the static display days as the main entry point into the goods bay. We have used our picnic tables in the Station House garden to host the cream teas for visitors while they waited to visit the footplate, which all went very well. A special shout out to the museum team who spent many days clearing the cattle dock area of weeds and also laying out some donated walk on covers to reduce the trip hazard on the uneven stones during these static display days.

Back on the 1st May, we ran a very successful member's charter train on the day prior to the Steam Gala. The weather was glorious and the locomotive Fenchurch along with our own carriage 6705 plus 1086 from our friends at the GWR (SVR) looked beautiful together, as they did throughout the Steam Gala. The day was indeed a celebration of everything the Trust has delivered in recent years.

As you will see from this newsletter, there is so much happening on so many fronts, it is sometimes difficult to keep

up! I have been busy with Guard duties and training new Guards to help whilst we have a brief shortage on the railway. This means I have been busy on many fronts but, with several new Guards in the pipeline, I'm hoping to focus more on Trust activities in the coming months.

The museum team has been busy getting ready for the Scotsman visit and also helped to stage a remarkable one-day theatrical display behind the museum supported by the Arts Council using "Iggly" the dinosaur which opened up to reveal a team who proceeded to tell the history of this period, but in a way that really appealed to children, as part of our continuing educational activities.

The museum team continues to grow and has been busy coming up with more new ideas to help refresh the museum content at both Bishops Lydeard and Blue Anchor. As Ian Camp says in his article, we are "evolving into a dynamic hub of history and education, welcoming an ever-growing community of visitors and contributors" – I couldn't have put it better myself.

The team at Washford are taking great strides following the successful delivery of 6705 in time for the steam gala, the first time the Trust had one of its carriages in revenue earning service. Next on the list is Toplight 3639 with much of the work already underway as you will see in John Water's update. They even have plans to bring in another carriage to the shed shortly and we might even see two teams working in parallel on both carriages, given the increasing number of volunteers.

As you will see from our Treasurer's report, we also continue to see new legacies come in to the charity and I am heartened by the level of support we are receiving from supporters. It tells me that we must be doing something right and that people really want to protect the heritage of the WSR.

Finally, we are working closely with the PLC on two fronts at Bishops Lydeard. The first is to build a canopy over the goods bay to provide protection for any of our stock stabled there. It will of course be designed to try and minimise any impact on the heritage nature of the station.

The second project is to examine the potential creation of a visitor centre behind Platform 2 to enable the Trust to bring out many of its heritage items from storage and put them on public display. It should also enable us to have one of our carriages on display, along with a steam locomotive. A small working group has been formed led by our newest Trustee, Chris Darke, to examine various building options, with the broad goal to create a more welcoming experience for passengers.

As always, I will end by thanking our growing number of members and volunteers, without whom we could not deliver on these projects. It feels like the charity is growing rapidly at the moment, which of course brings its own challenges for the board of Trustees. But they have risen to the occasion and I am grateful for their ongoing support as we continue to grow the Heritage Trust's activities.

Mike Thompson – Chairman WSRHT

Focus on Blue Anchor

2025 has seen the reopening of the Trust's museum at Blue Anchor, forty years after its original opening. There have been many challenges to be faced in bringing an early 20th century building - the museum is housed in the Down Waiting Room building opened by the GWR in 1904 - into the 21st. In this feature, we showcase some of the new displays. But first, Chris Austin pays tribute to a stalwart of Blue Anchor and the Trust, Pete Treharne, who died at the end of 2022.

Pete was succeeded as Curator of the Blue Anchor Museum by David Baker, another stalwart of the PLC and the Trust. David died earlier this year, and Chris Austin's tribute to him first published on the Trust website is repeated here.

Pete Treharne – a Tribute by Chris Austin OBE, President WSRHT



Signalman Pete Treharne delivers the token to Driver Richard Jones during the visit of the Duke of Gloucester to the line in August 1995. (Photo: Steve Edge)

Pete was inseparable from Blue Anchor. He lived next door in the Station House, and was not just Station Master for many years, but also signalman, porter, booking clerk, managed the Blue Anchor Railway Museum, ran the Friends of Blue Anchor as well as the Museum friends and was general factotum.

