

# West Somerset Railway Association

Supporting the Heritage of the West Somerset Railway



Annual Report for 12 months ending March 31<sup>st</sup> 2022

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# About us

## Mike Sherwood, Chairman of Trustees

The West Somerset Railway Association is a charity whose aims are:

*“To promote education in the heritage of the railway from Taunton to Minehead by restoring, preserving and displaying railway locomotives, carriages, wagons and other artefacts (including documents, drawings, photographs, recordings and films) of historical interest and the buildings connected therewith.”*

It has some 3000 members, who pay subscriptions to support the charity, and draws on the services of a small core of 2.4 (FTE) paid staff and many volunteers to carry out its aims, which include:

- To enable individuals and external corporate organizations to have a supportive and interactive role with the West Somerset Railway.
- To channel the support of those individuals and external corporate organizations, so that it is beneficial to the development of the West Somerset Railway.
- To promote the historical and heritage aspects of the West Somerset Railway, including appropriate support to allow continued running of heritage trains on the line.



- To engage with young people, and to educate people of all ages, in the potential and excitement of active involvement in a heritage railway.
- To raise funds, through the members, through appeals, through grant applications and in any other appropriate way to support the development and sustainability of the West Somerset Railway as a heritage operation; and
- To work collaboratively, and in a mutually supportive and open way, with all other organizations supporting the West Somerset Railway, and in particular the West Somerset Railway PLC, through the Partnership Development Group and any other appropriate forum.
- The restoration and maintenance of heritage locomotives and rolling stock and promoting the associated heritage engineering skills.

These aims enable the charity to enable education of people in an understanding of the heritage aspects of the West Somerset Railway. Its long-term goal is to ensure the maintenance of the railway's heritage equipment and infrastructure and to work with the West Somerset Railway PLC and other organizations which support the railway, to improve the arrangements for the public to see all aspects of how the railway is run. It will measure these successes by condition surveys of heritage items, and footfall in places where such viewing arrangements are improved.

The Association could not function without volunteers. In 2021 we had two main areas:

- Administration: nearly 2,000 hours.
- Steam & Vintage Vehicle Rally: at least 500 hours for the planning of the event which were then forced to cancel because of the uncertainty arising from further waves of Covid infections.

Achievement and performance were severely blunted during the year due to the restrictions in the early part of the season because of Covid, and some understandable reluctance of people to undertake group leisure activities even when restrictions were eased. Inevitably the railway being closed impacted on the work of the charity.

Despite the difficulties, the Association raised a net £359,418, with the help of some substantial legacies. Fundraising has focused on 3 major funds discussed below:

**The Locomotive Restoration Fund** was established to secure the long-term future of locomotives operating on the WSR, principally through the refurbishment of two locomotives owned by the Association: Small Prairie 4561 and Manor Class 7821, Ditcheat Manor. Just over £47,800 was raised for this fund during the year and the available total is just under £120,500. Work is now well advanced on the restoration of the chassis of Small Prairie 4561 and is now starting on the boiler. We are aiming to have the locomotive back in steam on the West Somerset Railway by its 100<sup>th</sup> birthday in 2024.

Discussions have commenced about the overhaul of Ditcheat Manor. We will, look sympathetically to assist restoration of all locomotives that form part of the “home fleet” on the WSR where agreements that keep the locomotive on the railway are in place or where the locomotives are owned by the operating company.

**The Preserve and Protect Fund** has been established with the aim of providing covered accommodation for the railway’s rolling stock and in particular the heritage items of rolling stock. This is essential to preserve the heritage carriages in good condition. Initial scoping work was carried out in 2021, and we are now ready to move towards constructing suitable accommodation. Nearly £20,000 raised in the financial year.

**The Rail Renewal Fund** has now formally been established to provide funding for the replacement of the permanent way of the West Somerset Railway, £36,900 raised during the year. The focus of the WSRA will be to principally provide funds for the replacement of heritage bullhead rail laid on wooded sleepers within the station limits of each of the 10 stations along the line.





