

HERITAGE RAILWAY NEWS

AUGUST 2019

*Summer
Holiday
Special!*

The official journal of
THE HERITAGE RAILWAY ASSOCIATION
Issue 157

**APPG Report
on the future of
coal**

Young Persons
and Heritage
Railways House
of Lords Debate

How to gain
Museum
accreditation



FED*E*C*RAIL

FEDECRAIL JUBILEE
CONFERENCE REPORT

- *HRA 2020 Awards news*
- *Rail Events opens UK office*
- *HRCT Summer Tour report*

HERITAGE
RAILWAY
ASSOCIATION

AWARD
FOR
BESTT

ORR INCREASES
HERITAGE
RAILWAY
RESOURCES

OFFERS
&
WANTS

Chairman's Briefing

In June, I attended the annual meeting between HRA and ORR. I was accompanied by Steve Oates, Chief Exec, and Mark Smith, vice chair.

We were able to have an advance look at the RIDDOR statistics for the sector. These will be published later in the year.

There is a worrying increase in the number of incidents recorded by the sector, both in terms of numbers and severity. Whilst total numbers are relatively small the trend is in the wrong direction.

ORR is increasing the manpower resource for the heritage sector and, while they wish to be supportive, they are our regulator and have substantial powers to take enforcement action.

Please will you ensure that your Railway looks at its operations. Ensure that your SMS is up to date, and is known and respected by your workforce. There is a spike in the number of incidents in the early months of the year. Encourage your people to refresh their knowledge, attend MIC and other on-going training, and take advantage of distant or remote learning technology.

A feature of the current statistics is a number of failures of traction and rolling stock. Please check that build and maintenance standards are up to date and take into account the 'beyond working life' aspects of the vehicles you operate.

Later in the year, HRA and ORR are staging a series of regional workshops to help railways of all types and complexities to make good use of RM3. There will be good opportunities in the margins of these workshops to note an improvement in the situation. It's down to you!

"Monitor, Audit, Review"

Best wishes

Brian

HRA Annual Awards

Nominations for the 2020 awards will be opened shortly on our website.

So if you have something you want to celebrate please be ready to enter your favourite success story in these awards.

We celebrate all elements of railway operation, restoration and ingenuity, as well as successes and your people.

Presentations to the lucky winners and shortlisted nominees will take place at our Awards Ceremony on the 8th February 2020 in Birmingham.

If your organisation needs help from the HRA email
contact@hra.uk.com

Dates for your Diary

September 2019

13th - 15th HRA Autumn Tour.

October 2019

29th Autumn Seminar
Birmingham (Tues.)

30th Management Forum
Birmingham (Wed.)

November 2019

8th RM3 Seminar
Bluebell Railway

20th RM3 Seminar
Manchester

December 2019

3rd RM3 Seminar
West Somerset Railway

5th RM3 Seminar
Stirling

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We'd just shunted off shed after the lunchtime break ...

... and there I was, building up the fire in readiness for the 13.35 departure when up pops the Rolling Stock Manager onto the footplate, checking with the driver he's OK to stay on for a round trip.

Nothing unusual there - he is the Rolling Stock Manager after all.

But hang on. He's also a footplate inspector. And the penny dropped! A spot-check assessment. And as we chuffed-off up the line it became clear which one of us - me or the driver - was being assessed. Me.

I've done a good number of turns in recent months, and I'm also quite used to being in the spotlight (albeit normally in other scenarios!). But, unannounced and with no notice, suddenly everything I do is being watched - firing and boiler management, monitoring the road ahead, coupling/uncoupling, token exchanges, even interaction with the visitors!

Did it put me on edge? - Yes, a little. Did I mind? - No. Did it impact on my enjoyment as a volunteer? - No. Was it the right thing to be done? - Yes, absolutely!

It's all about competency. The railway where I volunteer is reviewing its approach to monitoring competency and record keeping and, for footplate personnel, there are both notified and non-notified assessments which everyone is subject-to.

From the safety perspective, maintaining and monitoring the knowledge, skills, experience and abilities needed to work effectively, efficiently and safely must be at the heart of all that we, as operational railways, do. I actually feel reassured that my railway takes this seriously. But I also know there is more to do, and maintaining and monitoring competency, alongside developing an ever-more robust SMS, is never-ending.

Many railways endeavour to take an equally serious and robust approach. But is there more that you and your railway could be doing? Have a think - if you're involved in operations or a safety critical task, ask yourself, how competent are you and when did anyone last assess you? What is your organisation's approach to maintaining competencies and is it time to review and perhaps strengthen what it does?

Some thought and review now might be just the right thing to do. Better that, than having to explain weak or inadequate practices to an ORR inspector or, worse, a RAIB officer!

As a director or trustee, manager or member of staff, volunteer or an interested supporter, are you confident your railway or tramway understands the risks and controls the risks? Or is there a culture where potential consequences are seen as negligible or unimportant. Are potentially serious occurrences dismissed as a technical issue rather than being reported as a near-miss or a breach of safety?

Later this year the HRA and the ORR are running four one-day seminars in different locations around the country (see dates/locations elsewhere in this issue of HRA News). These will present some key messages arising from the ORR's proactive inspection schedule this year, and provide an introduction to RM3 (Risk Management Maturity Model) for use by heritage railways.

And the HRA's Training Committee is currently developing a training module, guidance note and seminar material on managing and maintaining competencies for all staff and volunteers. This will be delivered at next year's Spring Seminar.