A penalty of 'living over the shop' was that he would be called out (not infrequently) to open the box for a special movement, or if the rostered signalman had been delayed on the A39.

Pete always responded to the call, and always ready with witty repartee in casual conversation. Guard Peter Gleed recalls Pete demanding to see a platform ticket if he alighted at Blue Anchor (which he did four times a day whenever on duty). If meeting anyone in authority on the railway, he would always enquire when he could expect to see his bonus. In the words of Mark Smith, former Managing Director: "Pete never got his bonus, the WSR did."

He was the founder of the Blue Anchor Railway Museum, along with Peter and Ginny Barnfield, which was opened in the former down side waiting room in time to commemorate the 150th anniversary of the GWR in 1985. The exhibits included many of Pete's own collection of number plates, nameplates and models. He assembled a rare collection of key tokens from the Minehead and Barnstaple branches as well as the ticket printing press. Initially run by Peter and Ginny, Pete took over the management of the museum in 1995.

Pete was born Peter Mingay Traherne in 1936 and had been a BT engineer specialising in maritime navigation communications before his retirement, latterly working at Portishead.

In 1995 he became a Trustee of the then West Somerset Steam Railway Trust, a position which he held for 23 years. We asked him on several occasions to stay on so that we could make use of his experience and sound advice, which was always thoughtful and with his experience much valued by other Trustees. So on standing down as a Trustee, he became Vice President of the Trust until his death on 20 December 2022. He is fondly recalled as one of a band of dedicated volunteers whose unstinting work over many years established the West Somerset as the longest and the finest in the country.

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David Baker

David Baker's interest in railways was kindled by his grandfather and uncle, both of whom worked for the Southern Railway. He was an enthusiastic and devoted supporter of the West Somerset Railway for over 25 years. David was Catering Manager for the railway's buffet cars and later was Commercial Director and in 2013, became Vice Chairman of the PLC and in 2015 was acting Chairman.

In 2016 he became a trustee and Company Secretary for the Steam Trust (now the WSR Heritage Trust), while continuing to support the PLC as Share Registrar. After the retirement of Pete Treharne, David took on the role of curator of the Blue Anchor Railway Museum. Working with him in these roles was his wife Jill, who survives him. She also worked for the Chief Mechanical Engineer, Andy Forster, fulfilling the key role of maintaining locomotive records and as well as minuting meetings of the Trust's Board.

David retired as a trustee in 2020.

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(Re) opening the Museum at Blue Anchor

As Chris Austin notes, the Museum at Blue Anchor was first opened in 1985, in time to mark the 150th anniversary of the Great Western Railway. The work that went into creating the museum has been well described by Ginny Barnfield in the Trust's 2019 publication "Tales of the West Somerset Railway". But as recent editions of this newsletter have reported, significant work has been required to bring both the building and the displays up to date, and to enable the museum to open unstaffed on all running days, rather than just on Sundays as previously.

The building itself is owned by the PLC, which is responsible for the external fabric, and leased to the Trust. We have worked closely with the PLC to address structural issues and in particular damp ingress, and hope that those issues have now been resolved - although we will be keeping a close eye on things when it starts raining again.



New displays have been installed, and seem to be appreciated by visitors.

Blue Anchor is “unmanned” as far as stewards go, but we are very grateful to the station team at Blue Anchor who open and shut the museum each day. The major downside to not having a steward on duty is that it has been impossible to get any form of headcount of visitors, but it can be seen simply by reading the visitors book that we do enjoy a healthy throughput of visitors. However, to aid us in getting a more accurate visitor count the Board approved the purchase of a bi-directional footfall counter, which will be installed in early July. Therefore in future newsletters we will be able to give you all reliable visitor numbers for Blue Anchor as well as Bishops Lydeard - One museum on 2 sites.