However, we are mindful of the need to ensure the whole 22 miles of the railway are maintained in a good condition to allow the safe operation of trains.

The railway is a major heritage leisure attraction in West Somerset, with some 200,000 visitors per year, who contribute £9 million annually to the local economy. The operation of the railway is carried out by the West Somerset Railway PLC, a not-for-profit Company, which the Association works collaboratively with and supports.

As well as supporting and helping to finance things like track maintenance and locomotive and rolling stock restoration and preservation, the Association focusses on two other important areas: promotion of heritage engineering skills and volunteering. We see these as vital to our aim of promoting education.

Volunteering provides a way in which skilled older volunteers can pass their skills on to others. It also provides new volunteers with the opportunity to learn new skills. Both benefit from the sense of purpose and achievement, development of networks and friendships and sense of achievement that volunteering brings. This is particularly the case in the heritage engineering skills needed to restore and maintain the railway's locomotives and stock.



# Operating a Heritage Railway in the 21st Century

Geoff Garfield, WSRA Vice Chairman

Heritage steam railways occupy a special place in British culture, as evidenced by the fact that there are over 200 preserved railways and tramways throughout the country. The West Somerset Railway is a significant part of the heritage, being the UK's longest full-size steam railway, and still operating over its original route. Evidence of our special place can be found in some figures: over 200,000 people visit the railway in a “normal” year, welcomed by almost 1,100 volunteers. Those efforts are particularly important in West Somerset, a district with low social mobility, where the economy relies heavily on tourism.

However, operating a living museum which offers a 1950's experience but achieves 21st Century standards of safety and service is a major challenge. Heritage assets are alarmingly expensive to restore & maintain, and this work must be done to today's safety standards and best practice. For example, the WSRA has two steam locomotives for restoration. The smaller one, which is coming close to completion, will have cost over £300,000; restoration of the larger one is likely to cost significantly more. For this reason, the WSRA, a registered charity, exists to raise capital funds for the restoration and preservation of the heritage assets, while a separate operating company, West Somerset Railway plc runs the trains and all the associated infrastructure. Their business model relies on earning sufficient income from visitors each spring, summer, and autumn to pay for the necessary expert technical and operational staff and to carry out essential maintenance during the winter closed season.

## **The effect of the Covid-19 restrictions**

Although the main effects of the covid pandemic were felt during the 2020 operating season, income was still restricted during 2021, and the government grants which had supported the railway & the charity were no longer available. The charity's major income-generating event, held each August, had to be cancelled for the second year running. However, income from donations and legacies held up, and expenditure, perversely, was reduced as larger restoration works had to be postponed allowing the railway to focus on recovery of daily activities and recover from the covid restrictions. The charity ends the year in a strong financial position, with funds to invest for the future. This is positive, and necessary: with today's costs, a heritage railway can never raise enough funds from fares alone, especially to pay for essential restoration and other capital projects. This is where we rely on our supporters and donors.

# Our achievements in 2021 and plans for 2022

Despite the challenges, we saw some solid progress during the year including:

- Progress on the restoration of steam loco 4561, to a point where we can look with some confidence towards the day when it can be restored to steam.
- Completion of a programme of maintenance on our 1950's heritage coaches, which are now in better condition than they have been for many years.
- Commissioning the restoration of our heritage Hawksworth saloon which has been deteriorating for many years.
- Completion of the scoping exercise to provide for covered accommodation to preserve our heritage coaches, as well as a permanent 'home' for the charity.
- Commencement of a programme of bringing non-traditional and less-advantaged people to the railway and using the railway to discover the benefits of country walks to health & wellbeing.
- Reviewing and updating our objects and policies to make them fit for the future.
- Continuation of the WSRA TV project – making heritage available to all.
- Installing new staff toilets for Williton restorations, to replace and unsatisfactory, male-only toilet.

