



HERITAGE RAILWAY ASSOCIATION



HRA VISIT TO HEATON PARK TRAMWAY 2015

BROADLINES

46

IN ASSOCIATION WITH SIDELINES 137
FEBRUARY 2015



BROADLINES

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EXTENDING AND DEVELOPING THE ROLE OF HRA.

Chairman's Address to the Heritage Railway Association's Annual General Meeting held on 7th February 2015



I have been asked today to explain to you the measures that we have decided to put in place on how best to extend and develop the role of the HRA; and to take the Association forward during the next few years.

In order to do this we first of all need to look at where we are now and where we want to be in the future.

This was particularly brought home to us at a meeting with the ORR in which the Regulator pointed out; in a friendly manner; some of our shortcomings as an association and things they would like us to adopt both to ease their workload and to enhance our reputation.

The HRA is seen as the Voice of the Heritage Railways and Tramways movement in this country by both government and the Regulator, and that has got to be good; but it was felt that the time was right, with a new Chairman, to examine everything we do; and to improve both what we do for our members, and what we can do for government and the regulator, and to keep our heritage railways and tramways safe.

Developing our role needed us to look at the HRA in three areas.

Firstly, there was the structure of the HRA; its committees; its marketing; its response to members; the things we do every day; and then there is the regulatory side, and our dealings with the Regulatory authority that we need to examine; and then there are the external considerations that we need to address like diversity; volunteers; and skill shortages.

I will start with the HRA committees which we re-structured in the summer to best reflect what we were trying to achieve. Our first move was to reduce the number from 14 to 11, and to restrict membership of individual committees to between 10 and 12 members. We then decided on a chairman and crucially asked them to have clear terms of reference for them.

The committee structure had evolved over years leaving us with a disjointed structure, with some committees having 15 members and others having 5 and some with detailed terms of reference and others not. This had led to some committees being overworked, whilst others were not as active as they could have been.

We also had a website working group from which we had moved on and a business development committee that needed to be more effective. The result of much discussion was the following:

1	Operating & Safety	chair	Bill Hillier
2	Business Development	chair	Jenny Nunn
3	Heritage	chair	Peter Ovenstone
4	Finance & Member Services	chair	Steve Wood
5	Legal & Parliamentary Affairs	chair	Geoffrey Claydon
6	Education & Training	chair	Chris Smyth
7	Heritage Tramways Committee	chair	Geoffrey Claydon
8	Rail mounted Cableways	chair	Bill Hillier
9	Scottish	chair	Peter Ovenstone
10	Awards	chair	Mark Smith
11	Quick Response group - comprising Chairman, Vice-Chairman, Geoffrey Claydon, Bill Hillier, David Morgan.		

Each committee reports back to the board, and now we have a better feeling about what is going on in the committees, with the appropriate action taken when it is needed.

Another major development was to charge Business Development committee to come up with ideas for a new re-vamped website. The old website was neither effective nor user friendly and had to change.

It was felt there was a need to have a website for members and a separate one for the public and presentations of the two websites will be made later on.

They both need to be modern and reflect the change there has been in modern communications with Facebook etc. and for a direct link with member's own websites.

We are hoping to do a full launch later in the year where we hope to have two modern websites available to our members.

This has been a major piece of work and is fundamental with our new marketing strategy that will put us in the modern world and enable the HRA to be a leading force in industrial heritage here in Britain.

I now turn to our relationship with ORR and the need to take into consideration their views. First of all at a meeting with ORR held in Birmingham between ORR and myself and Mark Smith they outlined 11 areas where they wanted us to act.

Many of the areas including: support for our members and representing the membership we are already doing and doing effectively. There were others where we fundamentally disagreed with them most notably on developing a regulatory role. HRA does not believe it is its role to act as Regulator which seemed to be the idea emanating from them – albeit due to budget cuts and the financial squeeze that they are experiencing.

One area is to develop Railway Safety Principles and supporting technical guidance which provided there was no legal redress on the Association we were happy to do.

Bill Hillier and the Operating and Safety Committee have been doing sterling work in getting our guidance notes up to date on a whole range of things. We have guidance notes on a wide range of subjects and I strongly advise our members to consult these.