Heritage Carriages Restoration at Washford

6705

After 6705's highly successful inaugural outing for the Trust member's charter and at the Spring Gala, the carriage has now been returned to the shed at Washford for the last few remaining items to be fixed.

The roof has now been painted as shown below. Protective gaiters have been fitted to the vacuum brake cylinders, and we have added the missing door latches for the gangway doors and corrected the fitting of the connecting step plates.



6705 during its FTR testing



Painting of 6705's roof has been completed

3639

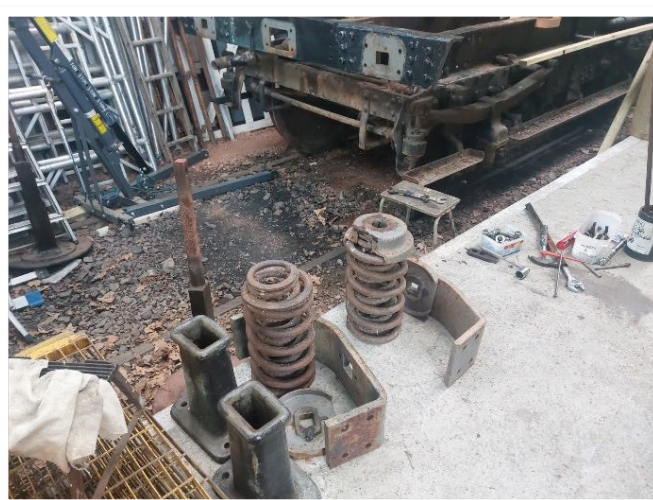
Work has progressed on 3639 on several fronts.

All four corner posts are now profiled, and work is now proceeding on the machining of the mortices to connect in with the rest of the wall and end frames.

All the exterior doors have been removed from the carriage and are now being stripped of all their useful components. We have also conducted a detailed review of the various metalwork components used in

The handbrake alarm has also been re-instated after it was disconnected to fix some issues with the guard's handbrake operation.

6705 is now expected to be moved from Washford later in July for display at the WSRA Steam Rally, and then afterwards stabled at Bishops Lydeard, to enable another carriage to be placed in the shed for restoration work to start.



3639 Buffer springs removed from carriage

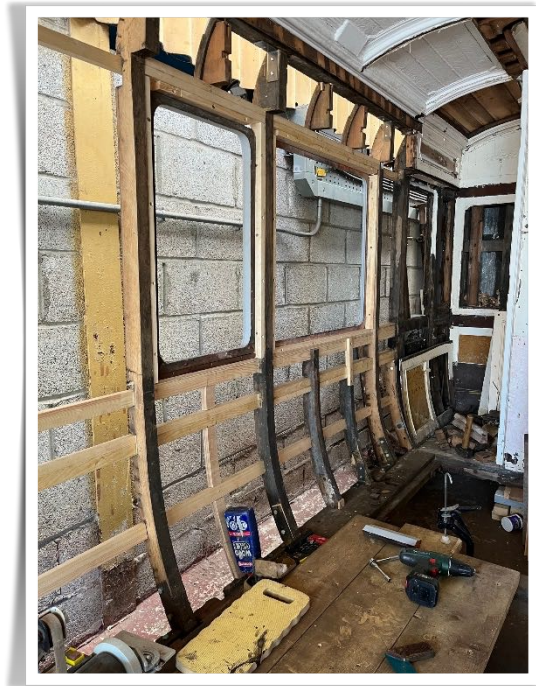
the body, and their fixings, and are investigating suitable suppliers for these parts.

An order for the timber for the exterior doors has been placed, and designs for the cnc templates for the door pillars are now with the supplier. Delivery of both items is anticipated in the next few weeks, at which point work can then proceed of the exterior door manufacture.

