



## **BRITAIN'S GREAT LITTLE RAILWAYS**

### **Minutes of the 2018 Autumn General Meeting held at Moors Valley Railway, Horton Road, Ashley Heath, BH24 2ET on Wednesday March 7th following the AGM.**

#### **Railways represented**

Beer Heights Light Railway, Bekonscot Light Railway, Bentley Miniature Railway, Bickington Steam Railway, East Herts Miniature Railway, Eastleigh Lakeside Railway, Evesham Vale Light Railway, Exbury Gardens Steam Railway, Ferry Meadows Railway, Hastings Miniature Railway, Hotham Park Railway, Hollycombe Steam Museum, Littlehampton Railway, Moors Valley Railway, Mortcombe Railway Society Ltd, Rudyard Lake Railway, South Devon Miniature Railway, South Downs Light Railway, Swanley New Barn Railway, Weston Park Railway and Woking Miniature Railway.

#### **Welcome by the Chairman**

The Chairman expressed his thanks, on behalf of the members, to his team who had helped organise the meeting

#### **Apologies for Absence were received from:**

Barnards Railway, Brookside Miniature Railway, Bure Valley Railway, Cinderbarrow Miniature Railway, Cleethorpes Coast Light Railway, Exmoor Steam Railway, Fairbourne Steam Railway, Fancott Miniature Railway, Foxfield Miniature Railway, Great Cockcrow Miniature Railway, Great Laxey Mines Railway, Hambleton Miniature Railway, Kirklees Light Railway, North Bay Railway Company, Rhiw Valley Light Railway, Rhyl Miniature Railway, Romney, Hythe and Dymchurch Railway, Sherwood Forest Railway, Shibden Miniature Railway, Strawberry Line Miniature Railway, Summerfields Miniature Railway, Thompson Park Railway and the Whitfield Light Railway

#### **Minutes of the 2017 Autumn General Meeting**

The acceptance of minutes of the 2017 Autumn General Meeting was proposed by Peter Jackson, seconded by Adrian Corke and the resolution was carried unanimously

#### **Matters arising**

There were no matters arising.

#### **Treasurer's Report**

We have at time of writing 2 outstanding Subs to receive in 2018. Printing has come in at a similar level, and we should see a similar return as last financial year.

## **Legislative and HRA Update - Iain Dinnes**

Iain asked Peter Beevers, who is on the HSG 216 committee, to give us an update and the background to this rewrite

### **HSG 216 Rewrite**

#### **1. Why can't we continue to work with HSG 216?**

HSG 216 is no longer supported by HSE or available from any Government department. The principles in the document remain sound. Some links and references in the document are out of date.

#### **2. If HSG 216 has been withdrawn by HSE what do we refer to until the new guidance is published?**

HSG 216 has been withdrawn however it is still regarded as good practice so operators of passenger carrying miniature railways should continue to work with its guidance until a new document is available.

#### **3. Why is there a need for a new guidance document?**

The HSE still regard HSG216 as good practice, and recommend councils to refer to it when involved in an investigation at a miniature railway. The HSE are concerned that the guidance contained in the document does not always reflect current health and safety practice and that many of the references and links are out of date. They have encouraged hobbyists and commercial operators to provide a new guidance framework which, if produced in HSE style, should get their endorsement.

#### **4. Who decides which participants are included in the Passenger Carrying Miniature Railway Safety Group?**

The Model Engineering Liaison Group (MELG) have for some time been the hobby's representatives looking at how legislation affects the hobby.

The Terms of Reference for MELG, endorsed by Southern Federation of Model Engineering Societies, Northern Association of Model Engineers, Midland Federation of Model Engineers, 10¼" Gauge Railway Society, 7¼" Gauge Society, Gauge 1 Model Railway Association and Association of 16mm Narrow Gauge Modellers, put the members of MELG in the spotlight to draw together a specialist group, the Passenger Carrying Miniature Railway Safety Group (PCMRSG) to produce the new guidance.

The Passenger Carrying Miniature Railway Safety Group is currently formed with representatives from;

- 10¼" Gauge Railway Society
- 7¼" Gauge Society
- Britain's Great Little Railways
- Midland Federation of Model Engineers
- Miniature railway equipment manufacturers/suppliers
- National Railway Museum
- Northern Association of Model Engineers

## **6. What criteria is used to determine the inclusion of these participants?**

At this stage PCMRSG is seeking to involve nationally recognised organisations who themselves set standards or provide guidance to their membership on railway construction and/or operation.

## **7. If there are recommendations to be made, how are they voted on?**

The HSE require demonstration of 'broad acceptance' of any guidance document produced outside of the HSE. Therefore the operators of miniature railways, whether hobbyists or commercial concerns, will be given the opportunity to review and comment on the draft document.

A dedicated website has been set up (see FAQ 10 for further information) and distribution of the draft document by the PCMRSG representatives to their members and/or through a number of seminars around the country, or perhaps all of these, are options being considered.

For the new guidance to be universally adopted by railway operators, they must be given adequate opportunity to review and comment.

## **8. When joining the group, are the manufacturers precluded from making and selling equipment that they may have been party to recommending?**

The guidance will be non-prescriptive in providing solutions, so there will not be an opportunity for any manufacturer to promote their products. The HSE style of guidance documents is to set out what must be achieved in terms of safety, not to say how it should be done.