The complaint of ORR was that our members were consulting them on RSP or technical issues when they should be consulting us. Perhaps it was because we did not push ourselves forward enough on the matter. This is something that does concern me in that members are missing the HRA out and going straight to ORR which is something I want to change.

I appreciate the information has to be accurate and quick but I believe with our new website and our up to date guidance notes, this should be possible.

We are already doing things that ORR indicated including developing legal guidance and developing skills. But this should not in any way detract us from our efforts in assisting the ORR. It is in all our interest to run a safe railway and we have the guidance and expertise that cover the whole remit of the association's work.

What was clear to us was that we needed to work on our guidance notes but we also needed to update our Mission Statement and our HRA Code of Conduct which I remind you every member is signed up to. It's worth taking a minute to go through that Mission Statement which is in the Annual Report that you have. It says that the HRA mission is

“To promote the interests of members in the heritage and tourist railway and tramway sector, and to encourage good practice in all fields”

1. To represent its members' interests to government and other bodies.
2. To maintain high standards by requiring members to conform to the Association's Code of Conduct.
3. To provide professional advice, a full information service and such other help and assistance as may be appropriate.
4. To provide a forum for the sharing of information, experience and best practice.
5. To help members in developing their business.
6. To encourage and assist members in developing education policies and practices.
7. To encourage and assist members in developing and retaining heritage skills.
8. To encourage and advise members on the heritage aspects of their activities.
9. To encourage excellence by organising awards and competitions.

That's our Mission Statement. But in that is mention of our Code of Conduct which goes into detail of what we expect our membership to do and which you are signed up to. This is now going to be changed to include a section on compliance with the code with the ultimate sanction of expulsion from the association.

Now expulsion is a last resort but I feel that we as HRA should have the right to expel a member who we feel is not complying with the code. It's a matter of being professional and if any organisation feels that they cannot abide by our Code of Conduct – fine – but you're not being a member of our association, an association that represents the vast majority of organisations that do wish to comply and don't want to be dragged down by those who do not.

Finally let me address the third aspect of my speech to you today, namely external consideration including problems that we face as a movement in 2015. It's a fact that as a movement, our age profile is a high one and we need to address this as a matter of urgency. The original pioneers of steam preservation are now well into their 70's and some sadly are no longer with us. This means that every railway needs to attract new volunteers; and to attract these volunteers railways have got to be innovative with how they attract them and retain them.

There is great competition out there for the volunteer and I wonder whether we are yet attractive enough to get the volunteers that we need. I hope to dedicate one of our mid-week meetings to gaining and retaining volunteers; and there we would swap ideas on how best we could do this. This is happening between railways without HRA assistance. Those railways that do well at getting volunteers need to advise those that are not, and here the HRA has a role to play. I see the ability to get volunteers and keep them as one of the biggest challenges facing this movement at the present time. Another

area we need to concentrate on is our skills and skill shortages. That's why I feel it's crucial to retain our interest and leading involvement with BESTT and HEATG and the good work they do.

It is challenging getting volunteers and getting the traditional skills that we require but we have to try. Which brings me to a pet subject of mine, that of diversity. As a movement we need to attract more women, more people from ethnic background and more young people. So far our efforts have not been successful. However we continue to try.

The HRA is your association committed to looking after your interests. To this end we need to know what you think of HRA; what the key challenges that members face. What solutions and additional support the HRA could provide and what your views are as to the improvements we could make in order to maximise our membership. So we are going to ask you to take part in a comprehensive survey by an independent consultant. It will be a survey of between 20-25 questions. And we really do need as many members as possible to take part. This is your chance to let us know your views. This will culminate in a final report which hopefully shows in which direction we need to be going and which will be available to all our membership.

I believe the HRA has in the past done sterling work representing our members; we need to build on that work that has been done in the past and to use it as our platform for the future. I think with our changes and your support this movement can address the challenges that we face from all quarters; and I know the Board is behind all that we are doing. We are prepared to face the challenges. Ladies and gentlemen we are preserving the past in a modern setting. We are retaining skills from the 1950's here in 2015. You are doing a great job at giving people the experience of what life was like in the steam era. We are here to advise; help and assist you in making Heritage Railways and Tramways more successful; to take your railways and tramways into an even better quality product enjoyed by millions thereby enhancing the sector as a whole.