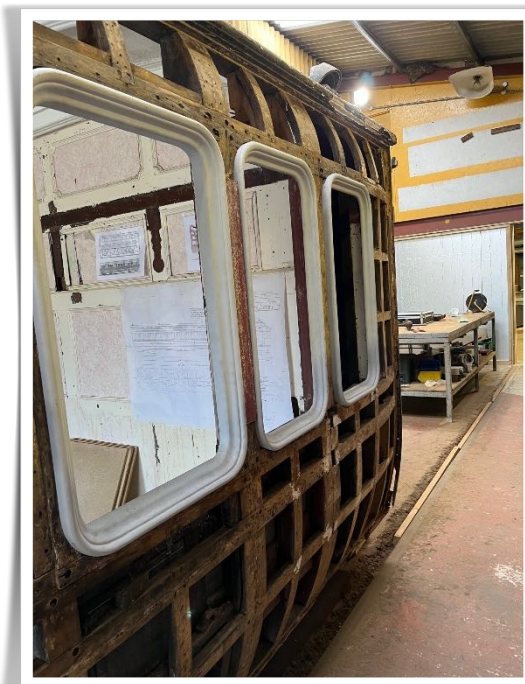
The buffer beam requires either hot-rivet repair or repair using engineered bolts with matching reamed holes in the beam and chassis. While we have a contractor who can provide the engineered bolts solution, at the time of writing we are also negotiating with a company who can hot rivet at our premises. In preparation for either of these approaches we have had to remove various buffer components and buffer springs from the carriage to enable access for either of the repair processes to proceed.

9037

Sleeping car 9037 - one of three constructed in 1897 along with our own 9038 - was discovered in Cornwall in 2022. Because of its condition, it had to be cut into sections for removal. Part of the coach is now being restored for display.



View of 9037 showing corridor side wall being reinstated



Most of the frame is now complete and awaiting cladding

Work started on 8 April and has involved the removal of the modern softwood joist and chipboard flooring. The original cross beams needed rearranging and a gap in the bottom side filled.

Gaps in the side walls have been filled with rearranged posts and rails. The corridor wall was built using split posts and softwood rails.

A corridor window had to be constructed from salvaged frames.

Over the next few weeks, we anticipate being able to shorten the body to its final length for display and also add substantial castors to each corner of the body to enable it to be moved more easily around the workshop.

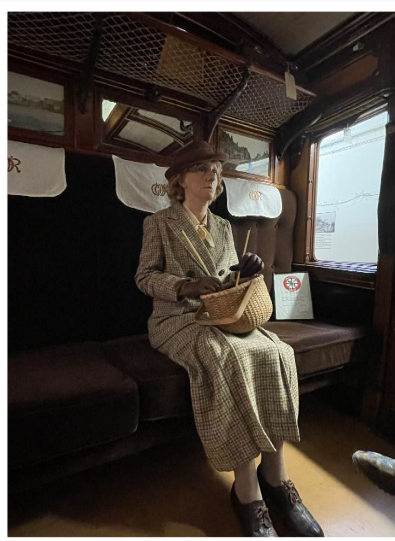
John Waters

What's new in the Gauge Museum?

Following the reopening of the museum at Blue Anchor, we can now honestly claim that we are a single museum with two sites - Bishops Lydeard and Blue Anchor.

The Gauge Museum at Bishops Lydeard has continued to be busy over the last few months. We have had so many compliments about the new “one way” system through 9038. Our stewards have also come in for many compliments for all to see by just reading visitor comments in the visitors’ book.

We have added to our family of mannequins around the museum, which get some very different reactions from our visitors, although the majority love them and they are now part of many a visitor’s photo collection!

