

Minutes of the Heritage Tramways Committee Meeting 21, held on Saturday 12th October 2019 at the Wirral Transport Museum, Birkenhead.

Present: Geoffrey Claydon [GBC] (Chairman), James Hammett [JH] (Secretary), Keith Whitmore [KW] (Heaton Park Tramway), Rob Jones [RJ] (Merseyside Tramway Preservation Society), Ian Longworth [IL] (Isle of Man Transport), Tony Williams [TW] (National Tramway Museum), Mike Crabtree [MC] (Heritage Railway Association), Alan Pearce [AP] (Light Rail Transit Association), Neil Jones [NJ] (Great Orme Tramway), Andrew Smith [AS] (Manchester Transport Museum Society), Tim Major [TM] (East Anglia Transport Museum), Peter Ovenstone [PO] (HRA/Fedecrail)

HTC 21/1 CHAIRMAN'S OPENING REMARKS & INTRODUCTIONS

GBC opened the meeting at 13:00 and requested RJ welcome all members and advise on housekeeping. RJ welcomed and thanked everyone for attending.

GBC welcomed everyone expressed the committees thanks to RJ and the team for hosting the meeting. GBC raised it was good to see a continued good turnout, showing strength of the organization.

GBC invited all members to introduce themselves and state their positions within each organisation they were representing.

HTC 21/2 APOLOGIES FOR ABSENCE

GBC advised the meeting of the following apologies that had been received:

Dan Hill [DH] (UKTram)

Gareth Richards [GR] (Seaton Tramway)

Lee Taylor [LT] (Seaton Tramway)

Paul Jarman [PJ] (Beamish)

Stuart Strong [SS] (Volks Electric Railway)

David Craig [DC] (Summerlee Museum)

HTC 21/3 MINUTES OF MEETING No. 20 held on Tuesday 10th April 2019

GBC asked the group if the minutes of the meeting held on Tuesday 10th April 2019 at The National Tramway Museum, Crich, were a true and accurate account of the meeting.

The minutes were approved as a true and accurate reflection of meeting, AP proposed this, seconded by RJ.

HTC 21/4 MATTERS ARISING FROM THE LAST MEETING NOT ON THE CURRENT AGENDA

The topic of HRA awards categories for Tramways that had been raised at the last meeting. A good discussion concluded that UKTram would assist by circulating the current HRA categories and Light Rail Award categories that members could enter as many Heritage Tramways had been successful in winning awards.

HTC 21/5 UKTRAM and HRA UPDATE

i) UKTram

JH updated the meeting on the recent UKTram activities:

UKTram Chairman – Geoff Inskip has now officially retired as Chairman of UKTram. George Lowder from Edinburgh Council took over as Chairman from the 1st August. George is very keen to get involved and intends on visiting all the systems to introduce himself.

UKTram Summit – The summit was held on the 10th September at the Birmingham City Football Club. It was a well-attended event with a lot of positive feedback. Steve Berry from the Department for Transport attended the event and gave the Keynote speech. During his speech, he also announced that further funding would be provided to UKTram and the LRSSB in the future. He also went on to thank the industry for their responses to the DfT consultation.

UKTram AGM – The AGM took place on Tuesday 24th September. George Lowder was officially voted in as Chairman, as he was co-opted by the UKTram Board to stand as Chairman until the next election. Iain Anderson from Colas Rail was reinstated on the Board. Lindsay Murphy from LEMentary Ltd was voted in as a new Board member:

George Lowder – Chairman

The new UKTram Chairman took up the post of Chief Executive of Transport for Edinburgh (TfE) in January 2016 after a first career in the Army. TfE is the parent company of Lothian Buses and Edinburgh Trams. George has led the development of a new strategy, the introduction of a cycle hire scheme and other mobility projects for the Edinburgh City Region. Not least, helping to get the decision to take the tram to Newhaven.

George is Vice President of The Edinburgh Chamber of Commerce, Chairs the Boards of two Scottish charities and is a Trustee of a third.

Iain Anderson

Iain has over 25 years' experience of scoping, procuring and delivering multidisciplinary schemes across the power, water, and transport sectors of the UK construction industry. He is an Incorporated Civil Engineer and Member of the Institution of Civil Engineers whose career has seen him undertaking operational, technical and commercial roles providing him with a breadth of relevant knowledge and experience on which we can draw.