Brian Simpson, Chairman HRA

AN APPRECIATION OF ALLAN GARRAWAY MBE



At the 2005 HRA AGM Allan Garraway was presented with the HRA Award for an Outstanding Contribution to Railway Preservation. The presentation was made by HRA Patron, Dame Margaret Weston who was then the HRA President.

Much has been written elsewhere – in the specialist magazines and the national press – about Allan's contribution to railway preservation and the restoration and revival of the Ffestiniog Railway in particular. Suffice it to say, Allan was almost certainly more responsible for the successful re-opening and successful operation of the Ffestiniog than any other individual (apart possibly from Alan Pegler), including the "deviation" of the railway, whereby it was diverted from its original course when flooded by the creation of a reservoir, which involved the building of a spiral to gain the necessary height. He achieved this by his leadership, asserting a fierce discipline on the one hand – which did not always make him popular – and inspiring the band of volunteers by his strong commitment and obvious knowledge and expertise on the other.

What has been omitted from the many tributes I have read is his resuscitation of the Association of Minor Railway Companies (AMRC), which had been formed in the 1930s by those railways left outside the 1923 groupings. AMR had last met in 1952 and Allan revived it in 1970 with Jim Acklam, the general

manager of the Derwent Valley Railway, one of its original members, attracting many of the new “heritage” operating companies and their managers who usually represented them. Captain Peter Manisty had, in the meantime, set up the Association of Railway Preservation Societies (ARPS), which was largely volunteer led. Both bodies worked closely together, albeit with some rivalry, and I served on the Boards of both organisations.

After a number of years, Allan recognised the need for change and invited Ian Allan to take the lead as chairman, instructing me to draft a new constitution at the same time. In due course, it was recognised that having two organisations had resulted in unnecessary duplication and Allan and I worked on the merger. The fact that it went through with so little friction was largely due to Allan’s pragmatism and the fact that a strong bond of trust had grown between us. Whenever he stuck on a principle, I soon learnt that his stance was almost always well founded. He was a man who earned my admiration.

When he retired from the Board of the HRA, he became one of its Vice Presidents, a post he held until his death. He was an icon as one of the great pioneers of railway restoration.

David Morgan MBE TD
HRA Deputy President

CLIVE MORRIS



It is with great sadness that I am writing this Obituary for our dear departed Chairman and friend Clive Morris. Many, many people have contacted us either directly or through e-mail when they heard of this very sudden news. Clive died on Sunday 15 February and will be sorely missed by all his friends especially in the heritage railway movement.

But more so, Clive will be missed by his Family, his wife Betty, his daughter Lindsey and her husband Terry and his twin grandsons. Clive, when not following his passion for railways, was a quiet family man who liked nothing better than to spend the day watching his grandsons play rugby football. But his great sporting passion was for those north eastern football teams Newcastle and Sunderland. At home he could sometimes be found on his 4 mm indoor model railway or his splendid outdoor Gauge ‘O’ layout – in fact he did once tell us that the choice of home in Godalming was based on being able to accommodate the ‘O’ gauge!

Clive came to the North Norfolk Railway in 1983 and Steve Allen recalls that he was drawn particularly by the plight of the Quad Art set which cause he championed, culminating in their full restoration to a splendid four coach articulated set. He and Steve immediately struck up a friendship and Clive was persuaded to become Secretary of the M&GN Society in 1988. He was then involved, practically too, in the first restoration of the LNER B12 61572. As Secretary, Clive was instrumental in achieving the Society’s original charitable status.

In the early days Clive got to know David Madden who also recalled those same achievements but noted too that later, after he retired, Clive was heavily involved with the Transport Trust and travelled to London to man the Trust's offices for many years. He was honoured by Sir William McAlpine who presented him with the President's Award of The Transport Trust in recognition of his work with the North Norfolk Railway and M&GN Society especially with restoration projects like the B12 and Quad-Arts.