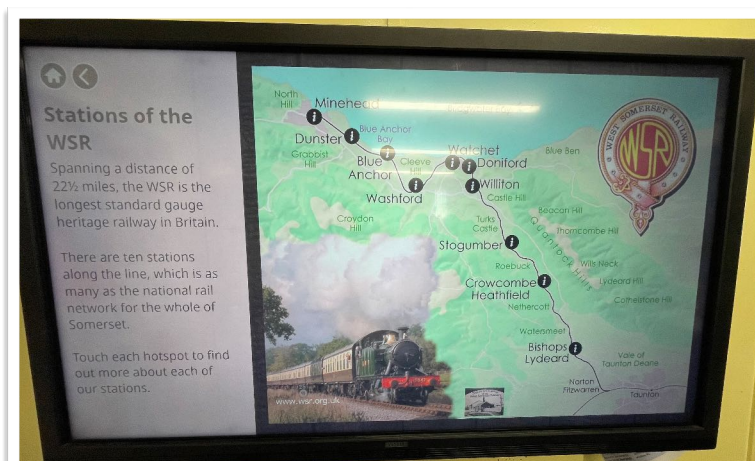


We also have prepared the lower floor walls to enable changeable story boards to be fitted, the first of which are awaited from the printers. As displays are updated or new ones added, we are going for a system that allows us to change them easily, giving the museum team the opportunity to keep the displays from becoming 'wallpaper', as I am very pleased to say we are getting more and more return visitors.

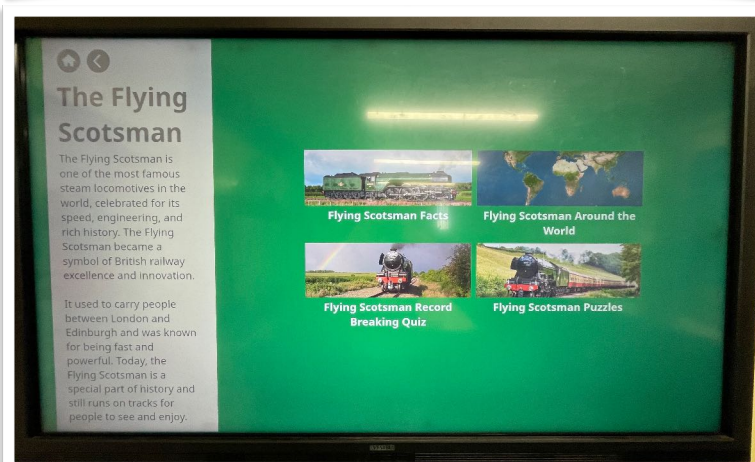


The lower floor continues to be a magnet for local families who wish to come and use the various activities designed and prepared by Helen Anson, our education officer. Some of the children prefer to take their artwork home whereas others leave their artwork behind and it is displayed for all to see.





Helena, one of our newest team members, is using her skills to update the interactive TV, which again is a real favourite with children and adults. The recent updates are to do with the visit of the Flying Scotsman and the IGGY day event on 21 June.



We opened the Gauge Museum, Blue Anchor, in April and have again received very many compliments on the layout, beautifully designed by Helen Anson. It is not fully furnished, as we wish to run for a year to see how the remedial work has enabled us to control the damp ingress. If this proves to be successful over the rest of this season and the closed season, we will be able to confidently place more damp-intolerant exhibits into BA.

As we move forward through the season, we are already planning and

designing the next developments and upgrades to our museum layout, which we will we plan to try and accomplish over the closed season from November to March next year - so watch this space!

If you are in the area, please come and visit the museum, and make yourself known to us as without your membership we would not be able to accomplish much of what we currently are able to do.

We are proud to see our museum evolving into a dynamic hub of history and education, welcoming an ever-growing community of visitors and contributors. Our focus remains on ensuring that each exhibit inspires curiosity and a sense of connection, while the spaces themselves invite interaction and engagement.

Looking ahead, we are exploring innovative ways to enhance visitor experiences, including potential collaborations with local artists and historians to introduce new perspectives to our displays. We also aim to incorporate cutting-edge technology to further enrich our storytelling, ensuring the museum stays relevant and captivating audiences of all ages.

As part of our commitment to community involvement, we are planning to host special workshops and events during the next open season. These will not only showcase the rich

heritage preserved within our museum walls but also encourage active participation from local schools, families, and enthusiasts.

