



"ONLINE"



THE NEWSLETTER OF THE WEST SOMERSET RAILWAY AND THE WEST SOMERSET RAILWAY ASSOCIATION JUNE 2009

CONGRATULATIONS

This month we celebrate 30 years of the reopening of the line between Bishops Lydeard and Minehead. So, as the sun shines outside and "Tornado" has just arrived with a full nine coach train we are reminded just how far we have come since a Bagnall tank engine hauled the first steam passenger train from Bishops Lydeard to Minehead and of the debt of gratitude we owe to those early pioneers. (No, I was not one of them, I was still at school until 1979!).

Moving on to the Railway we know and love today we have had a very good start to 2009 but as always additional help is required. The pinch points at the moment are the new café at Minehead, the Minehead Commercial and Administration Offices and the Operating Department would also appreciate more hands available to assist with shunting. If you can offer help please call 01643 704996 as your first point of contact.

Finally and most importantly many thanks to everyone for the work that has been put in the years since we the West Somerset Railway began to come back to life and for the hard work that is still being done.

P.S: one call we received this week asked if we are celebrating our 50th Anniversary. We replied not yet, but it will come round soon enough!

(Paul Conibeare)

FROM THE BOARDROOM

I am sure you will not be surprised to learn that the Board were delighted with the outcomes of the Spring Steam Gala. The event was imaginatively and ambitiously planned, and huge numbers of you turned out to work so that record numbers of visitors could enjoy a spectacular array of locomotives and trains. Financial results

were good not just for the Company, but also for all the associated groups working on the Railway whose funds were also boosted. Thank you for your input.

We are aware of the problems created by the incoming charter, and plans were already in place to re launch the WSR as a charter train destination. This involved entertaining promoters, operators and Network Rail timetablers for a day during which the arrangements for the acceptance of charters, both from and to the network.

The Board must of course pay close attention to the financial situation. In this, we are led by Roger Savill, our finance director. Roger turns all of the income and expenditure into detailed and understandable accounts. The board has invited Nigel Adams a chartered accountant, but perhaps more widely known to you as fireman, sometime roster clerk and loco support crew to become a director of the Company.

Not unnaturally, our permanent way has attracted a great deal of attention in recent months. It is some three years since Cambrian Transport Ltd provided an independent inspection report and in the meantime they have become closely involved with day to day maintenance and renewals. It seemed sensible to ask for a new independent inspection, and this was carried out by Phil Kirkland, Civil Engineer to Tyne and Wear Metro, and sundry heritage railways. At the time of writing, Phil's report is awaited. The board has invited Ian Stone, a Network Rail permanent way engineer but perhaps more widely known to you as a WSR guard, signaller and ex Tracker to become a director.

Both these two new directors will of course offer themselves for formal election at the Company AGM on 27th June.

Two projects have been much in our minds. We have asked Ric Auger to write up a detailed specification for the overhaul of the Mineral Line Bridge at Watchet, and conscious of the difficulties faced in providing refreshments on trains from the temporary buffet that currently replaces the Taunton Cider Buffet, we have ensured that funds are available to progress the completion of No 4936 as quickly as possible.

The Board has also agreed to bring the management of the Railway's infrastructure back in house, with the employment of a civil engineering manager to be supported by an independent consulting engineer from time to time as required. We anticipate this change being completed by April 2010, and the process of recruitment and handover will start in the next couple of months so that essential on the ground information and experience can be shared.

The sharp eyed amongst you will have noticed small quantities of flat bottomed rail, appropriate sleepers and fixings appearing at the Norton site. Supplies of bullhead rail and good quality sleepers are likely to diminish in the coming years, and we have agreed to adopt flat bottom which is readily available at affordable cost for remote locations. This will release bullhead rail as required for the more prominent and public areas where such things really matter.

(Mark Smith- Chairman)(Mark can be contacted by email marksmith@btinternet.com or by mobile phone 07974 51843)

PASSENGER FIGURES YEAR TO DATE

Aided by generally good weather over the two Bank Holiday Weekends we had a successful May and at the end of the month the total passenger figure had reached 61,604 as against 54,798 at the same stage in 2008.