For the last 10 years Iain's career has been focused within the rail industry. Initially this was as Rail Director for Barhale Rail and more latterly leading the Tendering and Business Development functions for Colas Rail who are a recognised global leader in High Speed, Heavy Rail, Tram and Light Rail construction & maintenance having built and maintained schemes across all 5 continents.

Lindsay Murphy – Board Member

Lindsay is a Transport Engineering specialist with over 30 years' experience. Lindsay has a proven track record in the delivery of major transport projects including Heavy Rail, Light Rail and other guided systems from concept to operation.

Lindsay led the maintenance delivery of the expansion of Lines 2 and 3 of Nottingham Express Transit. While working on Manchester Metrolink, and as Head of Engineering at Nottingham Trams, Lindsay developed real hands on experience of building and managing effective maintenance teams and asset management.

UKTram Website – Members can now subscribe to monthly e-shots on the UKTram website, where they will receive industry updates and news. If members no longer want to receive these updates, they can opt out from receiving the emails.

Members were reminded to send in news stories and updates so these could go on the UKTram website and in the monthly e-shots.

Action: All

Training and Apprenticeships – Julia Whittaker from the Big Solution has been working with the web developers on getting the Apprenticeship section of the members' area on the website up and running. Once completed, this will detail what apprenticeships are and what courses are available to the industry.

ii) HRA

MC raised the question that he'd been advise Blackpool Transport had not renewed their HRA membership, JH was aware they had been asked to be taken off the distribution list but had not been officially notified by HRA. PO agreed to check and update JH accordingly – *Note: PO Confirmed Blackpool Transport did not renew their membership as they decided their needs were covered through other membership channels.*

Action: PO

PO advised that the HRA were looking for news stories for their quarterly newsletter and asked that these be passed on in similar vein to UKTram's request to barbara.barnes@hra.uk.com

Action: All

He followed this up by detailing how their work plans were put into a template to be included with Board paper to give a better view of progress and areas of work. JH offered to populate the HTC work-streams if PO could share the template.

Action PO/JH

PO advised how since the appointment of the CEO role at HRA of Steve Oates it had unsurprisingly led to the need of an assistant for the CEO as there are so many work areas and topics and committees to be looked after and overseen. This role would be advertised in due course.

Details on the subsidiary charity that has been set-up by the HRA was then given by PO & GBC This is to allow donations to be given and gift aid to be utilised, a constitution and memorandum of understanding between the organisations is being drafted up to ensure correct separation and clarify definition of boundaries and the relationship between both parties.

iii) FedecRail

PO gave a background on FedecRail and its relationship to the HRA and therefore the HTC and encouraged members to participate in activities and meeting. A briefing note had been circulated to all HTC members before the meeting by DH. FedecRail will attend a future HTC meeting to give a full presentation to members. The next FedecRail meeting is in conjunction with their conference event on Saturday 25th April 2020 in Bilbao.

HTC 21/6 LRSSB UPDATE

JH updated the meeting on development of the Light Rapid Transit Shadow Safety Body (LRSSB) work streams. The following areas were detailed:

Risk Model:

The industry Risk Model work being undertaken by Atkins is progressing well, with Manchester's role out being completed and being utilised, all other system now in the process of their role out. Future development is now being looked at for next year to include Bow-tie analysis.

Tramway, Accident & Incident Reporting (TAIR):

TAIR is now live with some systems using it and others with the developer on integrating it with their existing systems.

Further development and modification to the database design will also be progressing following feedback received from individual operators, allowing TAIR to be modified to suit individual system asset references and data collection requirements in addition to the adding of the near miss module to the system. All second generation systems had received their training on TAIR.

JH reminded members that it is still anticipated that TAIR will be developed for the Heritage sector.

MC raised the concern of HTC's representation within the LRSSB, JH advised that Peter Cushing from LRSSB will be in contact and it was suggested PC give a presentation and discuss the best way forward with the group at the next meeting. JH agreed to facilitate this.

The LRSSB website has now gone live. There will be a big push for industry members to take advantage of this and this is where all the safety details and documents will sit going forward.

Action JH

HTC 21/6 RM3 & SMS UPDATES

RM3:

JH advised UKTram hosted the Risk Maturity Model RM3: 2019 launch workshop on the 10th of April that was facilitated by the ORR. The aim of RM3: 2019 launch workshop is to inform the light rail industry of the updated RM3 model and to allow the ORR and duty holders to explore the best ways to use the model to drive excellence in risk management within the industry. PO added that dates for the Heritage Railway RM3 training workshops had been sent out to members. JH added they were awaiting dates from ORR for the Light Rail RM3 training workshop session(s). The four Heritage Rail sessions were confirmed as:

November 2019 - 8th Bluebell Railway, 20th Manchester,
December 2019 – 3rd West Somerset Railway, 5th Stirling

SMS:

MC highlighted the importance of keeping SMS's up to date and JH added that this was a key point the ORR would be looking at when they visit each system, not just that systems have an up to date SMS but they actually work to it.

