

Light Rail Engineers Group

Best Practice Day

Meeting held at the Lucchini Unipart Rail Ltd, Unit 4, Wheel Forge Way,
Manchester M17 1EH
Friday 7th February

Tram Surfing Solution – LREG/LROC

SD Operations Manager, UKTram advised the group that LROC members have been looking for new solutions to tram surfing. He went on to discuss the incident in Dublin which resulted in a Court case and large pay out even though the “victim” accepted responsibility for the accident.

All systems are suffering from bouts of tram surfing and often find the measures that they put in to prevent surfing often cause the “surfers” to find other ways to access the tram and SD and LROC thought that LREG may be able to provide some ideas on the changes that they could make to trams. He hoped to use this information to produce a guidance document for the industry.

The group discussed several options, grease on window wipers, removing areas to perch on/sit on, but thought that more pressure should be put on the policing of these acts so that culprits are arrested and fined. We could then advertise the fact using warning labels/stickers that action will be taken if you are found tram surfing. **Action: AB to send SD a copy of their labels.**

The group thought an area to look at were sensors on trams, but had concerns in regards to the about of technology the driver had to look at and wondered whether the sensors could be something the control room could monitor. A similar system is currently being trialled in Blackpool. **Action: COB to contact IM.**

The group went on to discuss contacting the RSSB and Coach operators who both suffer from the same problem.

The group also discussed the need to ensure that tram manufactures are aware of the issue and take into account the access points that surfers use to ride the tram and look to redesign those areas. Mt advised that they are awaiting a new fleet and it would be good to see what considerations have been made and whether they resolve the problem. The group agreed that it would be good to have an oversight on what changes systems have made to their fleet to resolve this issue.

SD thanked the group for their input and will take their ideas back to LROC and keep LREG updated on their progress.

Switches and Crossings – Maintenance, Remedial Works, Data capture, Renewals program, Network Rail standards

This topic was split into two sections the 1st part being the discussion on the newly formed **EN 13232-3 Working Group 18 – Drafting Group 15 – Switches & Crossings for Urban Rail**. The 2nd meeting was due to take place on the 13th of February in Brussels which would outline the scope of the document focusing specifically at this stage on “Wheel Rail interface”. Ian Ambrose delivered a summary on the expectations of the drafting group and some perceived requirements of what the standard would require.

The purpose of this BP discussion was to make members aware that there would be a requirement for volunteers to submit information and review documents on an ongoing basis as this standard was likely to have an impact on both current and future S&C design and maintenance.

In order to make certain that the UK requirements had been captured and fed in to the draft standard it had already been decided that a UK Mirror group would be formed of industry experts which UK Tram can now confirm has a number of participants from maintainers, designers and suppliers.

It was agreed that a previously distributed questionnaire asking for input on the requirements was a bit ambiguous at this stage and so CEN delegates Ian Ambrose and Craig O'Brien would first attend the meeting of the drafting group in Brussels and get a better understanding of the scope and objectives. The output from this meeting will form the basis of the first mirror group meeting planned for March 2020.

Section 2

As part of the ORR strategic chapter there is a big emphasis and scrutiny on the way Light Rail manages and maintains the S&C on its respective networks. It has long been accepted that the industry cannot rely on Heavy Rail processes. A brief presentation was compiled in order to categorise and aid with the discussions points (distributed with this report).

The objective of the BP discussion was to ascertain what current regimes are in place and if they are robust and fit for purpose. By discussing these it would become apparent if there were any major discrepancies from one maintainer to another.

It was agreed during the course of the information sharing that there was no real consistency in approach. In order to further understand where gaps might be several actions were agreed upon which are captured in the table further on in this report.

There is a major requirement for establishing an alternate method to S053 which is the current network Rail standard for Vignola Rail. This is a challenge at present given the differing S&C across the industry but one which UKTram and its partners intend to achieve.

In order to do this there will need to be a period of information gathering with a combination of physical and digital data required to facilitate this. It is the opinion of the group that by understanding the various challenges and issues currently experienced a solution can be found and both adopted and adapted where required for each system.