Developing a robust safety culture is everyone's responsibility so, as a sector, let's embrace it. Whether safety is already front of mind or you've never been that involved, consider this ... "Your railway or tramway might look impressive, but what lies beneath the gloss?"

Steve Oates
Chief Exec, HRA

PS. By the way, did I pass my assessment? ... Well, I'm still firing!!



'Steve on the footplate of Ivatt tender loco 46447
Credit: IWSR/Stuart Duddy'

Autumn Seminar 2019 Tuesday 29th October **Horton Suite, Burlington Hotel, Birmingham**

The programme for this seminar is currently under development. Details will be available shortly on our website.

Autumn Management Forum 2019 Wednesday 30th October **Horton Suite, Burlington Hotel, Birmingham**

Our Autumn Management Forum will be majoring on two significant areas of interest to all our members, as well as other topics which should help your businesses.

The first major topic is Coal, a subject we are now all familiar with. In particular, we will discuss how we can all take a responsible approach commercially and environmentally, and our need to work together. Plus you will have ample time to discuss any ongoing issues you may have.

The second is on advice about handling demonstrations at your premises. Irrespective of the types of organisation that could cause you disruption and loss of income and reputation, you need to be ready to handle the protest and protesters and the inevitable public relations communications. We will have presenters who have had experience of this type of management to help you consider how you can adapt ideas to your situations.

Plus business items including how to price your product, funding sources beyond the National Heritage Lottery Fund, how to maximise your social media opportunities and how benchmarking can help to improve your efficiency.

There will also be an opportunity to share information and news about your railways' experiences in 2019. The full programme will be on the HRA website shortly for you to reserve your place.

RM3 Seminars 2019 in November and December

ORR developed the Risk Management Maturity model (RM3), in collaboration with the rail industry, as a tool for assessing an organisation's ability to successfully manage health and safety risks, to help identify areas for improvement and provide a benchmark for year on year comparison. This one-day seminar, delivered by Ian Skinner and his team at the ORR, will allow you to learn how to use this model to your organisation's advantage. There are four opportunities to attend. In November it will be held at the Bluebell Rly (8th) and in Manchester (20th); and in December at the West Somerset Rly (3rd) and The Engine Shed, Stirling (5th). Choose the one that best suits you. Booking available on the HRA website soon!

Business Development Committee

We presented a 'Customer Experience' piece at the Spring Seminar which went down well with those members present but ran out of time before covering the Social Media aspects of departing customers. The good news is that a short session is now planned for the Autumn Management Forum to put good this omission; plus we are planning on issuing a Guideline document at the end of the year covering this topic in its entirety.

With the 2019 Group Travel Guide, listing all members offers, now on the website for public viewing and hard copies being issued to group organisers via Blueprint Media we are starting early on copy for 2020. Our aim is not only to help next years document get out earlier but importantly help members make the most of their 'copy' space and equally use the right images to complement the text. So don't be surprised to hear from us, and remember we do not need to know what your 2020 programme is, just what you can offer groups next year.

We have produced an online benchmarking survey which will be accessible soon on the HRA website.

Finally, do you feel you could use your business skills to help all our members improve? If the answer is yes then contact me for starters on my alter ego secretary.heritage@hra.org.uk

Ian Reed – Interim Chair BDC

Safety Matters

Heritage Sector Continues to 'Cause us Concern' - ORR

The ORR has recently published its Annual Report of Health and Safety Performance on Britain's Railways.

Commenting on the heritage railways sector, the report states that "health and safety performance has slowed, and the trend, distribution and type of incidents indicates that renewed vigour is required. Evidence from our inspection and investigation activity indicates that many operator's safety management systems require work to bring them up to an appropriate standard that is capable of demonstrably controlling risk in a systematic way."

With a clear message for boards and trustees, the report further states that "high quality leadership and governance arrangements are fundamental to the future sustainability and safety of the sector; and is an area that the sector requires to strengthen."

It is also worth noting from the ORR's accompanying news release that incidents occurring in the heritage sector have "prompted some concern in recent years and as a result the ORR is devoting greater resource to monitoring their performance. We will continue to do so in the next 12 months."

The report is a publicly available document and we would urge that it is circulated widely within your organisation, in particular to boards, trustees and managers, and all those involved in safely operating and running your railway or tramway.

While there is useful industry-wide information and data contained throughout the document, the section specifically referring to the heritage sector runs from pages 41 to 45 (paras 135 to 154). Your board may wish to consider the key findings, messages and conclusions from the report in relation to your own operations and practices.

The full report can be found at:

https://orr.gov.uk/_data/assets/pdf_file/0019/41419/annual-health-and-safety-report-2018-19.pdf

The accompanying news release, and a link to the full report, can be found at:

<https://orr.gov.uk/news-and-blogs/press-releases/2019/orr-warns-industry-to-refocus-efforts-on-safety>

Steve Oates

Training and Development Committee

The Training and Development Committee have been reviewing a training needs survey undertaken with targeted HRA members to understand what they feel is their most important training requirement. The majority verdict was for 'Competency Training'. And as echoed in Steve Oates article on page 3 this is something that is crucial for our members. Well now you can all look forward to a seminar on this subject which will take place next year at the March midweek meeting. You can't afford to miss this!!



Details of our Autumn Tour of North Wales are on the next page.....