HTC 21/8 ORR/RAIB REPORTS & UPDATES

MC provided the group with a report, detailing a number of RAIB reports and updates, which the group discussed. MC informed the committee that the RAIB currently have 16 investigations in progress. There is 1 investigation in progress which relates to modern LRT systems, 2 which relate to Heritage Railway and currently no investigations relating to a Heritage Tramway Incident.

The 1 investigation in progress on a modern LRT system relates to an incident on Manchester Metrolink. The 2 Heritage railway incidents relate to a locomotive brake failure on the Welsh Highland Railway and a single line incident on the Romney Hythe and Dymchurch Railway.

There are currently no investigations on a Heritage Tramway.

Also, there is a 'class investigation' being undertaken entitled, 'Factors affecting safety-critical human performance.'

For further information regarding the RAIB reports, please find attached Mike Crabtree's RAIB report attached to this email.

MC to pass his report to JH/DH to include in the minutes of the meeting.

Action: MC

HTC 21/9 UPDATES ON LEGAL ISSUES

GBC informed the Committee that progress on the legislation to allow volunteers under the age of 16 to work on heritage lines was still hampered because of the preoccupation with Brexit. GBC did however advise that Lord Faulkner had redrafted the bill, deposited it and was successful at the ballot and are now awaiting the next steps.

Going forward, there will now be 3 committee meetings a year instead of 2. The extra day is to be utilised as a Best Practice Day, where the committee can discuss hot topics or any burning issues they may have in more detail, following on from what LREG and LROC currently do.

HTC 21/10 HTC WORK STREAMS UPDATE

GBC and JH concluded these had all being covered in the earlier updates

HTC 21/11 HOT TOPICS FOR BEST PRACTICE

MC raised the proposal previously discussed of holding an additional meeting to ensure the group were able to share 'Best Practice' on the 'Hot Topics' for the group. He detailed how well this had worked in the UKTram functional groups LROC (Light Rail Operators Committee) and LREG (Light Rail Engineers Group). The following 'Hot Topics' were raised:

- Drug and Alcohol Testing – it was agreed this would be a focus point of Best Practice at the next meeting, as most system do not have a form or facilities to test for Drugs and some do not have Alcohol testing facilities – UKTram to facilitate options for centrally purchasing kit and offering the information current second generation systems use.
- Management of Asbestos – Discussion concluded that all system have some form of Asbestos Management already in place, so no further action required at this time.
- Fire Alarm response – All members advised to check the set-up with Fire Brigade response to out of hours Fire alarm activations. JH added that the same for security alarms should be done especially in the wake of recent metal theft.
- Training and Competence of OLE and DC Switching – MC advised on the discussion held with NTAR and Edinburgh, JH updated and the meting Craig O'Brien (Engineering Manager UKTram) had lined up with both Siemens and NTAR. MC to contact COB, the group agreed collaboration to get sufficient numbers for training.

Action: UKTram

Action: MC

- RIDDOR reporting – MC had raised an issue had been experienced with the new RIDDOR reporting system where once completing the form the option to print or save had disappeared or was not accessible. JH added the ORR were keep to utilise TAIR in the future for RIDDOR reporting. MC contacted MA (UKTram) regarding the issue, this has been passed to ORR. **Action MA**
- Horse Tram Operation – The question over double manning of Horse Trams and who is designated the driver were raised. MC detailed an email discussion with PJ with regard to updating the Horse Drawn Tram guidance document to clarify. IL shared his extensive experience from the Douglas Horse Tramway, IL agreed to share their Driver Competence via email to MC. **Action: IL**

HTC 21/12 MEMBER UPDATES

It was agreed that after the success of LROC & LREG submitting updates by email ahead of the meeting and circulating them with agenda/minutes and meeting papers it cut down the discussion time and allowed more time for questions and discussions on how any issues were resolved or how successes were achieved.

The Chair requested all members to send their updates for this meeting by email in light of the time, JH offered to supply a template for future updates.