Plans for the next year will include:

1. Work to commission a new building on our own land, to provide covered accommodation
2. Acceleration of the restoration of locomotive 4561, towards completion of the project
3. Development of a 5-year plan for the restoration of the railways running lines
4. Further work with local communities and groups to provide less-advantaged people the chance to experience the railway and explore the local environment



# Our Projects

Jacquie Green, WSRA General Manager

## Preserve & Protect Fund

The West Somerset Railway has several historically significant coaches. Over the years, these have been preserved by skilled work carried out on the railway by volunteers and specialists, at considerable cost. Over the last 12 months we have continued to invest in repainting, waterproofing and generally refurbishing the coaching stock. This is an ongoing commitment to keep these older MK 1 carriages in good condition and able to deliver a historic experience, for the public. We are also working on a lifecycle plan for these carriages that will see them plotted on an agreed cycle for some of the longer-term refurbishment items to ensure that the funds are available, and the work suitably planned into the schedules.

Our “Preserve & Protect” restricted fund seeks donations towards the cost of carrying on this work, and most importantly, to build a shelter for the vehicles to maintain them away from the deteriorating effects of weather. We are now holding over £38,000 in this fund which is a good base and so we have started working on detailed plans for a carriage shelter on our land at Norton Fitzwarren. These plans are in the early stages of development before a final and agreed plan of action is determined.



## Hawksworth Inspection Saloon W80976W

Our Inspection Saloon is one of 7 built in 1948 to the design of Frederick Hawksworth who was the last Chief Mechanical Engineer of the Great Western Railway. It was allocated to the Taunton District Engineer for track inspection, and used for that purpose until the late 1960's, when it was installed with computers and carried out surveys all over the country. It was restored and purchased by the WSRA.

This coach has been very popular for birthday parties, anniversaries etc., as the kitchen facilities allow the service of food and drink, while passengers enjoy an unrivalled view of the longest full-size preserved railway in the UK.



The Saloon became in need of further work on upholstery and internal fittings, and so we reached an agreement with the Pontypool and Blaenavon Railway that will see the carriage running on their railway for 3 years in exchange for an internal re-fit and the all-important covered storage when not in use. By the autumn of 2022 most of the restoration work has already been completed and the carriage is looking resplendent with its new Horse Chestnut Leaf upholstery. It still needs a few more restoration items including new curtains and will continue to be safely stored under cover, until the WSRA is able to keep it in our own under cover space. We are also looking to ensure that the saloon has a fresh coat of paint and varnish for the 2023 season. The carriage will be a shining example when it is returned to the WSR and we must ensure that we have suitable covered storage space available for it.

## Rail Renewal Fund

The West Somerset Railway track uses 53,000 sleepers and well over 40 miles of rail. The rail has a life of between 50 and 100 years. Much of our track is at the very end of its life and we urgently need to renew it. This is very costly, particularly if bullhead rail is to be used.

Bullhead rail was the standard for the British railway system from the mid-19th until the mid-20th century. One of the first British Standards, BS 9, was for bullhead rail - it was originally published in 1905 and revised in 1924. Bullhead rail is similar to double-headed rail except that the profile of the head of the rail is not the same as that of the foot. Therefore, because the rail no longer had the originally perceived benefit of reusability, it was a very expensive method of laying track. Heavy cast iron chairs are needed to support the rail, which is secured in the chairs by wedges or "keys" which require regular attention. Bullhead rail has now been almost completely replaced by flat-bottom rail on British railways, although it survives on the national rail system in some sidings or branch lines.

As a Heritage Railway, the West Somerset Railway would like to keep Bullhead rail in the station surrounds and other areas where it can be seen and understood. The unseen parts of the railway will use the





more cost-effective flat-bottomed rail, like that used on the mainline.