The supplier representation on PCMRSG have railway operating experience and contacts around the country with the commercial, professional operators of miniature railways, and we must remember that this document will cover them too. They also bring a wealth of experience on what is done in other countries.

## **9. What happens if we do not agree with a particular requirement of the document?**

Guidance documents are written entirely in terms of what must be achieved in terms of safety, not how to do it. The document will not be prescriptive in providing solutions but state what must be achieved and provide lists (non-exhaustive) of considerations.

## **10. How can we comment or contribute to the document?**

A website dedicated to the new guidance has been established, where a copy of the draft document will be available as soon as it is ready.

The website will also contain other relevant information and a link to submit comments and suggestions

The website is [www.pcmrsg.org](http://www.pcmrsg.org)

## **11. When will the new guidance be available?**

A draft document will be available on the website in the Spring of 2018. There will then follow a period of consultation with stakeholders and the expectation is for the final document to be published by the end of 2018.

Peter stated that the draft document will be distributed for approval to all our railways and it is essential that any comments that you have can be incorporated into the final document. It was noted that if the final document was considered by BGLR members to be too restrictive to normal running operations then the BGLR could walk away from it which would have the effect of negating the whole process. The draft document will be published on [www.pcmrsg.org](http://www.pcmrsg.org) and also distributed to our members.

### **Coal as a Banned Substance**

A special edition of the Newsletter was produced so that members could comment on the Government proposal to ban bituminous coal before the end of February deadline. Iain hoped that all of our railways responded. The HRA continues to lobby to ensure that steam coal is derogated.

Adrian Corke gave the members some information on the coal situation that he received from a recent meeting with a Hargreaves representative. Hargreaves, directly or indirectly provide coal for most of the HRA, narrow gauge and miniature railways. He has since sent me:

*Hargreaves Services & mine owners Miller Argent are pleased to forward the latest 2018 product details of the Ffos-y-fran Superior Quality Welsh Steam Coal mine in South Wales. This is the largest coal mining project in UK, that supplies specialist steam raising sized coal to the Preserved Steam Railway, Traction Engine & other steam raising appliance markets.*

*Planning permission has also been sought for the nearby Nant Llesg scheme, with a further 6 million tons of similar coal reserves.*

*Total Ffos sized coal production for steam raising is anticipated to be up to circa 50,000 tons this year and freely available to you throughout the 2018 steam season.*

*For bulk tipper lorry loading, we load direct to lorry from the mine soft loading 'boom conveyor' into base of lorry ...this improves product preparation/appearance & reduces degradation to our ever growing list of customers.*

#### **Sizes available are as follows:**

*Small nuts are 25 x 45mm (1" x 2") ...usually for small loco's & UK domestic market*

*Large nuts are 45 x 65mm (2" x 2.6")*

*Cobbles are 50/65 x 150mm (2"/2.6" x 6")*

*The Ffos-y-fran steam coal characteristics are ideally suited for steam raising & will be very economical in use –on average a fuel saving of up to circa 20%+ has been witnessed compared to other available UK/imported coals! Our coal is also kinder to the environment, with far less smoke emissions produced than any other coal currently available.*

#### **Typical laboratory test results for the Ffos cobbles & large nut sizes are circa:**

*Ash 5-8%*

*Volatiles 12.5% – 15%*

*Moisture 2.5% - 5.5%*

*Sulphur 1.0% to 1.5% Max*

*Chlorine 0.03% – 0.05%*

*Nett Calorific Value 29,500 kJ/kg (lower heat output than previous).*

It would seem that Hargreaves are convinced that the HRA will get a derogation for the continued use of bituminous coal and that they will remain a major supplier.

### **GDPR (General Data Protection Regulation)**

(Iain brought this up in AOB but is best reported in this section)

GDPR is an update of the Data Protection Act, is an EU regulation but will continue after Brexit and comes into effect on May 25th 2018. There are different requirements for small Businesses (under 250 people) than for large ones. It is an evolution of the DPA so if you have a system to cover that then that is a good start. However like all EU regulations it is complex and runs to many chapters (11) and pages (99) with 173 recitals (whatever they are). You might find these articles useful

[informi.co.uk/articles/how-will-gdpr-affect-my-small-business#](http://informi.co.uk/articles/how-will-gdpr-affect-my-small-business#)  
[www.simplybusiness.co.uk/knowledge/articles/2017/11/what-is-gdpr-for-small-business/](http://www.simplybusiness.co.uk/knowledge/articles/2017/11/what-is-gdpr-for-small-business/)

### **Request for Copy for the April Newsletter**

With the majority of school holidays being the two weeks after Easter I intend to publish the April Newsletter on April 23rd so please let me have your articles by Sunday 22nd.

### **Review of Website**

No comments or changes were received

### **Review of Safety Incidents for the last six months**

One of our members, who had received a claim in December from a tripping incident which occurred in April when walking across a level crossing, asked if anyone had any experience as to what constituted a tripping hazard as inspection of the crossing showed that the largest potential hazard was under 2 inches. There was no answer from the floor but one member suggested contacting the local council and asking them what they considered a tripping hazard to be.

### **2018 Brochure and Poster**

Distribution of the 2018 posters and brochures was made after the meeting.

### **AOB**

There was no other business

### **Venue for 2018 Autumn General Meeting**

There was no offer from any member present to host the Autumn GM. If anyone is prepared to host the meeting please contact me. Given that this meeting was southerly an upcountry venue would be preferable.

The meeting closed at 12.25.