Events

HRA Autumn Tour: 13th September to 15th September 2019

The HRA Autumn tour this year will be based at Criccieth and Porthmadog in North Wales, with plenty of railway delights to enjoy just on the doorstep. So if you would like to experience the magic that is Portmeirion, take a steam train into the foothills of Snowdonia and see behind the scenes of a narrow gauge railway this could be the trip for you to take. It is open to anyone who wants to come along for the reasonable sum of £180 including VAT. All you need to do is book your own hotel or B&B, there are a number in the Criccieth and Porthmadog area. Coaches will be available to take you to and from each day's event.



So what is planned?

Friday afternoon. A tour of Boston Lodge works. Visit the engineering heart of the Ffestiniog and Welsh Highland Railways! Not normally available to visitors, this is a great opportunity to tour the FR and WHR loco and carriage works, and see latest progress with their multi-million pound development and expansion programme. This visit is an optional extra to the Weekend Tour and is available for up to 40 people.

Friday evening is a visit to the amazing Welsh village of Portmeirion.

With its stunning setting, architectural heritage and sub-tropical gardens, Portmeirion is now one of Wales' premier visitor attractions. You will depart from Criccieth and Porthmadog at 6.30 pm to arrive at Portmeirion for 7pm, where you'll enjoy a buffet supper in the Town Hall with a bar and access to the site for those who wish to take a stroll around the buildings. (There is access for the less able via the café and steps for everybody else.) Transport to/from the car park to the town hall will be available if needed. The return coach will depart at 10pm.

Saturday morning - a trip to the Talylyn Railway.

Steam through the charming Fathew Valley in Snowdonia National Park. Your coach will pick up from Criccieth and Porthmadog, to arrive at Tywyn in time for a special 10am charter train to Abergynolwyn, stopping at stations along the way for tours, plus a buffet lunch, tea and coffee. Return departure time will be at around 3/3.30 pm to return to Criccieth and Porthmadog.

Saturday evening - dinner at Spooner's Grill Café & Bar at Porthmadog Station.

Your coach will pick up at around 6.30pm heading to Spooner's at the Ffestiniog and Welsh Highland Railway's Porthmadog Station. The return coach will depart at around 10pm.

Sunday morning - a journey on the Welsh Highland Heritage Railway.

Coaches will pick up again from the same places at around 9.30am to head to the Welsh Highland Railway Museum. Arriving at 10am you'll take a steam train ride, visit the museum and sheds, and enjoy a ride on the miniature railway, all followed by a 'farewell' buffet lunch to conclude our 2019 Autumn Weekend.

You will be very welcome to remain at the Welsh Highland Heritage Railway for the afternoon and make your way home from there if you wish. A facility for luggage will be at our disposal for anyone wishing to leave it there.



Sunday afternoon - Optional Extra! - A trip on the Ffestiniog Railway. For those wishing to take in one more railway visit before the end of the weekend, you may wish to note that the Ffestiniog Railway has trains scheduled to depart from Porthmadog at 13.35 and 15.50.

These are not included in the Tour but, for those holding HRA InterRail passes, tickets are available at the Priv. rate of 50% discount (half price tickets) and attendees can pre-book themselves direct with the Ffestiniog Railway or show their HRA passes at the booking office on the day.

For more information and to book your tickets go to

<https://www.hra.uk.com/hra-autumn-tour-north-wales-2019>

Help for Members

Funding Advice

HRA Funding Advisor Roger Kelly was involved with raising around £5 million over the ten years as Bluebell's Funding Director. Previously he helped four other organisations; though always as a volunteer, never as a professional fund raiser.

He is willing to visit any member organisation to give a half day (3.5 hours) consultancy on fundraising. The session would consist of a short presentation on all funding sources with the rest of the time being spent on the members' specific requirements. There would be no fee for this HRA service but the member would have to cover rail expenses from Angmering Station on the south coast. If an overnight stay is required this need not pose a problem if it can be included as part of a holiday trip. Members who are located near to each other may wish to do this as a joint session. If you are interested please get in touch with Roger at roger.kelly@bluebell-railway.co.uk.

Rail Events Announces New UK Office

Rail Events International, a subsidiary of Rail Events Inc. based in the USA, is delighted to announce the opening of its new UK office in Telford. The new office will host a range of services including marketing, retail and support services for its UK and European event partners.

Rail Events, with more than a decade as the official licensing agent through Warner Bros Consumer Products, has 48 partner railways in the USA, Canada and the UK operating THE POLAR EXPRESS™ Train Ride and over one million passengers who enjoy the trip to the 'North Pole' each year.



At the heart of the Rail Events' ethos is the aim to spread the success of this event further afield and to continue to welcome many more happy customers, create memorable experiences and attract new audiences as well as additional revenue streams for heritage railways which in turn leads to investment in a stable, sustainable future. Allen C Harper, founder of American Heritage Railways and Rail Events, summarises this most eloquently: "We are all guardians of history. The best way to preserve history is to make its presentation so interesting and exciting that people will pay a fair price for a great experience."

If you are currently running Santa train rides or just want to find a new event and would like to discuss whether THE POLAR EXPRESS™ Train Ride is something which your railway would be interested in developing in the future, then please contact: info@raileventsint.co.uk www.raileventsint.co.uk

HRA InterRail Card Scheme. Thank you to everyone (volunteers and railways) who completed our surveys earlier this year to share your experience of the use of HRA Cards. It was heartening to see the support for this valuable benefit to volunteers and to hear that operators are very happy with the additional income generated from card holders which averages £13 per visit, a welcome boost for your secondary spend.