To keep costs to a minimum, the work is undertaken by the staff & volunteers of the railway, supervised by volunteer professional engineers. The WSRA seeks funding for the considerable cost of materials, which have risen substantially recently. Some examples of these costs in 2022 are:

£5,500 buys a full 60ft panel of bullhead track including all fittings (50 years life) (previously £3000)

£6,550 buys a full 60ft panel of flat bottom track including all fittings (100 years life) (previously £1800)

£1,335 buys a length of bullhead rail (previously £840)

£1,325 buys a length of flat bottom rail (previously £560)

£120 buys a durable wooden sleeper with serviceable chairs and keys

£40 buys a concrete sleeper with new fittings (previously £28)

During 2021-2022 the WSRA raised just under £37,000 and spent almost £11,000 on materials, which were used in an infrastructure project on the line. Progress was held up in 2020-21 because of Covid and because of a joint project with Somerset County Council to replace the level crossing at Minehead. For the winter 2022-3 we are planning major works at Blue Anchor, which will involve relaying track at both ends of the station. This work has great heritage significance, as the points to the west of Blue Anchor, with their fouling bar lock, are unique in the UK, to the best of our knowledge.



## Restoration of Small Prairie 4561

The COVID pandemic and lock-down affected the restoration work with both staff and volunteers staying away for the majority of 2020 and into 2021. External circumstances have also impacted on parts of the work commissioned externally causing long delays in the return of refurbished wheels and piston heads.

However, work on the locomotive is progressing again and we are on target to achieve a rolling chassis by the end of 2022 at which point attention will turn to the boiler. We are still hoping to have the locomotive in steam and able to haul passengers to celebrate it's 100<sup>th</sup> birthday in October 2024, so the work is really picking up pace now.



For more information and updated progress see <https://wsra.org.uk/4561-blog/> <https://www.wsra.org.uk/locomotive-restoration>



# Volunteering & Community Engagement

A heritage railway requires many people to operate it. The West Somerset, with its 23 miles of track and 9 stations, operating 7 days a week in the peak season, is particularly labour intensive. A very wide range of skills are needed.

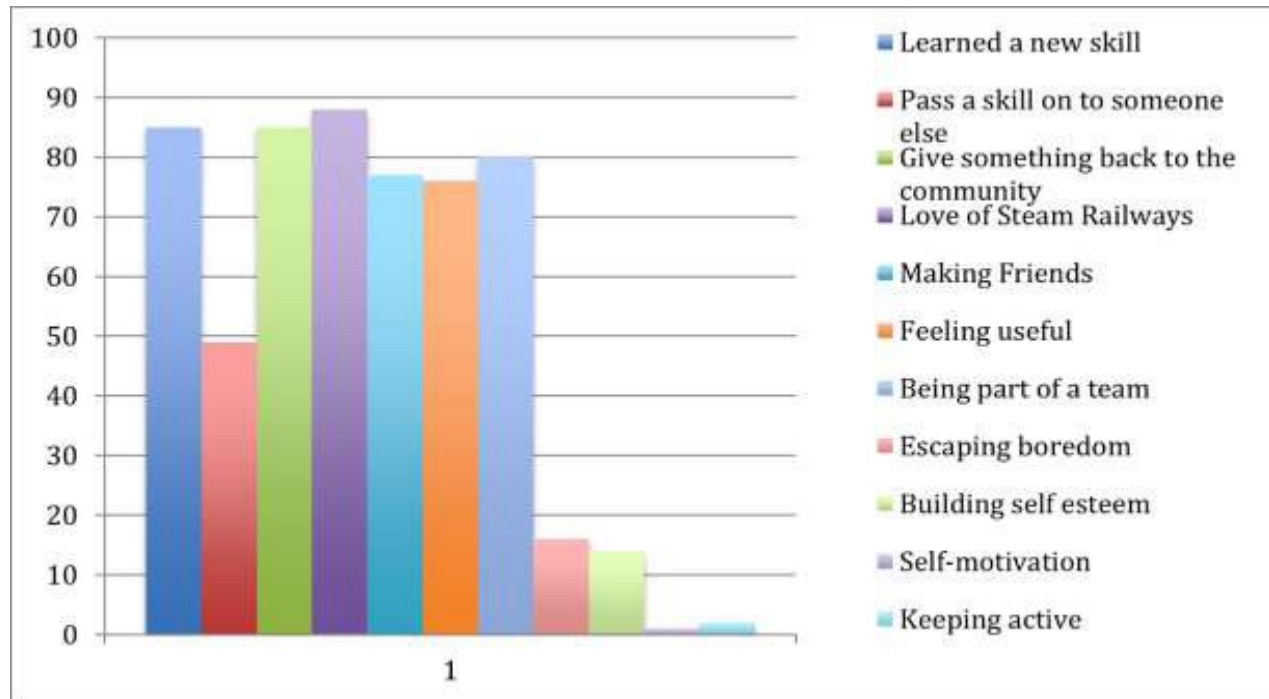
Many of those are technical: mechanical, electrical, and civil engineering skills are needed to provide suitable infrastructure and working trains & equipment. Loco crew, guards and signalmen are needed to operate the trains. But there are very many more: our visitors need people on stations and trains to help and keep them safe, as well as others to provide catering and retail services. To offer an attractive environment needs maintenance and gardening...there are many more. We have a nucleus of expert, paid staff to lead and manage the operation, but it would be quite impossible to raise enough revenue from visitors to pay all the people needed.