Clive had always been heavily involved in restoration and more especially of carriages. He always maintained to those locomotive buffs that the carriages were just as important, if not more so, because it was in them that our public sat. His latest project, still successfully ongoing, has been the restoration of the King's Cross Suburban Four. He envisaged a day when the Railway would be able to demonstrate practically the evolution of suburban travel through the Quads, Suburban Four and into the diesel era with the Diesel Multiple Units. Sadly he will not see that day.

The North Norfolk area was not necessarily Clive's boundary. He was a very energetic Secretary of the Heritage Railway Association's Awards Committee and guided them wisely to their judgements. He had a passion for electric railways having ridden on them in his younger days and was involved with the Electric Railway Museum and for a time with the Brighton Belle Restoration. He even joked that he had got "third rail electrification" installed at Weybourne when the narrow gauge test track was inserted. In fact Clive was, as an electrical engineer, involved professionally with the Weaver Junction 25kV electrification project. He had a high level career, mainly in major developments and project management, with the Electricity Generating Board and later the National Grid.

After a number of years supporting Chairman David Morgan and Steven Ashling as Deputy Chairman, Clive was eventually, and at first reluctantly, persuaded to become the Railway's Chairman. He has been spectacularly successful in this position leading the NNR to today's successful position, not only in operating our line, but in the overhauling of engines. He was also the Chairman of the Engineering Committee and helped to streamline both Board and Committee meetings with his quiet but authoritative manner.

Clive did not suffer fools gladly and could be quick and sharp with his wit, even somewhat acerbic at times. But there were few who did not appreciate that, as well as being critical, he did put his skills into practice too and could often be seen taking bits and pieces of the Suburbans home to work on. A stickler for correct grammar, especially in minutes, he was always meticulously prepared in our meetings.

Of late, Clive had looked pretty exhausted after a series of Board and committee meetings and some time ago had been ordered by his wife Betty, to stay overnight when travelling the long distance from Godalming. This allowed me to get to know him very well and we reminisced many an evening over a dram or two as well as putting the Railway – and the World to right!

Clive, we trust you are at peace up there with your own heavenly railway either "O" Gauge or 4 mm. We will certainly miss you. May you rest in peace.

Hugh Harkett, Managing Director, North Norfolk Railway.

Clive's funeral will take place at Guildford Crematorium Friday 13th March at 2-15 pm. It would be appreciated if those wishing to attend would let Hugh Harkett know in advance, his HRA contact details are email. hugh.harkett@hra.gb.com Tel. 0800 756 5111 EXT 705

LIEUTENANT-COMMANDER ROY WALLACE FRANCIS RN (RETD).

It is with great sadness that we report the passing of, Commander Roy Francis.

Founder of the Wells Beach Harbour Railway, founder of the Wells Walsingham Light Railway in 1982, husband, father, grandfather, great-grandfather and friend to many. The world is a poorer place without him and his family will ensure that his beloved railway continues to bring pleasure to thousands every year.

In 1942 Lieutenant Commander Roy Francis set off on what Winston Churchill called "the worst journey in the world". The mission is imprinted on his memory. He joined a crew onboard HMS Edinburgh, delivering supplies to the Russians. On the way back to Britain they fought the enemy for days in freezing conditions. Eventually the ship sank, taking 58 of Roy's colleagues down with her.

The Russian Government wanted to recognise the courage of British Arctic Convoy veterans with a special medal; but the British Government said they could not accept the offer.

In the summer of 2013, Lt Cdr Francis finally received recognition for the courage and steadfastness shown by all who endured that Arctic run to Murmansk. The 'Arctic Star' campaign medal was awarded to him by the High Sheriff of Norfolk, Lady Leicester at a moving ceremony at the railway. I was pleased to attend the celebration and was delighted to talk to Roy who was so pleased to receive the 'Arctic Star'.

The Wells & Walsingham Light Railway was born out of one man's passionate dream, hard work and sheer determination. Lt. Cmdr. Roy Francis had already built the mile long 10¼" gauge Beach railway at Wells. In 1979 he started to construct the WWLR on the four miles of old Great Eastern track bed from Wells to Walsingham. Work was completed in 1982 and on 6th April services began on schedule making it the longest 10¼" narrow gauge steam railway in the world.