Action: All

Beamish

Following another busy summer, the tramway is now entering the almost equally busy autumn and winter season – with a plethora of events through Halloween, half-term and Christmas ensuring the operating frequency remains high all the way to the end of the year. The tramcar fleet this year has been reliable and consisted of:

Home fleet: Sunderland 16, Blackpool 31, Newcastle 114, Oporto 196 and Sheffield 264.

Visiting trams: Blackpool & Fleetwood 40 and Manchester 765 (from the National Tramway Museum and Heaton Park Tramway respectively).

In addition to the tramcars, the operational bus fleet has also been expanded, and for the sake of completeness now consists of:

Replica buses: LGOC B Type, Northern General Transport Company D Type and WAV (Wheelchair Accessible Vehicle) J2007

Other buses: Darlington 4 (newly purchased) and Rotherham 220

‘Historic’ buses: Northern SOS

Undergoing restoration with a view to completion in Q2 2020 is Crosville 716, which has been extensively restored and adapted as an additional WAV

Undergoing heavy overhaul is Gateshead tramcar 10, the work on which has been slowed down by the need to redeploy fitters to cover other roles during the summer whilst additional staff were recruited. A concerted effort to progress 10 is to take place this winter and next year, in order to prioritise a return to service in Q4 2020/Q1 2021. The mechanical overhaul on this tramcar is a considerable undertaking and is the heaviest carried out at Beamish.

Tramcar mileage for 2019 is anticipated to match 2018, in the region of 24,000 miles.

Oporto Coal Car 65 has received attention from the volunteers (and some staff resource) to remove and clean the truck as well as progress full re-wiring of the tram. It is intended to assemble and test it to further investigate what is required to progressively overhaul this tramcar for operation on the popular 'Have a Go' courses – thus reducing the passenger car mileage to some extent.

The restoration of Newcastle & Gosforth 49, a horse car, continues to make slow progress with a volunteer team dedicated to the task. They are currently focussed on creating the upper deck seats and handrails. It is not expected to use this car as anything more than a demonstration vehicle, and without upper deck passengers, in order to enable replication of the handrails and stanchions per those originally fitted. It is likely to be a display vehicle, with potential for use with downstairs seating only.

Infrastructure wise, an audit has been undertaken of the tramway and several areas of work identified. As a result of this audit, we implemented three temporary speed restrictions. Over the winter, plans are being put in place to replace a large number of checkrail spacers and assess (and correct as required) the checkrail gapping. A contract renewal of the sharpest of the tramway curves is being procured and a planned renewal programme of sleepers and ballast is also anticipated – due to start Q2 2020. This will see large sections of the sleepers and trackbed renewed between the Town and Pockerley, including installation of recycled plastic sleepers and realignment of at least one of the curved sections to eliminate checkrails. By reversing the rails (swapping high and low rails) we will establish new rail contact surfaces in these areas as well. The work will avoid school holidays but will otherwise necessitate closure of this section of tramway for significant periods during the 2020 season. A similar programme of renewal work is anticipated in 2021 and 2022.

Heaton Park Tramway

Sadly their biggest news was the overhead theft, but actually the support and media coverage since had given them great benefit and seen a spike in interest and volunteer applications. KAM and TfGM had supplied and fitted replacement OLE for them at no cost and all were very grateful for the outpouring of support and generosity of the industry. A grand re-opening is planned in due course.

A member of TfGM now sits on the Board and they have been linked to GMPTE Heritage.

Isle of Man

Derby Castle workshops, after prolonged pushing, will receive a roof reclad over the coming winter, including the museum in the southern building

Strathallan is also due to be completed early 2020, where DBHT will be based and our per way team relocated

Rolling Stock

DBHT services have now been suspended as we come to the end of the operating season due to reworking of the Prom. The new Tram Shed construction is proceeding and is to plan. Occupation from February onwards is expected. In the meantime stock is stored in various locations. MERA good solid year of operation, with passenger growth continuing. More trailers have been returned to service and work is currently underway to return another tram to service for next year. The major issue on the fleet has been the condition of Brill bogies due to high levels of wear and tear. Some of the fleet are hitting 15kmiles/year with heritage equipment. A fleet-wide programme to overhaul is being developed based on a prototype set which is nearing completion. A Manufacturing License for the production of spare parts is still being negotiated. We are looking to change suppliers of wheelsets due to excessive costs and poor relationships. This is the same supplier for most of our railways so has a significant impact on us. We are currently trying to find a replacement to Lucy Castings to supply some of our components as they are closing down.