SPECIAL EVENTS NEWS

As I expect you are already aware AI "Pacific" 60163 "Tornado" arrived on the Railway on the last Saturday of May and I can confirm is booked to work the Volunteers "Tornado Starlight Express" on the evening of Thursday 11th June 2009. Over 350 tickets were ordered by you through your respective Managers/Heads of Department and these have been distributed together with coach allocations ready for collection from them (NOT the Commercial Department at Minehead) before the trip. Hopefully you will be joined on the train by some of the lads from 40 Commando and the local scout troop who have volunteered to carry the collection tins for our chosen charity "Help For Heroes". All you have to do is give generously when the tins are rattled in your coach so we can eventually present the Charity with a grateful donation to help them with their so important work in looking after members of our Forces who have need of help following service for Queen and Country.

"Tornado" will also represent steam during the three days of the Mixed Traffic Gala and share "top billing" in show business speak with the heritage diesel hydraulics. If all goes to plan our Gala will be the only on a heritage railway this year that will feature a full hand of diesel hydraulics with two Class 14 "Teddy Bears", a Class 35 "Hymek" a Class 42 "Warship" and a Class 52 "Western", plus supporting cast. Hopefully the warm sunny weather that we saw at the start of the month will return in time for the MTW so we can enjoy the heritage diesels and the new steam locomotive to the full.

If you are an active volunteer or staff member during the three days of the Gala you should receive via your respective managers a SEPT Briefing Note that hopefully will help you to do your job that little bit better. We are trying to improve communications on a step by step basis. For those not on duty I can tell you we plan to provide additional portable toilets at Bishops Lydeard (a constant source of complaint from visitors and the "Quantock Belle" Restaurant Car service will operate on all three days (see the coloured souvenir guide for details of the trains it will operate). The mobile catering units will be here again at Bishops Lydeard, Williton (DEPG Diesel Depot), Watchet and Minehead to complement Arkwright's Café at Bishops Lydeard, the station catering at Crowcombe Heathfield, Williton and Blue Anchor and the Turntable Café at Minehead. We plan to turn at least three

diesels everyday as a way of demonstrating the turntable and times of turning will be shown on a notice board by the turntable. The shops at Minehead and Bishops Lydeard will be open as usual, together with the sales counters at the stations along the way and the respective teams are ready to serve you. Operating model railways can be found in the Taunton Model Group Clubhouse at Bishops Lydeard and in the "Gauge Museum" at Bishops Lydeard. Finally the only depot to be open to the public will be the DEPG Diesel Depot and Heritage Diesel Visitor Centre where visitors and staff are always welcome to while away the time and enjoy a sit down and a lovely cup of tea. Fingers crossed, a winning line-up that will give all an enjoyable time on our Railway.

Looking ahead the Autumn Steam Gala Advance Publicity flier will be available. Please make sure all our visitors are able to get one to take home with them to share with family and friends so they all put a date in their diaries to come again on October 1st to 4th to enjoy a Great Western Railway trip down memory lane. As we go to press Andy Forster is confident we will be able to put on a mouth-watering range of former Great Western locomotives including one or two that will be new to the WSR. In anticipation of large numbers of visitors to the Gala he is also negotiating to hire in some additional coaches to ensure that seats are available on most if not all trains during the four days. More news about the details of this Gala will be published as arrangements are confirmed.

But for now time to close by thanking you all once again for your continued support of Special Events, the "Preservation Scene" on our Railway.

(John Cronin)

VOLUNTEERS FOR MINEHEAD OFFICE

The Information Office at Minehead is the first port of call for a large proportion of the callers to WSR. Consequently, the work of answering every sort of enquiry, taking bookings and dealing with a multiplicity of customers' problems makes for one of the most interesting jobs on the railway.

If you are articulate, enjoy telephone work and like working with the public, you might care to consider joining our team. Besides the above, you would also undertake general station duties, including the despatch of trains. Full training is given for all activities, and the work particularly suits those otherwise acting as on-train crew or in booking offices.

If you would care to try the work and could give one day a week or fortnight between 8.45 am and until the last train arrival of the day at Minehead, please telephone me on 01643 704996 or e-mail sm.md@wsrail.net.

(Alan Scott, Station Master, MD).

ADDITIONAL PTS COURSES

There are two more **additional** PTS courses arranged specifically for Operational staff (Guards, TTI's, Signals, Footplate, P.Way etc...) on Friday 3rd July and Saturday 5th September. Both courses will take place at BL. Anyone else needing the PTS qualification will be welcome provided there is room.