David Morgan added a couple of other points: One that he and his wife were the only individuals to be issued with a Light Railway Order. He became a firm supporter of HRA throughout his life. Secondly, such was his passion for the railway that he undertook a number of activities to earn money to help build it, including posing as a model for fine art classes. His daughter-in-law later confessed that she had seen Roy in the buff long before she saw her husband in that state. She was an art student and met Roy's son when he collected his father from the college after his modelling sessions.

Roy was a charming man and an enterprising one. He was a great character and will be sorely missed.

David Madden

CARRIER BAG CHARGES - SCOTLAND.

John Ransom, Secretary, HRA Scottish Committee

As readers in Scotland will be well aware, since 20 October 2014 all retailers in Scotland have in principle been required to make a charge for carrier bags, instead of giving them away free to customers. The charge per bag must be not less than 5p. The Scottish Government has said that it wishes the net proceeds of the charge to be given to good causes in Scotland, particularly those that benefit the environment, but there is nothing about this in the relevant Regulations.

So on the one hand the requirement to charge affects those of our members who operate retail shops, and on the other the proceeds of the charge may be a potential source of funding for members. Some guidance may be helpful.

The government body appointed to oversee the arrangements is Zero Waste Scotland. Information can be found on the website www.carrierbagchargescotland.org.uk. People responsible for managing retail sales are advised to have a look at this, and so should those responsible for fund-raising. They should study particularly the pdf The Single Use Carrier Bags Charge (Scotland) Regulations 2014 – Guidance for Retailers. The specific points which follow have been extracted from the website, with some supplementary information kindly provided by Zero Waste Scotland.

The bags for which a charge has to be made are new, single-use carrier bags, which may be made from plastics, paper or other material (but those made from cotton, jute or similar material are excluded). They are defined in the pdf. The enforcement agency is local authorities, and breach of the regulations may lead to prosecution. No charge needs to be made for second-hand bags. There are other exemptions, for example bags to contain unpackaged food, but the one of most interest to us is that there is no obligation to charge for bags supplied on board trains (also ships, aircraft and buses) – nor need these be used solely to contain purchases made on board the train.

Additionally, a retail business which employs ten or more full-time staff, or their equivalent, on 7 April, has to keep records during the ensuing year of the number of bags sold and the net proceeds after taking account of costs and VAT. In establishing the total number of staff, volunteers need not be counted. Nor need apprentices, and jobseekers on work experience. Part-time staff are to be counted in proportion to the time worked. A business which employs fewer than ten staff on 7 April, but takes on more staff during the year so that the total becomes more than ten, still has no requirement to keep records. This may well be relevant to seasonal businesses such as ours. In calculating the total, Zero Waste Scotland has advised that all staff in a business need to be counted, whether or not they are employed on retail activities. Records have to be retained for three years. The Guidance for Retailers pdf includes a template for recording the required information.

So far as the use of the net proceeds of the charge is concerned, most if not all of our members should be considered to be ‘good causes’, and so could justify applying the proceeds to their own objects. Zero Waste Scotland suggests as a precedent Historic Scotland, which intends to retain the proceeds of the charges made in its shops and to apply them towards maintenance of its historic buildings and so on. If there is a charity or charitable trust within your organisation, then quite clearly it is a good cause – indeed charities which are also retailers are probably unable to put the proceeds towards objects other than their own.

There seem to be four possible courses of action for members with shops:–

1. Don't provide carrier bags. This would probably be a mistake. Although in the writer's observation most people shopping in supermarkets and so on now take in their own bags, people visit our shops as an add-on to a visit to heritage railway or museum and are much less likely to come prepared. The punter who takes shelter in the shop on a wet day, and spots the £50-book he has been intending to get for ages, is unlikely to buy in the absence of means to carry it away through the rain tipping down outside. Bags can also be used for promotional purposes.
2. Don't provide new carrier bags, but keep a supply of second-hand ones under the counter in case of need.
3. Provide new carrier bags, and place a prominent notice on the counter, explaining the requirement to charge 5p each, and encourage purchase by pointing out that the net proceeds will go to the fund for the new boiler for locomotive no. 1234 – or whatever you are raising funds for at the time.
4. Don't provide single-use carrier bags, but put the effort involved instead into producing and selling re-usable carrier bags, emblazoned with your railway's logo or similar.