Applications are invited for The Heritage Committee's Archivist

The core task is to manage the archive of the HRA. This is currently housed in Yorkshire, much of it at the NRM; however, it could be relocated to another suitable location if thought prudent. Previous experience of archive work, preferably in a professional capacity, would be helpful. You should be computer literate and have good communicating skills. In addition to the core tasks, you would be welcome, if you wish, to assist with other elements of the Committee's work, specific tasks being shared out amongst Committee members. This is a volunteer role with no remuneration. Travel and subsistence costs (and any other appropriate outlays) can be reimbursed under the terms of the current HRA Expenses Guidelines. No specific hours of duty but the successful applicant will have sufficient time to undertake the role. Please reply in the first instance to: Sam Bee (Committee Chairman) at sam.bee@hra.uk.com, with C.V. and any further detail which you think might be relevant. Expressions of interest would be appreciated by 31st August 2019.

House of Lords debate

Debate on Young People and Heritage Railways

On the evening of 5 June Lord Faulkner's question on the All-Party Groups report on young people and heritage railways was debated in the House of Lords with nine speakers participating over an hour and a half.

Most aspects of the report were covered and there was general agreement that young volunteers are the future of heritage railways and need to be encouraged. The value of heritage railways in social and economic terms was widely recognised and the key statistics on their importance nationally were spelled out by Lord Faulkner and others and acknowledged by the Minister, Lord Ashton.

The problems of the Women, Children and Young Persons Act, 1920 were spelled out by many of the speakers and in responding at the end of the debate, Lord Ashton offered to convene a meeting with the Department for Transport and the Department of Work and Pensions to see if this could be addressed through secondary legislation under the Health & Safety at Work Act, 1974.

He also reiterated the statement from DEFRA that "the proposals in the consultation on domestic burning would not prevent heritage railways purchasing the fuels they need".

He also undertook to convey Lord Snape's concern about main line connections with heritage railways to the appropriate department. Lord Snape had highlighted the point that heritage railways were not a statutory consultee

in the Network Change process, even though their main line connections might be affected.

Five of the speakers were members of the All-Party Group and had participated in the preparation of the report. Railways mentioned during the debate were East Lancs, Glos & Warwickshire, North Yorkshire Moors, Swanage, West Somerset and Helston, and there was a strong endorsement from the minister for the work with young people of the NRM at York.

He also endorsed the work of BESTT and their apprentices. He also identified a new statistic, that the National Lottery Heritage Fund had made grants of £163m for 450 rail related projects. He ended with a strong endorsement for heritage railways, the work of the HRA and said the Government wanted to support them to secure their sustainability for future generations.

For a full report search under House of Lords debates at <https://hansard.parliament.uk>

Chris Austin
6 June 2019

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Heritage Committee

The Heritage Committee's role within the HRA is set out at <https://www.hra.uk.com/heritage>. A part of our role is to give guidance and advice to members.

If there are things you wish us to cover please let us know on secretary.heritage@hra.uk.com.

If you have a Registered Charity within your organisation there are new stringent rules and regulations with which all charities must comply. These emanate from three bodies, The Charity Commission (CC), The Fundraising Regulator (FR) and The Information Commissioner's office as a result of the new General Data Protection Regulations (GDPR). A brief summary of their impact is set out below.

Relationships between Organisations

The Charity Commission has recently refreshed its guidelines for charities that have connections with non-charitable organisations (i.e. our operating companies). This totals 21 pages but the main considerations are:

- Charities must not further non-charitable causes.
- Charities must operate independently and not be influenced by the non-charity.
- The charity must maintain a separate identity, ensuring no confusion between the entities, in the eyes of the public.
- Grants made by the charity to the non-charity must only be in the interest of the charity and the general public benefit.
- Not least: the charity must be able to evidence the above, if challenged by the Commission.

Fundraising.

Charity Commission Guidance CC20 on Charity fundraising makes it clear that Trustees are legally responsible for a charity's fundraising and must have effective control over it. Trustees must have systems in place to supervise the activities that others carry out on its behalf. They must ensure compliance with laws and regulations that apply specifically to a charity's fundraising.

The Fundraising Regulator's Code of Fundraising Practice outlines the standards expected of all charitable fundraising organisations. More information can be found on at <https://www.fundraisingregulator.org.uk/code>

Grant Making.

On 29 March 2019 the Charity Commission issued new Guidance for charities with a connection to a non-charity, which applies to the relationship between a commercial company and the Trust concerned.

The limits on funding include:-

- The Trust cannot give an unrestricted grant to a non-charity
- Grants can only cover costs directly related to the activity it has agreed to fund
- The Trust cannot fund the "core" costs (or overheads) of a non-charity; that is, for example, propping up the cash flow of a railway company.

Accreditation of Museums

Members should be aware they may seek funding from the Arts Council of England (ACE) for a variety of purposes. Do not be put off by the "Arts" tag. The Bluebell Railway received funds for the restoration of an Elephant Van, which was originally used to transport circus elephants and has now been transformed into a play carriage especially for our younger visitors. Though you do need to have an accredited museum to apply. They do not fund infrastructure but now fund Archive projects.

