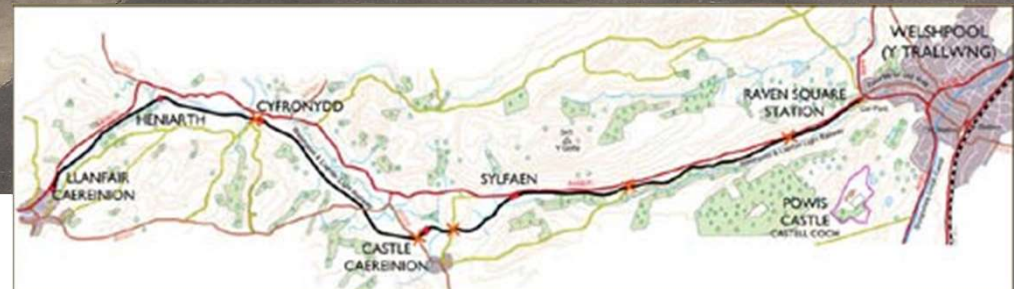




Welshpool & Llanfair Light Railway

Visit of Taiwan Forestry Bureau
3rd June 2018



Steve Clews
3rd June 2018



Welshpool & Llanfair Light Railway

- WLLR opened in 1903 under a Light Railway Order
 - Simplified approval process for building the railway
 - Lower standards allowed
 - Restrictions on speeds and weights
 - Cheaper to build but more difficult to operate
- Features
 - Maximum gradient – 1 in 29 (3.4%)
 - Minimum curve radius – 2.5 chains (50 metres)
 - Eight level crossings
 - Maximum speed –
 - 25mph (40kph) on flat,
 - 15mph (24kph) on grades over 1 in 50 (2%)
 - 10mph (16kph) in town section
- Take over and Closure
 - Operated by Cambrian Railways
 - 1922 – Taken over by GWR
 - 1931 – Closed to Passengers
 - 1948 – Taken over by British Railways
 - 1956 – Closed after 53 years 7 months of operation





Purpose

- Supply coal, fertiliser and general goods to Llanfair Caereinion
- Carry agricultural produce to market in Welshpool
- Passengers
- Carried timber traffic – especially during WW1