The West Somerset Railway is very fortunate to have some 1100 volunteers who give time to supporting the railway in almost every role. Some bring the skills they learned during previous employment, but many have learnt new skills through training, from older colleagues or by being part of a team. Clearly, these volunteers bring enormous benefit to the railway, but there are also clear benefits to the individuals themselves, evidenced by research both nationally and locally.



# Volunteer Information

We recently surveyed a random selection of our volunteers to help us understand their motives for volunteering, and the benefits they received. The results are set out in the graph below:



## How volunteering gave me and my family a new interest

**Val Jones, WSR café volunteer and WSRA Steam Rally office volunteer**

I started volunteering for the WSRA in 2010. I had just retired as a nurse, and with my family grown up, I was looking for a new interest. My husband, Brian, had also retired, and he was also keen for something new.

We were attracted to the railway because we had taken our children on train trips, and to Santa specials, and always enjoyed them. So, when I saw that there was a volunteer recruitment event coming up, we both went.

I had no idea of what I wanted to do, but we were soon persuaded to make a start: I joined the café, while Brian did practical things for the Rally. Soon, Brian persuaded me to join the Rally team, and I persuaded him to volunteer in the shop.

What I love about volunteering is meeting new people who come to enjoy their day on the railway and helping them get the best out of it. I have made lots of friends among the people I work with and learned some new skills: and my math's has improved enormously.

I enjoy it so much that I have persuaded lots of people to come along and help: my family, my former boss, my neighbours & my friends: even those who are working like to come and help at the Rally every August.



**Diana Ricketts-Tanner – retired Costs Lawyer/Law Costs Draftsman  
– part-time legal administration consultant.**

Having joined the WSRA in 2009/2010 I supported my late husband in his volunteering on the West Somerset Railway. He was passionate about this and it was the major factor in our moving to West Somerset in 2009. He really loved the historical re-enactment elements of his role on a heritage railway.

Following his death in 2017 I felt really looked after and welcomed by his friends and colleagues at Williton Station. Our dog Cid and I were frequent visitors to the station and I began to rekindle the interest in the railway I had previously enjoyed. Following some discussion with the station team generally I had a long talk with the Station Master about volunteering possibilities. It was complicated as I have some health issues which meant certain roles were impractical for me to consider, but eventually I began volunteering in the booking office. This really helped me recover my self-confidence and self-esteem. My colleagues were so considerate and thoughtful. The sense of belonging and being part of something bigger than myself was tangible.