Last but far from least, one plus point is that most members' railways, museums and so on should be regarded as good causes to which it would be appropriate for retailers to donate the net proceeds raised from the carrier bag charge. There is no central 'clearing house' to bring retailers and good causes together: it is for individual retailers to approach individual good causes, and vice versa. The website mentioned above includes a template of an appropriate generic letter ('Good causes letter template') for good causes to use when approaching retailers. It can be found by clicking the 'Resources' tab. It may well be worth, for instance, using this letter to circulate retailers in a nearby town to encourage them to donate the net proceeds of the charge to your funds.

Contact details for Zero Waste Scotland are: Ground Floor, Moray House, Forthside Way, Stirling FK8 1QZ; tel. 01786 433930; E-mail info@zerowastescotland.org.uk.

NEW FROM MEMBERS.

GLOUCESTERSHIRE WARWICKSHIRE STEAM RAILWAY.

For the second year running, they have won a major award from Cotswolds Tourism (part of "Visit England" in conjunction with Cotswold Life magazine). In 2014 they won a silver award in their "Tourism experience of the year" category. For 2015, it has been announced that they have won a bronze award in their "Large Visitor attraction of the year" group. This is a significant step up as it recognises that they are now one of the major attractions in the area. First yet again in this category was Slimbridge Wetlands and the silver award was to Adam Henson's Farm Park. This shows the quality (and size) of organisation they are now competing against. The complete list was published in the January edition of Cotswolds Life but details are now available through:

[http://www.wiltsglosstandard.co.uk/news/11690866.Winners announced for Cotswold Tourism Awards 2015/](http://www.wiltsglosstandard.co.uk/news/11690866.Winners_announced_for_Cotswold_Tourism_Awards_2015/)

SEVERN VALLEY RAILWAY.

The SVR has been shortlisted for the Heritage Site of the Year in BBC Countryfile Magazine Awards 2014/15

LLANGOLLEN RAILWAY.

The Llangollen Railway resumed services through the Dee Valley from Saturday 14th February, when trains began operating between Llangollen and the new terminus at Corwen.

This follows a mid-winter shut down whilst essential maintenance work on the railway has been undertaken and facilities at the new station have been completed.

The 2015 timetable for the railway provides for all public service trains to operate through to the temporary station at Dwyrain Corwen East as the new line extension is brought into regular use. The exceptions are trains during the popular Days Out With Thomas events, which will terminate at Carrog where activities are arranged for visitors.

Kevin Gooding, General Manger of Llangollen Railway said, "The commencement of train services over the extended railway provides for a scenic journey through part of an Area of Outstanding Natural Beauty. The trains offer easy access to our three wayside stations at Carrog, Glyndyfrwy and Berwyn, which allow for the Welsh countryside to be enjoyed by walkers and others seeking a day out in the Dee Valley.

The two-hourly weekday train service operates from 23rd March and allows for visitors to spend time in Corwen or to join the train at Corwen to travel to Llangollen. We trust that the extended line will attract more visitors who will contribute to the regeneration of the area and improve the viability of the heritage train services."

2015 is an important year for the Llangollen Railway which celebrates the 150th anniversary of the opening of the Llangollen Station in 1865. It is also the 40th anniversary of the start of the challenge to rebuild the railway after the derelict station at Llangollen was taken over by volunteers in 1975.

Kevin Gooding added, "Thereafter we will celebrate the official opening to Corwen with a special train for VIPs on St David's Day, 1st March, when the completion of phase 1 of the extension will be suitably commemorated at Dwyrain Corwen East. This is immediately followed by two three-day events on 6th to 8th and 13th to 15th March, when the Betton Grange Society's 'Steel, Steam & Stars IV' mega-gala will bring a number of exciting steam locomotives to Llangollen to provide a steam extravaganza."

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