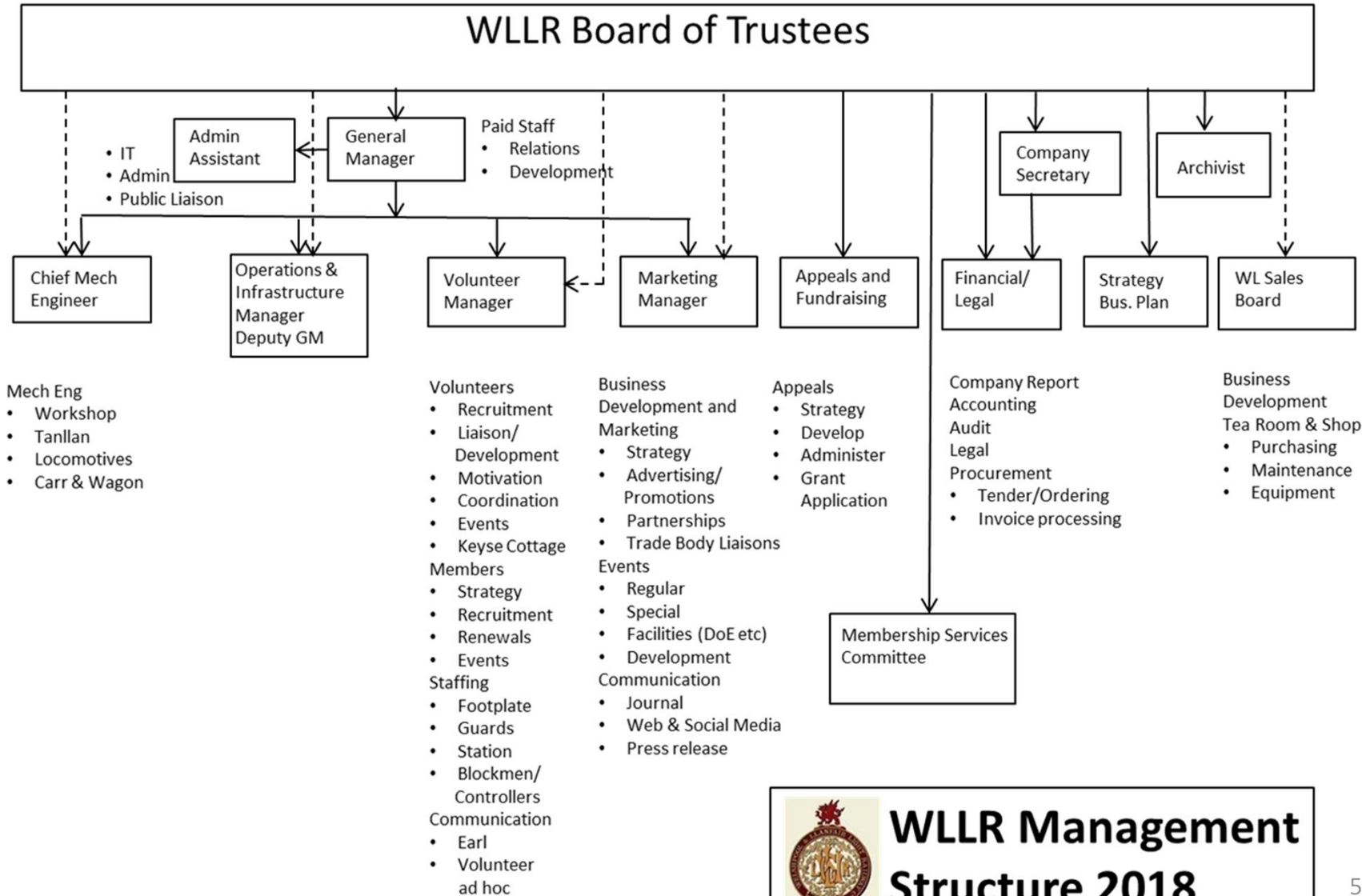
Welshpool & Llanfair Light Railway Preservation Company Ltd.

- 1956 – Society formed
- 1959 – volunteers started clearing the line
- 1960 – became Limited Company
- 1963 – started operating trains 60 years to the day since first opening
- We have been operating the railway for 55 years 2 months (longer than original owners)
- 25000 visitors, £600k income in 2017
- Paid Staff – 4 full time, 1 part time, 5 seasonal
 - Ensure continuity
 - Ensure regulatory compliance
 - Enable volunteer workforce
- Approximately 250 volunteers
- Work contracted out only if the railway has:
 - No capability
 - Insufficient resource
 - Insufficient time for completion