The railway brings so much pleasure and enjoyment to its passengers, visitors, and volunteers. It is an important part of the community in so many ways. I ventured to the WSRA AGM in 2019 and was thereafter asked if I might consider being co-opted as a Trustee. This was another means of volunteering for the railway and after some consideration I agreed. I have learnt so much from both of my volunteering roles. Not just about the railway, its operation, management and working but also about myself. I have met new friends and developed new interests.



# Heritage Engineering Skills

The WSRA supports Heritage Engineering Skills via the West Somerset Restoration Facility on the railway at Williton. This is where much of the long-term restoring work for the railway is carried out, on both carriages and locomotives. The team working there is a mixture of paid staff and volunteers, with older, experienced engineers and craftsmen passing on their skills and knowledge to the next generation. The facility is managed by the West Somerset Railway PLC, which allows it to supplement the restoration work commissioned by the charity with commercial restoration work for other heritage railways & enthusiasts: but the work we commission is always the priority.

The ethos of this facility has always been ensuring that heritage engineering skills are passed from one generation to another, so they can be kept alive. All West Somerset Restoration paid staff started out as apprentices and learned their trade via local colleges and on the job training and mentoring.

The Head of Mechanical Engineering, Ryan Pope, started with the railway in 2010 achieving first a level 2 Engineering Apprenticeship and then going on to achieve an Advanced Level Apprenticeship in Engineering Manufacture. He graduated and became a full-time employee in 2015 and since then has shown great dedication and skill in everything he does.





Ryan has purchased and restored his own small locomotive, which he now hires out to Heritage Railways, gaining business management skills along the way as he plans for sufficient income to support the next overhaul when it becomes due. In January 2018 Ryan was appointed as Engineering Foreman and has gone from strength to strength in that role.

Apprenticeship is not the end of training for the engineering staff – it is the first step on a planned journey that imparts skills and confidence to the next generation. They continue to work with experienced engineers and craftsmen as well as undertaking appropriate external courses and qualifications.



# Supporting the West Somerset Economy

We operate in West Somerset District, an area that has considerable economic challenges. In 2015, West Somerset offered only 5.5% of the total number of jobs available in Somerset at 12,400, compared with 66,700 in South Somerset. (Somerset County Council Economic Factsheet 2017).

The largest town, Minehead, which is the destination of most people who visit the West Somerset Railway, has a population of 12,000 (2011 census). Its population is considerably older than the rest of Somerset (30% over 65, compared with 21% for Somerset and 16% nationally). Retaining young people in the town is seen as a critical challenge, as is in-work poverty, with wage levels low. Tourism is the main economic driver, with 55% of jobs related to this activity, directly or indirectly. (Minehead Economic Plan 2016).

The West Somerset Railway is an important part of the offer to visitors, drawing 200,000 visitors annually. It is rated by Trip Advisor as the No 1 activity for local visitors, rated 4.5/5 by over 2300 reviewers, who emphasized the nostalgic, heritage experience, and the friendliness of volunteers. The Association's work supports these two elements of the railway, helping to develop this key local economic driver. Our partner operating company, West Somerset Railway PLC, is already one of the major employers in West



Somerset, with about 45 people employed in managerial, administrative, marketing, engineering & various specialist fields, supported by the volunteers, who carry out most of the daily work of operating the railway and welcoming the visitors.

West Somerset is the lowest ranking district in the whole country in the Social Mobility Index (January 2016), a measure that compares the chances that a child from a disadvantaged background will do well at school and get a good job. (Department for Education social mobility report 2016).

We believe that the Association has a part to play in improving social mobility, through engaging young people with the railway, where they can learn heritage skills from staff and experienced volunteers. This can allow them to develop their interest into a career, either through the volunteering route, or through engineering apprenticeships, which we have been able to offer in our Restorations workshop. There are some examples here. These successes have convinced us that we can develop more pathways to help other young (and not so young) people in the future.