We remain steadfast in our mission to make WSR history both accessible and engaging and, with the support of our visitors and volunteers, to continue to become a place of educational and cultural excellence in the region.

Ian Camp, Museum Curator

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Our Learning Activities

It's been a busy summer so far for the learning team. We have welcomed visits from several schools as well as a pack of Brownies!

The Talking Nature project is well underway with most of the key wildlife features in place and in May we welcomed some of the students from Cotford St Luke - our partner school - to inspect our progress, which they were pleased to approve! The final parts of the infrastructure will be installed over the summer months, with the new learning session launching in the new academic year.



The stumpery and wildlife pond are now well established

Our luxury Bug Hotel

Hydration for bees is now in place in the pollinators bed

A stalwart group of volunteers have helped me to clear the cattle dock area of weeds; creating a clear pathway to the garden and establishing a pleasant space to set up part of the outdoor classroom.



But by far the biggest event for us so far this summer has been the visit from theatre company Emerald Ant, who hosted the Iguanodon Restaurant. The lower deck of the Gauge Museum was turned into an interactive timeline for the day, telling the story of the railway's involvement in the discovery of dinosaur remains and providing an exciting backdrop for all the creative activities that took place throughout the day, including poetry, painting and collage. Just outside the museum, 'Iggy' the giant Iguanodon, delighted adults and children alike with two lively performances telling the story of dinosaurs and the incredible people who helped to discover them. Even the refreshments were on point with a delicious selection of dinosaur biscuits and cakes! A massive thanks to all the volunteers who helped to make the day memorable and to South West Museums Service who arranged for us to borrow their handling collection of real fossils.

Helen Anson



About the Trust - strategy, planning, finance and governance

Finance report - 6 months to 30 June 2025

The Trust has improved its financial position considerably since the turn of the year mainly due to the receipts from three legacies totalling £305,000. This now enables the Heritage Carriage restoration team to advance the restoration of GWR Carriage 3639, which will cost over £150,000 to complete. We also received a large donation from a member towards this restoration project. Funds have been spent on completing the renovation of the Blue Anchor museum.

Surplus cash is currently invested in order to take advantage of favourable interest rates which until recently sat at around 5% but have now dropped down to 3%. Our costs, even excluding any restoration expenditure, now exceed income from membership subscriptions and museum donations and will continue to do so for many years to come. A number of projects are being considered and a fundraising campaign is being planned in order that the excellent progress made in the last five years can continue.

Expenditure is now controlled with budgets agreed with the Trustees who manage our work in the Museums, Restoration, Education and Learning, and Administration, and approved by the Board. This framework is being extended to cover IT and Communications (including development of our website). As a result of the level of income received from legacies, the Trust now has to have its accounts audited to comply with charity legislation (rather than simply having an Independent Examination) and this does not come without considerable cost. The audit also covers the Trust governance compliance, which takes up a lot of time for Trustees.

On 8 July, I had a meeting with Tina Winter, our Relationship Manager at Lloyds Bank. Tina has worked for Lloyds for 17 years and became our contact early this year.



Tina and the Platform Supervisor awaiting the imminent departure of Flying Scotsman

Following discussions on the current financial status of the Trust and what improvements we would like to see, Alan Tilley gave Tina a guided tour of the Gauge Museum including the Sleeping Car. I also described how we manage to raise funds via cash and electronic donations, and Tina kindly tested the electronic version! I also explained how the downstairs area is used for education and Learning sessions with schools. She was also impressed by the large model railway.

As we were about to move onto Washford Flying Scotsman was ready to depart, so we stayed to watch this majestic loco do her business. Nobody was disappointed! Tina and I then drove to

Washford to see the restoration facilities and met nearly the full team and also our Chairman, Mike Thompson. The work being done on 3639 and 9037 was interesting to her due to her

interest in wood. During our tour, I took the opportunity to ask if any of her other companies she looks after considering Corporate Sponsorship which we could tap into to help us with the restoration of the remaining carriages.