(Geoff Cross- 01823663718)

WILLITON NEWS

Braunton

The locomotive is back in the workshop where fitting of the main line equipment has commenced. Support coach BSK no.35451 has also been brought in and work has started on fitting it out for carrying tools, spares and the consumables that will be needed on the main line.

The riveting of the tender chassis has been delayed waiting supply of acceptable rivets meantime the vacuum and steam heat pipe runs are being fitted. The other five new axlebox and cover castings have been delivered and await machining once the intermediate coupling has been completed – this had had to be machined out of the solid in the absence of available forgings. The various parts of the brake gear are being fabricated and fitted while the overhauled vacuum brake cylinders and new bearings are ready to be fitted.

Following establishment of Locomotive 34046 Ltd. As owner, operational management of Braunton is now vested in the Braunton Management Co.Ltd. which has been registered as a private limited company. This company will handle all aspects of its use whether on the WSR, other heritage railways, or the main line. The directors are Humphrey Davies, Gareth Winter, and Mike Johns.

6024

Currently parked in Williton North Yard pending completion of its boiler repairs and subsequent tests.

6960

The boiler for 'Raveningham Hall' has been completed by the Flour Mill and satisfactorily passed its hydraulic and steam tests. It should arrive at Williton shortly along with the tender which is due to be moved from Toddington. First priorities will be the fitting of the firebox supports, and the alignment and riveting of the new

smokebox. Meantime work has started on cleaning up, repairing and painting the boiler cladding sheets and in sorting out the many fittings for the boiler.

7821

Parked in Williton North Yard waiting decision.

Williton Works

The parts for a second tender underframe have been erected in the workshop ready for riveting. This is under contract for the 'Wadebridge' owning group. In the adjacent Sherrings Yard the fire box tubeplate has been cut out of the WC boiler for 34053 ready for replacement with the new plate supplied by Roger Pridham. This yard is also home for three of the WSSRT Coach Project vehicles for the time being with a fourth expected shortly.

(Mike Johns)

CUTTING BACK

During the summer months we are not able to carry out our routine undergrowth removal activities and turn our hand to other tasks about the railway. Williton has asked for our help to tidy and clear part of Sherrings Yard where in time it is proposed to lay rail sidings. The recent arrival of several carriages for the Heritage Carriage project has made the rail connection of this yard a more pressing priority. We have therefore agreed to go and help on Saturday/Sunday June 13th/14th. Being the Mixed Traffic Gala this will be an excellent way to both see the action and help a worthwhile project at the same time.

Volunteers from the HCP group who want to come and help will be very welcome.

(David Holmes)

NORTON PLATFORM

Taunton Deane Borough Council have granted Planning Approval for the four coach platform at Norton to be used for the Steam Fayre and other internal events. Construction will start shortly and although time is tight we are optimistic the platform will be ready for August 1st/2nd this year. Not often the chance comes along to 'grice' a new station so book the weekend in your diary now.

(David Holmes)

AUTOCOACH 169

With regular working parties of up to six helpers, good progress on GWR Autotrailer no 169 at Williton has been made in the last few months. The experience gained in the early stages of the Auto 169 Project is now really beginning to bear fruit; production of the various major components is more efficient with a range of updated formers and templates in use. Discussions on the overhaul of the main frame and chassis are underway with West Somerset Restoration . The Auto 169 team welcome anyone interested in assisting the project. Working parties usually take place on two days each week and there is a whole range of work for all abilities available. Watch out for more major news soon.

STEAM TRUST NEWS

A record turnout for the recent West Somerset Steam Railway Trust Annual General Meeting. The turnout possibly reflects the current interest in the Trust's high profile Heritage Carriages Project. Chairman of the Trust, Chris Dowrick, outlined where the Project had now reached. The first phase of the Project – collecting suitable vehicles – is now over and the second phase, the actual restoration, could begin. In order to manage this, the Trust has formed a sub-committee which has representatives from the WSR Plc, the WSR Association and the WSSRT. Chris also announced that Ian Coleby had been appointed chairman of the sub committee. The first priority of the Project is to return ex-GWR BCK no 6705 to traffic.