The procedure is a little time consuming but there is plenty of advice available on how to go about it from the HRA Heritage Committee. It is time well spent. Accreditation can be extremely useful when seeking funds from many sources other than ACE. The National Lottery Heritage Fund (previously the HLF) will look favourably on railways that are accredited. Also small Grant Giving Trusts may feel more confident in making a grant if they are supporting an organisation that has such accreditation as they don't have the time or resources to check up on those who apply to them for funds. Therefore accreditation by ACE can be a distinct benefit when making such applications. (Note that the standards set are to ensure that heritage items are catalogued and looked after correctly,).

We do have a direct contact with an ACE adviser if further enquiry is necessary.

Offers and Wants

Great Western Railway Preservation Group. Are offering the following for sale

Two Ruston diesel locomotives, one is a 165DS, fully operational and BES tested, other is a useful spares item. (pictured)

A CCT Van, LNER used for carrying cars, with opening end doors. (Re-roofed and pictured)

A BR Generator van, ex Blue Spot fish Van, with fully functioning Perkins generator inside, Recently totally overhauled.

A LMS Stanier BG Parcels brake van of 1949 era. (pictured)

A BR 38 tonne Rectank low loader.



All are in various conditions. Where timber is main structure, possible buyers would have to view for themselves the frameworks and overall restoration work needed.



All queries or arrangements for viewing can be arranged with Mike Gorrige, Director on 01225 706688. All are at Southall Railway Centre, Middlesex.

Swanage Railway - offers to sell 45 Ton steam crane

The Swanage Railway is seeking expressions of interest in acquiring a working 45 Ton Ransomes and Rapier steam crane.

The crane, CEPS Number ADRR95210 was built in 1940 for the Southern Railway and was one of the final steam cranes in use with BR. The crane has been restored to working condition and recently undertook test lifts.

Please contact Peter Milford to arrange to view and to discuss offers etc. at peter.milford@swanagerailway.co.uk



Avon Valley Railway

Colour Light Junction indicator

For sale or swap in 'as seen, untested' condition.

Howell's Railway Products Ltd (catalogue 86/20920) Left Hand (position 1) junction indicator with 5 filament bulbs.

Cowling has minor damage at bottom but easily straightened. Interior electrics have suffered water ingress and corrosion. Bulbs appear intact and cabinet and mounting itself in good condition

Available for sale or for swap – offers by email only by no later than 31 August 2019.

Contact coordinator@avonvalleyrailway.org



Recreating former Southern Railway Level Crossing Gates ... Can You Help?!

The Isle of Wight Steam Railway has been approached by someone restoring a former railway station who, as part of the restoration, is looking to recreate some level crossing gates.

The Railway has been able to provide specification and dimensions for Southern Railway gates but the chap concerned has asked if anyone knows of a source of the 2½-inch iron wire diagonal mesh on ¼-inch rectangular wire frame used to face such gates?

Any ideas?! If you can help, please contact co.secretary@iwsteamrailway.co.uk

Offers and Wants - continued

Glenfinnan Station Museum Seek Replica Brass Tablets ... Can You Help?!

Nick Jones from the Museum is looking to get some replica brass tablets made for their Tyer's No 6 Tablet Instrument demonstration. Although uncertain how the originals were made he believes they would have been cast as disks then machined down to give the correct thicknesses.

Depending on costs, they probably only need a fairly small number - say 3 or 4 of each of the two designs – although, if it turned out that the cost per tablet was relatively small, they would look at getting replica tablets for the sections to the boxes that have closed (Tomonie-Glenfinnan, Banavie Canal Bridge-Glenfinnan, Camus-na-Ha-Glenfinnan, Glenfinnan-Lochailort).

The overall diameter of each tablet is 113mm and the diameter of the thinner central part is 102mm. The centre circular hole on the Annat Tablet is 29mm diameter and the centre triangle on the Arisaig Tablet is 40mm equilateral. The central part is 6mm thick, with the thickness increasing to 9mm at the rim.

The accompanying photos show the original tablets.

Nick would be pleased to hear from you if you think you may be able to help. He can be contacted at nicholas_w_jones@hotmail.com



Do you have something you want to sell - or something you are finding it difficult to source? Why not let us help you by putting in our next edition. Send your copy and pictures to barbara.barnes@hra.uk.com

Do You Collect used postage stamps? - Read on.....

Members who raise money by collecting used postage stamps should be aware of the potential for fraud and should note the following advice from government. *Use the link or copy it into your browser.* <https://www.gov.uk/government/news/alert-for-charities-fundraising-and-postal-stamp-fraud>

DO YOU WANT YOUR OWN COPY OF THIS NEWSLETTER?
If you or your colleagues would like a copy please provide us with the email addresses you want to be used. Send details to:-
barbara.barnes@hra.uk.com

The next edition will be published in November 2019

Coal - Latest news

The HRA has welcomed the publication of ‘Steaming Ahead?’, a new report from the All-Party Parliamentary Group on Heritage Rail. The report identifies concerns about the future availability of coal for the heritage rail sector.

In drafting the report, the Group drew heavily on evidence and input from members of the HRA. The report offers a six-point plan for steps towards maintaining continuity of coal availability, and environmental mitigation measures. It identifies the HRA as a key player in implementing its recommendations.

The report notes that the UK’s heritage railways are worth £400m to the national economy, attracting some 13 million visitors a year, and provide full-time equivalent employment to 4,000 people. All those benefits to the nation are currently threatened by the unintended consequences of environmental legislation, requiring an effective end to the burning of coal.