Organisation



WLLR Management Structure 2018



Facilities Maintenance

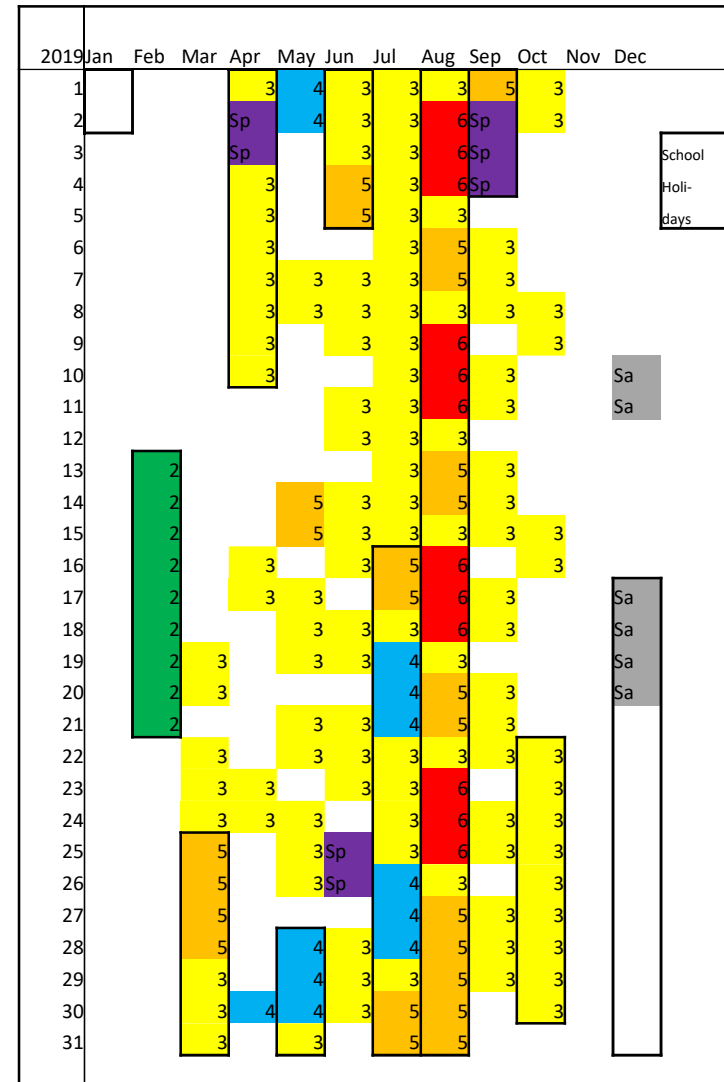
- Permanent way maintained to standard (HRA guidance) - Rolling program
- Trackwork completed by volunteer track gang supported by one contractor
- Culverts and vegetation by volunteers, fencing by contractor or volunteers
- Major structures reviewed by external experts
- Buildings subject to maintenance program – just being set up
- Buildings routine maintenance by volunteers – larger works by contractors
- Reliability and repairing failures is biggest issue





Operating Model

- Passenger trains operate on seasonal basis
- Operating days influenced by school holidays, public holidays and season
- All passenger trains steam hauled
- Special events used to add interest and halo effect
- All operations with exception of Duty Manager by volunteers – rostering is tight
- Special events managed and run by volunteers with few exceptions
- Special events increasing – especially catering trains
- Business plan to increase passenger numbers by 55% in ten years





Marketing

- Timetable leaflet distribution
- Website and Internet
- Newspaper advertising and editorial
- Press releases
- Word of mouth through membership
- Promotion stand at railway and heritage events





Volunteers

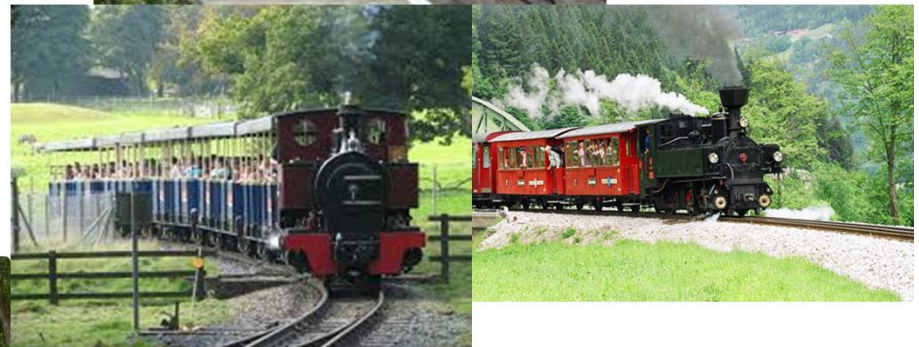
- Membership recruitment through internet and direct contact
- New members event annually – to give added value and recruit volunteers
- Volunteer liaison team for recruiting and inducting
- Ensure all enquiries followed up
- Importance of looking after volunteers
- Still developing systems for recruitment and placing
- Each department manages their volunteer workforce
 - Safety critical works rostered
 - Other work is less planned
 - Minority of volunteers provide majority of resource





Collaboration and Sharing

- Not our most active area
- Historically we have been quite insular in outlook
- Changing as new management takes effect
- Need to learn from others who do it much better
- Importance of relationship with Alishan Forest Railway
- Three 2'6 railways in UK – we have good but loose relationship.
- Attempting to strengthen relationships with new and old friends





Thank You



Questions