QUANTOCK BELLE OPERATIONS IN MIXED TRAFFIC WEEKEND

The details of the all-day hot meals services at the Mixed Traffic Weekend have been confirmed. The Quantock Belle restaurant car service offers its popular breakfast and other hot meals together with a bar and buffet service on every day of the event. On Friday 12 June and Sunday 14 June, the service will run on the 9.15am from Bishops Lydeard, the 10.57am from Minehead, the 12.40pm from Bishops Lydeard and the 2.40pm from Minehead. On Saturday 13 June, the service will run behind Tornado departing Bishops Lydeard at 11.00am and 2.30pm, and departing Minehead at 12.47pm and 4.35pm.

DIESEL NEWS

Without doubt May proved to be a very successful month for the DEPG Williton Team with the two Bank Holidays used to maximise output and record numbers of volunteers reporting for duty on both weekends. Class 35 "Hymek" D7017 and Class 42 "Warship" D832 "Onslaught" both completed successful loaded trial runs and are now being tidied up ready for the Mixed Traffic Weekend. Neither will

receive a repaint but both will be cleaned and polished so that they look their best ready to share the spotlight during the Gala. Whilst the work on locomotives continued, the work to enhance the depot facilities and improve working facilities continued with the creation of a major component repair bay at the back of number 3 road in the shed.

The introduction of this new facility now allows us to release our “Lowmac” wagon for future service in the Company Heritage Freight Train and if all goes to plan she will take up her new duties when the Heritage Freight Train overnights at Williton during the Gala. The former Fitters Workshop has been moved and the space created has been used to provide a new locker and changing room.

Away from the Depot, four of our diesel electrics saw service on the Railway during the month with the Class 3 “Crompton” D6566 being called upon on two consecutive days to go to the assistance of a train in trouble. Our Class 47 D1661 “North Star” was also used to pilot out the Pathfinder Charter Train following the arrival on the WSR of “Tornado”.

Hidden away in the Heritage Diesel Visitor Centre the repaint of Class 14 D9526 continues and she will look a “star” when she eventually emerges into the daylight just in time to partner visiting Class 14 D9520 over the Mixed Traffic Weekend.

Finally as part of the preparations for the Gala both the Heritage Diesel Visitor Centre and the Maintenance Shed floors have been repainted, so all visitors and staff are asked to wipe their boots and shoes before entering. Our Group believe we have to get it right as we will be the only Depot open to visitors during the Gala and it is important to show the world we have real pride in the work we do at Williton to preserve Heritage Diesel locomotives as part of the WSR family.

As ever members of the Railway staff are welcome down Williton way if you can find a spare moment or two in what we hope will be a very busy but enjoyable three days. We look forward to seeing you.

(John Cronin)

LAST CALL FOR OPERATING DEPARTMENT SWEATSHIRTS

The West Somerset Railway Operating Department sweatshirts are once again available to order at the bargain price of £17.00 each. These can only be ordered by filling in the form below and sending it back to Minehead office (address below) for the attention of Peter Vile and enclosing a cheque for the above amount to be made payable to Mr. A. Dorrington.

Please tick the appropriate box:

Colour	Black	<input type="checkbox"/>	Navy Blue	<input type="checkbox"/>	Green	<input type="checkbox"/>	Maroon	<input type="checkbox"/>
Size	Small	<input type="checkbox"/>	Medium	<input type="checkbox"/>	Large	<input type="checkbox"/>	Extra Large	<input type="checkbox"/>

Name: _____

Address: _____

Postcode: _____

Telephone: _____

Email: _____

The West Somerset Railway

The Railway Station

Minehead

Somerset

TA24 5BG

(Peter Vile)

CRB CHECKS

It has come to my attention that there have been lots of mutterings regarding who needs a CRB check whilst at work on the WSR and in particular with regard to the forthcoming 'Days out with Thomas weekend' and I thought it best to put the record straight.

Firstly the railway will **not** be doing a blanket CRB check for individuals working over the Thomas weekend. The reasons for this are simple.

The CRB have very strict guidelines as to should and should be checked so as to protect everyone's privacy, children and adults alike. In short, anyone in a role that is:-

- A position whose normal duties include work in an establishment caring for and living with children,
- A position whose normal duties include work on day care premises
- A position whose normal duties include caring for, training, supervising or being in sole charge of children.
- A position whose normal duties involve unsupervised contact with children under arrangements made by a responsible person.
- A position whose normal duties include caring for children under the age of 16 in the course of the children's employment.
- A position a substantial part of whose normal duties includes supervising or training children under the age of 16 in the course of the children's employment.
- The 'great and the good' ie chair of school governors

- A position whose normal duties include supervising or managing an individual in his work in a regulated position. This relates to the immediate supervisor or manager only.