Taking evidence from, and working with, HRA members and officers, the report identifies steam traction as being one of the biggest draws for both rail enthusiasts and the general public. The risks of scarcity driving coal prices ever-higher, and the potential ultimate unavailability of coal represents perhaps the biggest threat to steam traction since British Railways’ 1955 Modernisation Plan. Without coal, the future of heritage rail in the UK – and all it delivers in terms of economic benefits, employment, education, social cohesion and entertainment – would be in grave doubt.

Steve Oates, HRA Chief Executive, said, ‘The APPG Report highlights the fact that the true scale of Britain’s heritage railway sector simply isn’t fully appreciated. Our members attract more visitors than the UK’s top seven international tourist attractions combined – places like the Tower of London, Stonehenge, St Paul’s Cathedral or Westminster Abbey. HRA members operate almost 600 miles of track, with 460 preserved and restored stations – more than double the number of National Trust historic buildings open to the public. It clearly wasn’t the intention of zero-emissions targets to harm such a large and thriving sector, and the APPG and the HRA are working together to develop a practical solution.’



In a recent House of Lords debate, DCMS Under Secretary of State Lord Ashton said his department was working carefully to consider how to achieve a balance between environmental and public health protection and ensuring that the UK’s heritage vehicle industry continues to thrive.

He confirmed that DCMS officials are holding meetings with DEFRA to discuss the topic, and he reiterated DEFRA’s previous confirmation that proposals on domestic coal burning would not prevent heritage railways continuing to use the fuels they need.

The APPG’s six-point plan proposes that the Minister’s confirmation is written into future strategy and any subsequent legislation.

It calls on the relevant government departments (DEFRA, DCMS and Transport) to work with the HRA and coal suppliers, to explore ways to continue and fund the long-term supply of coal.

It tasks the HRA with encouraging best practice on locomotive maintenance and management, in order to minimise CO2 emissions.

Coal - continued

It proposes that heritage railways explore carbon offset strategies, such as solar power for premises, tree planting, or a green levy on passenger tickets.

It encourages pursuit of joint purchasing and buying group opportunities facilitated with the help of the HRA.

It asks the government to expedite extension of workings for existing opencast mines, and to include a longer transition from coal in government plans.

'It's possible to take a doom and gloom approach to the future of coal,' said Steve. 'But the reality is this: UK industry, even today, uses almost 12 million tonnes a year. UK heritage rail only uses 26,000 tonnes. Amongst users of coal, UK heritage railways therefore produce only a very small amount of CO2. And we have ways to further reduce those emissions, and to offset those that can't be reduced. Westminster and Government understand the challenge that faces us. The APPG Report's recommendations are good ones. By working together, we can meet that challenge.'

The APPG Report looks to the HRA to work with coal suppliers; to help railways minimise CO2 emissions; and to support group purchasing strategies. Steve Oates said, 'We've worked closely with APPG to help shape the plan of action. They've called on us for action and help – and that's what we're here to do.'



European News

EU recognises European Year of Cultural Heritage by offering 15,000 rail passes to young people

Interrail – the service which allows unlimited rail travel across Europe – has teamed with the European Union (EU) to offer 15,000 young people aged 18 a free pass to experience the continent's diversity.

Called DiscoverEU, the offer is in recognition of the European Year of Cultural Heritage, which is a series of initiatives and events across Europe to enable people to become closer to, and more involved with, their cultural heritage.

Taking place through the summer, the €12m (US\$14m, £10.5m) pilot project is based on a proposal from the European Parliament to give free rail passes to youngsters turning 18. The EU says the pilot will provide young people with a "European identity", reinforcing common European values, and promoting the discovery of European sites and cultures.

"The initiative gained the strongest support of the whole Interrail community, and we are now excited to see DiscoverEU come in to fruition," said Carlo Boselli, general manager for Eurail Group, which managed Interrail.

"Often a teenager's first taste of independent travel, Interrail has brought many generations of young Europeans together to discover what makes Europe so special and the commonalities that bring us together."

Launched in 1972 as a European train pass for youth, Interrail is now available for all ages through 30 different European countries. Last year, more than 280,000 Interrail passes were issued to European residents, with the most popular destinations including Vienna, Hamburg, Berlin, Prague and Budapest.



Fedecrail Jubilee Conference 2019: April 2019

For this year's 25th Anniversary AGM and Conference, we travelled to Germany to be based in Wernigerode in the Harz Mountain region, an area popular with rail enthusiasts.

At the AGM the formal Report of Council was approved. Subscriptions were agreed to be held at 2018 levels and a small increase for Fedecrail's lobbying work was adopted. Our long-serving Vice-President Jacques Daffis (F) retired and was thanked for his diligence over 15 years and Bruno Fluery was appointed to succeed him. Updated versions of the Fedecrail Business Plan and Strategic Plan were presented, discussed and approved. The President highlighted some funding opportunities within Europe which would be explored further and there were updates on other organisations with whom Fedecrail works closely, Europa Nostra and WATTRAIN.



The Business Conference initial theme was the first 25 years of Fedecrail, opening with a presentation by David Morgan on the Federation's history from the days of the preparatory Morgan Commission in the early 1990s. He also noted that several original Council Members are still active within Fedecrail. Brian Simpson (Chairman, HRA) (UK) then explained the past history of lobbying within the European Parliament, and urged renewed effort following the elections later this year. Key successes had included many derogations obtained from legislation in past years, and ultimately the acceptance of Fedecrail as a member of the Representative Body of the European Union Agency for Railways (EUAR), the 'engine room' in which most of the work on directives and other matters affecting Europe's railways is carried out.