SMR

A good solid year of operation, with passenger growth continuing, but services are constrained by the lack of stock (2/3 available) and the disproportionate disruption that a failure thus incurs. We are looking at new/replacement trams in-house for SMR #3 & SMR #6. These will be based on a more extensive steel chassis and three phase drive. Hence this is a focus of much of our engineering resources.

Infrastructure

Recent floods, in particular in Laxey, caused us some issues. On the MER this resulted in a significant wash away of ballast and landslides. On the SMR the new drains on the mountain worked admirably. More are to be installed but we take no credit for the extra water in the river!

Our recent acquisition of a RRV 5T Dumper has been completed successfully. Although registering the RRV for Manx license plates will be challenging. The RRV proved its worth buy moving 100T of ballast along traffic to resume. Our other recent acquisition, a MEC4 electric inspection car is still not fully operational requiring wheelset mods as our wheel profiles are back-to-backs are different on the different railways.

Seaton Tramway

The 2019 season is drawing to a close and we are now starting to gear up for the Polar Express Tram ride. The Year started off extremely well, slowing a little during August due to inclement weather, however we still are marginally above budgeted passenger numbers.

2020 marks an important milestone; 50 years operation at Seaton. Many special events are to be carried out over the course of the year, so watch this space!

Seaton Tramway has also been successful with its HLF bid, and part of this will see a new station halt created at both Riverside Depot and Seaton Wetlands. In addition to this, new and exciting interpretation is to be

Rolled out across various parts of the line which will offer historical, interesting and educational elements to the existing product, building on that introduced with the opening of the new Seaton Station.

In the workshops, tram 19 is in the very advanced stages of a bodywork overhaul, and will be completed by the end of October.

Tram 12 is currently withdrawn with a motor issue, as is tram 16 with the latter expected to be re-entering service in readiness for Polar Express duties.

We have recently taken on a new apprentice (part of the HLF scheme), and one of his tasks will be to overhaul tram 7 which has been out of service for approx. 10 years.

On the track, we are soon to take delivery of a new track packing machine (via Alan Keef Ltd) which will enable us to make good the track length where many slacks have formed over the last 5 years or so.

Summerlee

Museum management changes.

As a result of a local authority decision the museum which is part of CultureNL merged with another council ALEO organisation NLL Leisure. The new company has severe efficiency savings to make which will likely include the museum activities and funding. How this will impact on the tramway is still to be decided however it is hoped that these can be managed through working with the volunteers of Summerlee Transport Group.

Visitors to museum

There has year to date been an average increase of approximately 10% overall and a similar increase in tram ticket sales. A very positive trend that is hoped to build on during 2020.

At a recent doors open day the tram depot was open and access to the trams not in service was given and demonstrations of the various crew duties given by members along with displays of how a tram works and the various local tram systems. On the day over 300 visitors dropped in to visit and many appeared to be interested in what was offered.

Tramway infrastructure

During recent discussions with the museum management team agreement was reached to replace the original bi-fold doors in the tram depot with traditional vertical wooden hinged doors. This should resolve issues with the existing doors which for some time have proven difficult to open.

Also agreed with the museum to repair the several installation problems identified with the overhead system in particular problems associated with the insulator section over the tram doorway. This work to take place as soon as a suitable window in the weather is obtained.

Glasgow Coronation 1245 restoration.

The restoration work has been boosted by a grant from North Lanarkshire Council and contributions from the museum and STG totalling £43,000. As a result various refurbishments have been put in hand and by the

Start of 2020 these should see the complete upper deck finished and a start made on the lower deck. This allows the group to look for further funding to commence the next phase with a part completion having been achieved.

Driver assessor

Since the museums driver assessor retired it has proved difficult to recruit and retain members willing to undertake driver training. The museum have advised that they are progressing with an individual who has shown interest in undertaking training to perform the duties of assessor. It is hoped that arrangements are in place by the start of our training programme in 2020 and a new recruitment drive.

HTC 21/13 DATE & TIME OF MEETINGS IN 2019

The 2020 meeting dates are as follows:

Thursday 13th February 2020 – UKTram, Birmingham

Saturday 16th May 2019 – Great Orme Tramway, Llandudno

Thursday 15th October 2020 – Venue TBC.

HTC 21/14 ANY OTHER BUSINESS

Request to ensure engagement for all HTC members, JH to contact.

Action: JH

Meeting closed at 16.30

Signed **Dated** / /