As all children visiting the railway are with their parents or guardians no one should be in a vulnerable position.

With regard to our own youngsters – the trackers. If you feel your role fits any of these criteria or you have any questions about having a check, or the safety of the trackers in general please don't hesitate to contact me.

(Wendy Turner Youth Welfare Officer wendymturner@btinternet.com

07950 556221 or 01823 430588)

LONG SERVICE AWARDS INCLUDING AWARDS FOR SIGNIFICANT CONTRIBUTIONS 2009.

Heads of Department and Stationmasters are being invited to make recommendations for the 2009 Long Service Awards and Awards for Significant Contributions and will receive a separate Memo and Application Form.

The Long Service Award recognises a valuable contribution made over time and will be celebrated by the issue of a Long Service Award Pass, Badge and Certificate.

The Significant Contribution award is for having made a significant contribution to the West Somerset Railway over and above that which could be normally expected from an individual and is recognised in the form of a Silver Pass.

All nominations will be considered by the West Somerset Railway Executive Committee before being approved by the West Somerset Railway Board. These awards are for volunteers and paid staff and will be presented later this year on a date yet to be decided.

Who Qualifies?

- a) Volunteers who have given a minimum of 52 days work per year for a minimum of ten years (or an equivalent of 520 days minimum during that period) or an employee that has worked a minimum of ten years continuous service.

- b) Volunteers who have given 520 days service in a shorter period of time and who have reached the age of 70 or are retiring earlier through ill health or injury.
- c) Volunteers in category a) above, who have given 520 days in less than 5 years will receive a Long Service Award Certificate as will an employee in category a) above that has worked a minimum of five years continuous service.
- d) Volunteers or employees who have made a significant contribution to the West Somerset Railway over and above that which could be normally expected from an individual.

For the purpose of these awards 'work' includes time spent on WSR business away from the railway (e.g. public speaking engagements or staffing exhibition stands) as well as time spent working on the WSR.

If anyone feels they are entitled to an Award and are not approached by their Head of Department they can write to David Baker the Company Share Registrar at the Railway Station, Minehead, Somerset, TA24 5BG by **30 June 2009** who will log your details.

CIVIL ENGINEERING DEPARTMENT NEWS

W.S.R. BUILDINGS – The buildings on the railway have the benefit of many people playing an important part in looking after them and conserving them for future generations to enjoy. A number of the buildings are either 'listed structures', such as for example, Minehead Station Building, or those that come within a conservation area, such as for example, Watchet Station Building. Whilst the Civil Engineering Department has the structural responsibility for the buildings there are many ways in which volunteer supporters take on some impressive tasks. As a result there has been over a long period of time the virtual creation of a number of 'tiers' of approach in dealing with the maintenance and repair of the railway's historic buildings. These have helped to create a support network that assists in the longer term conservation and preservation of these important aspects of the railway's history. These 'tiers' are described below, both as an explanation and hopefully as an encouragement to those who might wish to get more involved.

Tier One - involves Station Masters and their teams, including Friend's Organisations and local community helpers. Some stations appear to have the capacity to undertake some fairly comprehensive fund raising and are able to implement impressive works, such as at both Blue Anchor and Crowcombe Heathfield, to give two examples of recent work. The primary sources of initial assistance and advice for the station teams is obtained from Magda Davies and Paul Conibeare, who regularly meet and liaise with Station Masters.

Tier Two – involves the Restoration and Maintenance organisation, known as RAMS and lead by the extremely dedicated John Baines. The quality and quantity of the work output from this team at its workshop base in Brunel House is really impressive and they are always ready to help out when and where they can. Station enhancements are a particularly important speciality of RAMS, so that the stations along the line can benefit from many features that help them to fully recreate a typical GWR station. Indeed one only needs to look at photographs taken of the WSR stations in the 1970's and 80's to fully appreciate how these enhancements have developed. John either deals direct with Station Masters, or he has items referred to him by Magda or Paul and thus he is able to co-ordinate responses. John is always on the look out for more helpers and he tells me that enthusiasm is the most important asset for new team members and if possible a good sense of humour is useful – contact him via the WSRA office at Bishops Lydeard.