A panel discussion on the future of Rail Heritage was followed by an overview of the history and operation of the host company Harzer Schmalspurbahnen. Plus, there was a presentation on the work with the ERA.

Steve Oates (CEO, HRA) (UK) gave a presentation on the issues relating to the future use for heritage purposes of coal and other fossil fuels, reflecting very strong concerns on this issue within the UK. Fossil fuel issues cover not only coal, but also diesel engines. We might only use a small amount of fuel in relation to total production, but collation of accurate details regarding our operations is essential and needs to be handled sensitively if both national (and international) lobbying is to be successful. It was agreed that this is a strongly shared concern for all Fedecrail member countries.

(Conference papers will be posted later this year on to the website -www.fedecrail.org).

The annual study tour included visits to the host metre-gauge Harz Railway (Harzer Schmalspurbahnen) and a visit to HSB workshops, we also had opportunity to visit the local Luftfahrtmuseum (Aircraft Museum) which has a wide range of aircraft and associated paraphernalia covering history and developments of flying.

Road transfer was needed later on Saturday to reach Benndorf, base of the Mansfelder Bergwerksbahn where heritage operations began in 1990 on the abandoned copper mining industry site. Their workshops have excellent facilities and contained several locomotive projects in varying stages of completion. Employing c.50 staff these workshops are run on a commercial basis.

For the final study visits, we visited the local main-line rail services run by Abellio. And a heritage tramway visit to Halberstadt, where the station buildings have been extended and modernised. The town hosts a 2-route tram network. In addition, a few vintage trams are operational, the oldest dating from 1939.

Our next conference is planned for Bilbao (N Spain) in April 2020

Summary by Nigel Hunt and Steve Wood – May 2019.



International Co-operation

The Story of two Brake Pipes by John Fuller

Last November because of our joint Fedecrail interests, Pierluigi Scoizzato from the Railway Museum at Primolano in the north of Italy asked me if I could find two vacuum brake pipes to help the restoration of their 1930's built Italian Ferry Van. This was a survivor of the freight wagons which had spent many years conveying freight between Italy and the UK using the train ferries which pre-dated the Channel Tunnel.

At that time British Railways generally used the vacuum brake whereas continental railways were normally air braked. Therefore, Ferry Wagons were fitted with both systems. As British Railways slowly changed to air brakes the vacuum brake equipment became redundant and was gradually removed by the owning country.

The UK Heritage Railways still use the historic vacuum brake for many trains so we sent a message out to Heritage Railway Association members through HRA News to find if anyone had a pair of spare pipes and fittings. At the same time I contacted Richard Gibbon, formerly the National Railway Museum Head of Engineering Collections. Within a few days Richard reported that the Derwent Valley Light Railway Society at York had a couple of spare pipes that they were kindly prepared to donate.



So how do you get two brake pipes across Europe? The Heritage Railway network got to work! Bill Parker of the Flour Mill Workshop travels regularly across Europe and agreed to divert via Italy on his next journey. Richard Gibbon kindly collected them from the DVLRL and posted them to Bill (I did not dare ask how many stamps they took!). They arrived safely in Gloucestershire but winter had arrived and the options for driving across the Alps to deliver them to Primolano were not good. The pipes therefore took up residence with Bill for the winter! With Spring coming, Bill was travelling again and Ryanair received a strange suitcase as hold baggage containing two unusual large rubber pipes with metal fittings en route to Pierluigi's home in Padova near to Venice. The questions from the airport scanner staff are not recorded! The pipes were safely delivered at the beginning of April and fitted to the wagon in Primolano a couple of weeks later. The happy smiles on the faces of the volunteers do not need words!

In Memorium

Philip John Greer Ransom, b. 24 September 1935, d. 27 March 2019.

Born in Northamptonshire, John as a child loved his Dartmoor pony and cycled to watch the trains on the West Coast Main Line. He developed a passion for steam power and canals, which continued when in his late teens the family moved to North Wales. While in his twenties working as a journalist on a packaging magazine, he indulged the first of these passions by purchasing a steam locomotive which had seen war service in France, "Mountaineer" which when his family reacted adversely he gave to the Ffestiniog Railway in return for shares.

He purchased a boat Sapphire for a holiday during 1969 in Ireland, having decided that life afloat was more sociable than on the footplate, and in the following year married Elizabeth in Edinburgh, having won the endorsement of her uncle who worked in the British Railways Legal Department. Buckinghamshire proved too flat for John, so they resettled to Lochearnhead where there were lochs to explore and railways to visit. Their sons Hugh and Robert were born in 1975 and 1979, and now there are four grandchildren. On walking holidays, John learned to enjoy climbing. Not sharing some of his family's fondness for swimming, he could always read a book by the pool.

John wrote 25 books over 48 years, and contributed to many more publications. "Iron Road" the history of Scotland's railways published in 2007 was short listed for the Saltire History Book of the Year award. He was also active in railway preservation, serving as secretary of the Heritage Railway Association Scottish Committee until the eve of his 80th birthday. John was active until his last days, enjoying a holiday on Westray (Orkney) in October, dancing a Dashing White Sergeant with his granddaughter at Christmas and attending his grandson's Christening a month ago at Pitlochry. He will be remembered as a truly perfect gentleman.

HRCT Summer Tour

Winchester June 2019.