So this was a very useful meeting as contacting the correct people at Lloyds over the past five years has at times been difficult, and it is important to know who you need to contact should you have any problems with our banking arrangements and day to day issues. Fortunately, problems are few and far between but with increasing funds we need to keep on top of the best options available to us.

Don Fraser, Treasurer

Museum Accreditation

By the time Members receive this Newsletter, the Trust will have formally applied to the Arts Council for Museum Accreditation. This has been a long, complex and at times arduous process. Sincere thanks go to the members of the working group (building on earlier work by Geoff Evens) who are (in addition to myself): Ian Camp, Helen Anson, John Robertson, Alan Tilley, Mike Boyce and Peter Over, with an additional special mention of the superb support provided by Rachel Bellamy, Museum Development Officer at the South West Heritage Trust.

We now have a comprehensive suite of policies, procedures and plans covering every aspect of Museum activity at the Gauge Museum. We look forward to the assessment process and the outcome will be notified to Members in due course.

Corporate Risk Register

Under the leadership of Martin Brown, a small working group (also includes John Robinson and myself) has been reviewing the Trust Corporate Risk Register to bring it up-to-date to reflect current assessments and assumptions around the nature of risk and Trust business agenda. A draft will be going to the Trust Board in August.

Corporate Policies review

Given the growth in the range and scope of policies and supporting work across the Trust, we are going to undertake a review of current published and recently completed material in order to update and replace outdated documentation. A paper will go to the August meeting of the Board setting out the proposed approach.

Business Plan - Accreditation Addendum

One of the aspects of Arts Council requirements for accreditation is that the Business Plan reflects the way in which the Trust is approaching and executing its responsibilities around this. Therefore, an Addendum has been prepared as part of our pre-application work which will shortly be published on the Trust website.

Capital projects programme

At its May meeting, the Trust Board considered proposals for a number of capital schemes each of which has been shared with the PLC and agreed/supported.

Staff welfare facilities - Washford

Proposals to replace the original Somerset and Dorset Railway Trust facilities using the same footprint were approved by Trustees. The scheme is being taken forward under the leadership of John Waters and will include both external contractor and volunteer inputs.

Visitor Centre - Bishops Lydeard

A concept proposal to establish a visitors centre in the lower car park opposite Platform 2 to include space for static displays, a locomotive and carriage together with a relocated cafe from Platform 2 was endorsed by Trustees. This also has the full support of the PLC. A working group will now be established to develop the proposals further under the leadership of Mike Thompson and Chris Darke.

Covered canopy and volunteer and visitor welfare facilities - Platform 1 at Bishops Lydeard

This scheme, which was first proposed in 2022 as part of a larger proposition to extend the Gauge Museum, has now been revived. Discussions have taken place with the PLC Engineering Director and a draft specification prepared to cover the Cattle Dock and immediate grass area. This will allow for covered accommodation to be provided for one coach plus a small wagon/locomotive. Once the specification has been agreed by the Board, this will then go to our architects LHC for costing and a final decision to proceed will then be made. Associated with this work will be the development proposals for new volunteer and visitor welfare facilities as recommended in the recent externally commissioned Access Report. The work is being led by myself and Chris Austin.

Electrical systems renewal, new heating and new wider fire exit - Gauge Museum Bishops Lydeard

The Board has approved investment in modernisation of the electrical systems within the Museum together with provision of heating in the Lower Ground Floor. Additionally, the existing fire exit to the rear of the Gauge Museum Ground Floor will be widened and the external ramp altered to facilitate access and egress for people with restricted mobility, wheelchairs and other aids. The work is being led by Ian Camp and will be undertaken at the conclusion of the 2025 operating season.

Annual Report and Accounts

Considerable progress has been made on the Statutory Accounts and Directors Report for 2024 with our new auditors A C Mole. These will be published to Members following the Board Meeting on 7 August.