## Phil Sizer

I first started volunteering as a Tracker aged 13. At this time, I still lived near Reading and would stay with my grandparents in Blue Anchor at weekends and during school holidays to work as a Travelling Ticket Inspector, a buffet car steward and with the model railway department. I was quite badly bullied at my school and volunteering gave me an escape from my world in Reading, helped me with my confidence, and allowed me to develop life skills, like dealing with the public and handling cash. I moved to Blue Anchor with my family when I was 15 and continued volunteering throughout my teens.

I left the railway when I was 18 to go to university to study television production in 2008. After graduating, I moved back home to Blue Anchor and worked in retail in Minehead. After a couple of years of work, I realized that I really missed volunteering on the WSR, so I went along to the volunteer recruitment day in 2015. I thought I could go back to being a TTI and then train to be a guard, but I decided to push myself and learn something different. I decided I would like to learn about signaling as it was something I knew little about. I enrolled as a trainee signalman at Blue Anchor, and I very soon discovered how much I loved it. Quite quickly I decided that this was what I wanted to do for my career. That's when I started applying for paid roles at signal boxes around the country.

I passed out as a Blue Anchor signalman in the autumn of 2016 and passed out for Minehead a year later in 2017. At the time, being Minehead signalman also involved acting as the duty controller for the day, so I gained a lot of new skills from this too.

In 2017, I saw a job come up on the WSR's Permanent Way gang and applied, leaving retail to work on the railway full time. Whilst doing this role I got a much better appreciation and understanding of the railway and how it is maintained. I continued to volunteer as a signaller and in the peak operating season of 2019 I was seconded to work in the Operations Department to provide cover and responsible officer duties. All during this time I was still applying to Network Rail to become a signaller and finally in the summer of 2020, my dream became a reality, and I was offered a job to become a signaller at Crediton in Devon.

Within 6 weeks of starting this role, I was off to signaling school in Newport and after 11 weeks of hard work, I completed my Initial Signaling Training. I then shadowed signallers at Crediton to complete my in-box training. By Christmas, I had passed out as a signaller at Crediton. I have now been there for over 10 months, and I have loved every minute - I feel so fortunate to be doing a job I absolutely love.

I would never have been able to achieve this dream if it had not been for the volunteering opportunities that the WSR had offered me. Being a Tracker set me up for the world of work and gave me an escape as a teenager, and then coming back as volunteer as an adult helped me realize what I wanted from my life and got me to where I wanted to be. I still continue to be an active volunteer, signaling at Blue Anchor and Minehead whenever I can, and I can't see myself ever stopping because it is just too enjoyable!



# Accounts

West Somerset Railway Association

Consolidated statement of financial activities (incorporating an income and expenditure account)

For the year ended 31 March 2022

	Note	Restricted £	Unrestricted £	31-Mar-22 £	31-Mar-21 £
<b>Income from:</b>					
Donations and legacies	3	96,209	496,739	592,948	319,078
Other trading activities	4	-	39,719	39,719	53,353
Investment income		-	752	752	114
<b>Total income</b>		<u>96,209</u>	<u>537,210</u>	<u>633,419</u>	<u>372,545</u>
<b>Expenditure on:</b>					
Raising funds		-	892	892	(1,134)
Charitable activities		<u>52,577</u>	<u>220,532</u>	<u>273,109</u>	<u>314,317</u>
<b>Total Expenditure</b>	6	<u>52,577</u>	<u>221,424</u>	<u>274,001</u>	<u>313,183</u>
 Net income / (expenditure)	9	 43,632	 315,786	 359,418	 59,363
Transfers		-	-	-	-
<b>Net movement in funds</b>		<u>43,632</u>	<u>315,786</u>	<u>359,418</u>	<u>59,363</u>
 <b>Reconciliation of funds:</b>					
Total funds brought forward		<u>217,206</u>	<u>1,618,222</u>	<u>1,835,428</u>	<u>1,776,066</u>
 <b>Total funds carried forward</b>		<u>260,838</u>	<u>1,934,008</u>	<u>2,194,846</u>	<u>1,835,428</u>

There were no other recognised gains or losses other than those stated above. Movements in funds are disclosed in note 21 to the accounts.