By Gordon Rushton

The new Heritage Rail Charitable Trust ran the first of the Friends 2019 trips as a Winchester cultural city tour, with visits to various transport attractions in the area. Winchester's welcome was rather damp, but the rain couldn't suppress the happy throng on a Friday night visit to various watering houses in the City. The threatening weekend weather forecast was unfulfilled, as our comfortable tour bus took a chattering crowd of twenty-five to visit the steam gala at the Moors Valley Railway near to Ringwood.



On the extensive 7¼" gauge, fully signalled railway, every locomotive that could be steamed was out and about, hauling an intensive service of trains along the line. Such a carefully arranged stream of trains, freight and passenger offered an unrivalled spectacle, with a constant movement of little locomotives round the compact layout, so that everyone got at least one ride, including our own special train. We were torn away from the busy scene, boarding our coach, dodging hordes of superbly modelled traction engines to leave in bright sunshine, now bound for the Isle of Purbeck.



The next destination was the Swanage Railway, where we boarded the smart, green-painted carriages, accompanied by General Manager Gavin Jones. Gavin transferred us into the beautifully restored Devon Belle Observation Car for an excellent view of Standard Class 4 tank 80104 that pulled us to Corfe Castle. Some went to visit the nearby village and Castle, and others admired the South Western Railway regular, advertised train that runs through from the National Network. We

rejoined the steam train to complete our journey at Norden, and then re-boarded the coach for a transfer to Hythe, adjacent to the Marchwood Military Port.

The 700 yard long Hythe Pier hosts a ferry at its seaward end, running across to Southampton Town Quay, close by the Ocean Liner Terminal. A 2ft gauge tramway runs the length of the Pier and the line is electrified with a third rail at 250VDC. One of the two antique, 1917, ex-WD electric locomotives pushed a three-coach train to the ferry, meeting the service, then pulling the passengers back to dry land. The rather weatherbeaten train is a unique survivor of a bygone age. It is little known, except to Hythe commuters, and has recently been in danger of closure. After being enthusiastically led round the workshops, we loaded aboard and rattled and swayed to the head of the pier where the ferry was waiting. We crammed on board the little MV Jenny Blue and set off across Southampton Water at a fine pace. However we suddenly slowed down, and there was a huge, low-note noise that filled the air, and gradually a massive shape rose over the cabin as the 130,000GRT, P&O Cruises, MV Azura came past in the centre of the channel, at the regulation 6 knots. It took some time for the giant to pass, and we shot round its stern and berthed, with the P&O flagship 180,000GRT, MV Britannia waiting to sail in the adjacent berth. This was quite a ferry journey!

The following day saw our Mervyn's Coaches vehicle take us to Exbury Gardens. Here there are spacious forest and gardens to stroll in and there is an excellent 12¼" gauge railway running through the grounds. We had our own special train at 14.30, hauled by Exmoor 2-8-2 tender engine Mariloo. Again we were treated most courteously, shown into the locomotive sheds, and all enjoyed the smooth and gentle, sunny passage of the train over the scenic railway. The wider gauge was in marked contrast to the busy Moors Valley line, and the trains were well patronised indeed.



All in all this was a particularly pleasant weekend with many old acquaintances, immaculately organised by John Glover – the first of many Friends' Tours. The next will be announced soon.

BESTT News

The Boiler & Engineering Skills Training Trust (BESTT) exists to provide training in Heritage Steam Engineering. It is supported by numerous corporate members including the HRA, the National Traction Engine Trust and the Maritime Heritage Trust.

They were honoured to be awarded the Herbert Crow Memorial Award recently from the Worshipful Company of Carmen. This award honours achievement in transport scholarship, management systems, training, research, authorship and publication, or any other knowledge-enhancing transport activity.



BESTT received the award for addressing the decline of skilled engineers in heritage steam, by training a new generation.

A voluntary, charitable organisation, it has created a syllabus-based scheme to teach heritage steam engineering boiler and mechanical repair.

Training is undertaken in workshops throughout the UK and, since 2014, sixteen trainees have successfully completed the one year course, funded by the National Lottery Heritage Fund, twelve finding employment within the sector. Another sixteen are in similar training.

The Trust's scheme ensures maintenance and continuity of working steam power.

Boiler Courses

The Boiler and Engineering Skills Training Trust (BESTT) hold two fee paying training courses (see below) through out the year.

4 day Boiler Washout & Examination Course.

This course includes: Health & Safety requirements – draining the boiler – plug and mud hole removal – pressure wash inside of boiler – lecture on water treatment which includes details of two different methods of treatment – examination of boiler including checking for leaks and broken stays.

Box up the boiler – prepare and carry out a steam test – answer written and verbal questions to demonstrate knowledge.

Candidates are required to read the relative HRA Boiler Code of Practice Guidance Notes.

There will be a maximum of 4 candidates per session.

LOCATION: Rolvenden, Kent.

4 day Riveting Course.

Candidates will need to complete a pre-course assignment consisting of 4 questions.

This includes the removal of rivets including drilling, grinding oxy/acetylene cutting – heating rivets – types of rivets – calculation of rivet length – the use of pneumatic riveting hammers and pneumatic jammers.

Test pieces will be examined and marked for accuracy etc., by an independent assessor.

On the last day, a short question and answer session.

The course includes all materials, the use of PPE and certification to successful candidates.

A minimum of 4 and a maximum 6 candidates per session. LOCATION: Loughborough, Leicstershire.

Dates for the above courses are to be arranged.

Please send your expression of interest for the above courses and brief details of your experiences to – enquiries@bestt.org.uk.