Steve Williams, Company Secretary

Meet the Trustees

The Trust has 10 Trustees (who are also directors of the charitable company). Here we focus on the newest recruit to the Board, Chris Darke, and on Helen Anson, who is also the Trust's Education and Learning Officer.

Helen Anson

I joined the Heritage Trust five years ago with a view to supporting change. With a Degree in Social History, a Masters in Museum Studies and twenty years of teaching experience, I have been well placed to contribute towards this, building the learning programme, supporting with the design and refurbishment of both our museums and providing advice and guidance towards achieving Accreditation.

As a trustee, I look forward to continuing to facilitate change and growth, working towards delivering a more accessible museum experience to our visitors and continuing to improve and diversify our the Learning Offer in unexpected and exciting ways.

I feel that the best thing about working with the Trust is the overall willingness of its members to embrace progress and to constantly strive to be more than the sum of our parts.



Chris Darke



I grew up in Birmingham and when I left school I became an engineering apprentice with at the time a large well known electrical manufacturing conglomerate only to be made redundant at 17 when the factory closed. I then managed to find another well know automotive electrical and aerospace supply company who agreed to continue my apprenticeship. I subsequently became a draftsman. Thereafter I had a succession of roles in membership-based organisations, latterly before retirement in the aviation and health industries at senior management level.

From an early age I would spend my school summer holidays on my uncle's farm in North Wales close to the Ffestiniog railway. Over the years I watched and visited the railway as it grew and developed finally from Boston Lodge to reaching Blaenau Ffestiniog. I can remember walking along the track bed of the closed Welsh Highland Railway at Beddgelert. I also volunteered on the Talylyn railway. All this nurtured a lifelong interest in railways in general.

Having lived a hectic business life, upon retirement my wife and I moved from South Oxfordshire to Somerset. Delight of delights I could now indulge myself in supporting and volunteering on the WSR as its on my doorstep as it were - firstly, as a traveling ticket inspector and then as a guard. I also support the Gauge Museum model railway as part of the leadership team and help train new operators.

In supporting the WSRHT, I hope I can add a contribution to all the efforts colleagues put into maintaining and advancing the interest of all ages in the history and vital contribution railways have made to our heritage, and continue to make to our everyday lives.

The immediate challenge for me is to update our IT services to meet the needs of the Trust today and going forward. Included in this is the overhaul of the Trust website to meet the needs of Trust members and to give the world at large a good view of all the great things that are being pursued in the Trust. I also want to improve member engagement and recruitment through the website and by better use of social media platforms to promote the Trust.

Although I have only been 'on board' as it were for a short time, I have found everyone I've met to be very welcoming. That is the Trust's great strength along with the dedication and enthusiasm of everyone. The plans for future activity look exciting and I look forward to making my contribution to them.

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Further information about the work of the Trust can be found on the Trust's website www.wsrht.co.uk.

If you have moved house, changed your email address, or are no longer eligible for Gift Aid, please inform the Membership Secretary, Chris Bolt, at chris.bolt@wsrht.co.uk.

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

All photos © West Somerset Railway Heritage Trust, except where noted, with particular thanks to John Waters, Helen Anson and Ian Camp.

And finally ...

One of the 'admin' tasks I carry out is monitoring the Trust's general contact email (info@wsrht.co.uk). But even with the spam filter at its highest setting, this receives anything up to 100 emails a day, with less than 1% being legitimate contacts requiring a response!

Many of the emails are in Russian, with a few in Chinese or Spanish. Most of the others are purporting to offer services such as improving website ranking or offering business loans. Among the others are ones inviting you to click on a link (which I obviously never do!), for example "A new comment on the post "Board Meeting 20th May 2021" is waiting for your approval".

Other recent 'offers' include:

- a standalone pet hair air purifier;
- dog harnesses;
- the TrailBlazer Fat Tire E-Bike;
- workshops to create "breathtaking wall art and murals"; and
- garden irrigation systems.

It's all in a day's work!

Chris Bolt