# Thank You to all our Supporters

The WSRA would like to say a huge thank you to everyone who has contributed to the charity over the last 12 months – we simply would not have been able to achieve so much without your continued support.

The funds we have received have allowed us to continue with the refurbishment of the Small Prairie 4561, the Quantock Belle, and the Hawksworth Taunton Saloon, which was helped by the winning of a Restoration Award from the Transport Trust.

We received valuable funding to help pay for some of our core costs, for a mobile toilet block at Williton, a film training course for volunteers and for minor station repairs. The charity secured £25,000 to help support vital works scheduled to take place at Blue Anchor – this will take place in Autumn/Winter 2022-23. We also launched a new project offering disadvantaged and isolated people a trip on the railway combined with historic talks and photographic railway walks. Last but not least, we were also fortunate to be donated a lovely Christmas tree from Langford Lakes – which welcomed visitors who booked onto the Christmas Light up train.

The Association would like to extend their gratitude to the many trusts, foundation and corporations that have offered us support. Grants donated between January 2021 – March 2022 include:

The National Lottery - Awards for All  
Foyle Foundation  
The Transport Trust  
Peter and Teresa Harris Charitable Trust  
Clark Foundation  
Anthony and Elizabeth Mellows Charitable Settlement  
Tesco Groundworks  
M & G Multi-asset Fund

Medlock Charitable Trust  
Arnold Clark Community Fund  
Co-op Community Fund  
Aviva Community Fund  
Mike Berry  
Veronica Awdry Charitable Trust  
Fairfield Charitable Trust  
Pilgrim Trust



# Meet our staff & trustees

## Trustees

Mike Sherwood; Chairman

A long career in Operations and Project management working internationally for several medical device companies followed by a spell of interim and contract management before retiring to follow a life-long passion for preserved steam.

Geoff Garfield; Vice-Chairman

A retired pharmacist, with extensive managerial experience in large multiple businesses and the NHS, and as a management consultant and senior team coach. Now volunteers as a railway signalman and chairs the organizing committee of the annual steam rally.

John Glover

An active railway supporter for some 35 years, with extensive experience of railway operations. Currently employed by the West Somerset Railway in the operations department.

Mike Lea; Treasurer

A chartered accountant for some 32 years, most recently as senior partner of Smith & Williamson in Bristol. Vastly experienced in charity finance matters and trustee of 10 other charities in the Southwest.

Barrie Childs

An active supporter of all the WSR organizations for several years. A previous WSRA Trustee, with a background in computer programming and small business, now close to retirement with more time to devote to the WSRA.

Jeff Price

Involved with heritage steam locomotive operation and overhaul for over 30 years and a WSR volunteer in the loco department for over 20 years. Director of a small engineering company using traditional process whilst also embracing modern solutions.

Diana Ricketts-Tanner

A member of the WSRA for over 10 years, and subsequently a volunteer on Williton Station. Diana has a keen sense of community and personal experience of the mental and physical health and well-being benefits of active volunteering. She is a part-time legal administration consultant.

Denise Parker

An active WSR supporter for almost 20 years, currently employed by the West Somerset Railway in on-train catering supervision and management. A 'people person' with various roles in the local community including that of scout leader.



Jacquie Green collecting our award from the Transport Trust.

## Staff

Jacquie Green – General Manager

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Keith Sandford – Membership Administrator

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Kathryn Sims – Book Keeper

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Kate Williams – PT Fundraiser

[Kate.williams@wsra.org.uk](mailto:Kate.williams@wsra.org.uk)

West Somerset Railway Association

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## **Contact us**

**For more information, visit our website [www.wsra.org.uk](http://www.wsra.org.uk)**

### **West Somerset Railway Association**

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**Somerset**

**TA4 3BX**

**Registered Charity No. 1041901**

**Company No. 2968284 registered in England and Wales**

**Telephone 01823 433856**

**Office opening hours are Tuesday to Saturday 09:30 - 16:00.**