Tier Three – involves the Civil Engineering Department, which gets involved in building issues where normally there are either more involved structural issues, or they relate to certain safety criteria, such as for example platform coping stones and barrow crossings. Regular meetings between John Baines of RAMS and Tony Phillips from the Civil Engineering Department, help to ensure that when and where possible, RAMS take on all of the work that they feel that they have the skills, the facilities and the resources to undertake, all within the safety parameters that we now have to comply with in this day and age. Sometimes this can result in a partnership being the best solution, or where more appropriate, John will request that the Civil Engineering Department funds payment of the materials required for maintenance work in return for providing the equipment and labour for that work. The latest project for this approach is Doniford Station, where the station access path and the fence posts at the base of the platform ramp were dealt with by the Civil Engineering Department, who then funded the materials cost for the fence rails and the new window frames for the station building and RAMS volunteer labour was then used to install the timber fence rails and to fabricate and fit the window frames. The new windows are designed to make the building more secure and less vulnerable to damage from the elements and thus to hopefully result in a reduction in future

maintenance costs. Thus a good example of the partnering work that John and Tony have been keen to promote for reasons of obvious best value for the railway. Minehead Signal Box is however, an example of a different situation, this is because it is in need of significant structural repairs to its timber framework and cladding. The extent of the work in terms of volume, time and repair skills, is such that it was agreed that RAMS could not commit to this job and it would fall to the Civil Engineering Department to undertake. It is of course fully appreciated by both John and Tony that many volunteers may not necessarily want to take on the more physical and tedious tasks that building repair and maintenance can involve and there is certainly no intention to try to push people, even if perhaps they possess impressive building work skill levels, into such work. Thus other alternatives, such as spending some time in the warm and dry Brunel House workshop, undertaking detailed joinery work might, in such circumstances, prove more appealing !

As a result of the time and effort put in by many people it is hoped that the buildings infrastructure on the railway will continue to be well maintained, not just for day to day running purposes, but also conserved in good condition for the longer term as iconic examples of their type and yet still undertaking the original railway purposes for which they were designed and built.

(Tony Phillips)

PERSONNEL FORUM

This is one of a series of updates of Personnel matters following the establishment of the 'WSR Personnel Forum' in March this year.

The Personnel Forum (PF) was formed out of concerns for the sometimes inconsistent way in which staffing matters were resolved across the railway, and although it may be difficult to detect, your PF has been slowly but surely working in the background to ensure that whether you are paid or unpaid you understand clearly what your job is, how you are protected in law, and what is expected of you. Like it or not the West Somerset Railway is now a major component of the heritage railway movement and so attracts considerable attention. As you work up and down the line playing whatever valuable part you play on the railway, there is a legal responsibility to operate safely. Whilst that responsibility rests with your actions, the WSR has a responsibility to ensure that you are equipped to do so by training you appropriately for your task, and to provide as safe an environment as possible to do it. As we enjoy and take pride in what we do we have to also convey our customers and supporters safely.

The PF is working to ensure that your responsibilities to the railway, and the responsibilities of the railway to you are clear. It is working on ways of drawing together staff information including competencies, qualifications, and personal contact details together with a reminder system to ensure that ID and medical renewals are not missed. This item alone will demand a lot of effort and David Baker has taken a lead in this and will be adapting a database system already in use within the railway for this purpose. When complete it will make it easier for you to access and amend the information held about you by the WSR.

One of the most important legal requirements relates to safe working practices. To work safely we need to be trained correctly and through the good work of the Training Officer, Geoff Cross, drawing together some departmental plans it is clear that there is much to be done.

'Communication' has been cited as a common problem across the railway and we are working to improve workplace 'notice systems'. It is no longer adequate to work within the groups which have developed as the WSR has grown as we are all now affected by what others do, and this publication is a sincere attempt to let you know what is going on.

The PF is an attempt to address those issues which somehow you are never sure where to take whether you need answers as an individual or as a manager. The WSR is no longer just a voluntarily run activity. It is a real railway that YOU put a lot of energy into and the members of the PF believe that you deserve the best.

We can be contacted either via the Personnel Forum 'pigeon hole' at MD Office, which is cleared regularly, or via email at wsvol@westway.idps.co.uk If your need to contact is a personal matter ensure that you mark the envelope or email subject line 'STAFF- IN CONFIDENCE'

(John Wilton, PF Chairman).