



EUROPEAN FEDERATION  
OF MUSEUM & TOURIST RAILWAYS  
Fédération Européenne des Chemins de Fer Touristiques et Historiques  
Europäische Föderation der Museums- und Touristikbahnen

## TRAMWAY GROUP MEETING 12<sup>TH</sup> APRIL 2019 NO.3 HKK HOTEL WERNIGERODE

*In attendance: Mimmi Mickelsen (Chair, FEDECRAIL & Svenska Spårvägssällskapet), Jenny Nunn (Secretary, FEDECRAIL, HRA & Seaton Tramway), Peter Ovenstone (FEDECRAIL & HRA), Thomas Lange (FEDECRAIL & Svenska Spårvägssällskapet), Per Englund (Svenska Spårvägssällskapet), Harald Elsner (Verein Verkehrsamateure & Museumsbahn), Josef Sabor (FEDECRAIL), Chris Smythe, (VCT-KWVR, UK).*

*Apologies: Bas Schenk (RoMeO Rotterdam), Ian Longworth (Isle of Man), James Hammett (UK Tram), Warren Doubleday (COTMA), Colin Heaton (National Tramway Museum, Crich).*

1. Mimmi Mickelsen welcomed everyone to the third meeting of the Tramway Group.
2. The minutes from the previous year's meeting in Edinburgh were agreed.
3. There were no matters arising not otherwise covered on the agenda.
4. **Corporate, Legal & Governance**

4.a EU Legislation and how it affects tramways. It was reiterated that it is most important to strengthen links through Fedecrail, MEPs and local politicians in view of influencing future legislative changes.

Several examples were given where heritage tram operations are being curtailed or even forced out due to restrictions on urban networks. Gothenburg cannot extend beyond the city limits but works well alongside the modern system. Görlitz has given the contract to Veolia in an attempt to drive down cost side-lining the heritage operation which is not seen as the city's core business. Helsinki has offered up its heritage trams for sale and are presently in storage. Germany has 55 cities with heritage trams and it would be a catastrophe if they were to meet the same fate as the example given in Bonn, where trams were sold off to private buyers.

Mimmi Mikkelsen reported on Sporveien in Oslo where heritage operations have ceased due to the requirement that all drivers need to be trained on the modern system. This was also the case in Bremen where drivers need permission from the Bremer Strassenbahn, making it difficult for volunteers.

Thomas Lange stressed the importance of keeping professional skills and knowledge alive, not just the vehicles, to be able to pass on to future generations.

**MM agreed to look further into planned European Commission ordinances and advise TG accordingly.**

4.b Progress has been made on the European Asset Register with the Swedish and UK (Vintage Carriages Register) rolling stock lists now available. Per Englund noted that the Swedish Government's Culture Ministry has acknowledged that railway & tramway heritage should not be static and has taken the initiative to protect this in future law. It will also encompass aviation and maritime artefacts of cultural importance.

Peter Ovenstone commented on the work of the Railway Heritage Committee in the UK which not only protects against the disposal of rolling stock but also railway infrastructure such as signal boxes and station buildings. Unfortunately, the legislation does not extend to trams or tramways.

Chris Smythe made the point that until a full European Register was completed or where countries did not have a national register, it would be hard to justify any protection.

Harald Elsner warned against extreme prescriptive legislation for mobile heritage citing the listed buildings act and questioned the value of preserving more than one example from the public's point of view.

Thomas Lange outlined the position in Stockholm where the city council awards contracts which include museum experiences under the strapline of 'smell the dust'. The danger comes in the future if contracts were to be given to commercial operators after 2026.

Jenny Nunn queried whether it wouldn't be better to prioritise the asset register where there were known potential conflicts or existing cooperation in cities where there were both heritage and commercial tram operations.

Harald Elsner highlighted that organisations such as the AHN in Germany & central Europe has lists of 'hidden heritage treasures' and compiling the asset register could be facilitated through the various societies.

Mimmi Mikkelsen explained the 'Tram Tree' which is an action plan of what vehicles are to be preserved for the future. – **MM to distribute.**

4.c External Relations and potential working partnerships include:

UK Tram, HRA, HRN, Svenska Spårvägssällskapet (Sweden), AHN (Germany), VDAM, UITP, Brussels, Europa Nostra, WATTRAIN, AMTRO (Lille, France).

It was agreed that Fedecrail should send representatives to national tramway group meetings such as Nordtrikk, Heritage Tramway Committee and AHN in order to encourage partnership working and ultimately participation in TG meetings.

## **5. Health & Safety**

Jenny Nunn reported on the recommendations that Seaton has taken from the RAIB Croydon Tramway Incident Report in 2017 including working out the potential for a tram to tip at certain speed. Although, primarily a desk-based exercise, local school groups were also invited to take part in a 'Tram Toppling Challenge' and to put forward preventative solutions having worked through the mathematics as part of their GCSE studies.

## **6. Staffing & Volunteers**

Chris Smythe highlighted that Blackpool operates modern and heritage trams, where drivers are trained to drive both. The heritage service now operates for most of the year with a proactive restoration programme at Rigby Road. The TG asked Chris to write a short article on this as it was deemed to be of great interest to Fedecrail members.

Chris Smythe stated that we have a duty of care to our young volunteers and they need to be managed when it comes to alcohol, for example. Keighley & Worth Valley Railway have set up their own Young People's Committee which is very successful.

Mimmi Mikkelsen said that in 15 years of involvement in the Youth Camp, alcohol was simply not permitted for under 18s. Furthermore, the Fedecrail Youth Camp was a perfect way to encourage youngsters into the movement and could lead to future employment within the bigger transport companies.

According to Harald Elsner, independent museums with tram operations have more freedom to give their young people the opportunity to drive. He mentioned that he has an eleven-year old eager to start driving and it is important to nurture this as young people will not be familiar with heritage workings in years to come.

Jenny Nunn spoke about the need to engage young people in exciting projects such as designing a tram for the future and the 'rocket challenge', initiatives which have been successfully carried out at Seaton with local students.

It is also important to remember that there are other volunteer roles within tramway organisations such as meet & greet, social media, engineering and market surveying. Per Englund had recruited six new volunteers through Facebook recently.

## **7. Marketing**

The big question was what can we do together and there was an overall consensus that TG needs to visit each national tramway group at their forthcoming meetings and those diarised so far are:

AHN – 25<sup>th</sup>- 28<sup>th</sup> April Strassenbahn Museum Dresden

Nordtrikk – 5<sup>th</sup>-7<sup>th</sup> September Skjoldnaesholm

Heritage Tramway Committee – 12<sup>th</sup> October, Wirral Transport Museum

Jenny Nunn suggested that Fedecrail sets up reciprocal website links with each national tramway organisation together with social media feeds. Chris Smythe felt that the HRA did currently not make its relationship with Fedecrail explicit enough.

## **8. Any Other Business**

- The Fedecrail Youth Camp is to be held in Catalonia 2<sup>nd</sup>-9<sup>th</sup> August 2019.
- Please advise of dates and venues of any Tramway Organisation meetings that may take place in your countries. **ACTION - ALL**

## **9. Date of next meeting**

Fedecrail Conference, Bilbao, Spain – TBA.

The meeting closed at 4.30pm.