

FEDECRAIL

Europäische Föderation der Museums- und Touristikbahnen
Fédération Européenne des Chemins de Fer Touristiques et Historiques
European Federation of Museum & Tourist Railways

MITTEILUNGEN NOUVELLES BREVES NEWSLETTER

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Sehr geehrte Damen und Herren,
Liebe Freunde von FEDECRAIL,

anlässlich unserer Konferenz 2000 in BAD BREISIG besuchten wir Deutschlands größtes Eisenbahnmuseum in Bochum-Dahlhausen. Die FEDECRAIL-Mitteilungen entstehen in 20 km Entfernung. Und so ist der erste Rauch und die ersten weißen Wolken aus den Schornsteinen der Dampflokomotiven für die Saison 2001 zu sehen. Denn Ostern beginnt für viele Museums- und Touristeneisenbahnen traditionell die Saison.

Aber es werden wieder gegenüber dem Vorjahr etliche Gleiskilometer weniger sein, die zu befahren sind. Denn das Sterben von „angeblich unrentablen“ Strecken ging, trotz Überlastung vieler Straßen und Autobahnen, weiter. Und es sind gerade die Strecken, die von den Museums- und Touristeneisenbahnen gern benutzt worden sind, die dann als erste im Nirwana enden.

Notgedrungen hat daher die eine oder andere Museums- oder Touristeneisenbahn zur Stilllegung vorgesehene Strecken übernommen. Neben dem Eisenbahnbetrieb mit der Unterhaltung von Lokomotiven und Wagen, ist jetzt auch die teilweise umfangreiche Eisenbahninfrastruktur dazugekommen. Das macht die Sache insgesamt nicht leichter.

Denn es können gar nicht so viele Museums- oder Touristenzüge fahren, um die benötigten Summen für die Eisenbahninfrastruktur wieder zu erwirtschaften. Daher gehört die Eisenbahninfrastruktur als Daseinvorsorge in die Obhut der öffentlichen Hand. Dies ist aber Sache der Politik.

An dieser Stelle auch wieder die Bitte um Mitarbeit an den und für die FEDECRAIL Mitteilungen. Denn Ziel der FEDECRAIL Mitteilungen soll es sein, einen Informationsaustausch der Mitglieder untereinander als auch mit dem Vorstand zu ermöglichen, sowie Informationen allgemeiner, fachlicher und spezieller Art bekanntzugeben.

Ihr Bruno Rebbelmund

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FEDECRAIL Internet - Adresse:

www.fedecrail.org

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FEDECRAIL Konferenz 2001
TURIN
Freitag, 27. April – Dienstag, 01. Mai 2001
Programmüberblick

Die diesjährige FEDECRAIL Konferenz wird in Norditalien stattfinden. Ausrichter ist AMFP Associazione „Museo Ferroviario Piemontese“ und FIFTM, die nationale italienische Föderation der Museums- und Touristikeisenbahnen. Das Konferenzprogramm ist geteilt und wird in zwei Zentren stattfinden. Die Vorträge, die Jahreshauptversammlung und der erste Teil der Studienfahrten vom 27. – 29.04 findet in TURIN, Hauptstadt der Provinz Piemont, statt. Der zweite Teil der Studienfahrten vom 30.04 – 01.05 hat den Ausgangsort BERGAMO, 50km nordwestlich von MAILAND.

Beide Städte sind interessant auf Grund ihrer historischen Entwicklung. TURIN, die ehemalige Hauptstadt des Königreich Savoyen, hat eine wunderschöne Altstadt, die zwischen dem 17. und 19. Jahrhundert entstand. Die Altstadt von BERGAMO, umgeben von der Stadtmauer, ist eine der schönsten Städte Norditaliens.

Konferenz Thema: Sicherheitsbestimmungen bei Museums- und Touristikeisenbahnen in Europa“

Wie auf der Jahreshauptversammlung 2000 in BAD BREISIG beschlossen, werden die Sicherheitsbestimmungen unser diesjähriges Thema sein. Die entsprechenden Vorträge zeigen die derzeitigen Strukturen im Sicherheitswesen der unterschiedlichen Länder auf, aber auch die jetzigen und zukünftigen Direktiven der EU. Die Vorträge finden im Palazzo Lascaris, dem Sitz des Regionalparlamentes von Piemont statt. Die Jahreshauptversammlung im ehemaligen Königssaal des Bahnhofs Porto Nuova Station.

Gedachter Verlauf der Konferenz

Fr. 27.04.	Nachmittag:	Konferenzteil 1 + 2
Sa 28.04.	Vormittag: früher Nachmittag: später Nachmittag + früher Abend:	Konferenzteil 3 + 4 FEDECRAIL Jahreshauptversammlung Sonderzug zum AMFP Museum SAVIGLIANO, anschließend Dinner
So. 29.04.	Studienfahrt:	TURIN – VAL di SUSA. Fahrt auf der Mon Cenis Bahn zum Eisenbahnmuseum Bussoleno mit Mittagessen.
Mo. 30.04.	Studienfahrt:	TURIN > LAGO MAGGIORE – LUINO - BERGAMO einschließlich Sonderzug und Besuch des Eisenbahnmuseum „Verbano Express“
Di. 01.05.	Studienfahrt:	Sonderzug „Treno Blue“ und Besuch der Insel Monteisola im Lake d’Iseo

A View from Lithuania.

Zilvinas Urbutis / Lithuania

(An open letter to FEDECRAIL Newsletter)

Latest events in Lithuania concerning the efforts to save the narrow gauge railway have definitely confirmed that FEDECRAIL is an association of railway enthusiasts and at the same time a serious force, whose opinion is respected.

After the restoration of Lithuania's independence in 1990, this historical narrow gauge railway was assigned to Lithuanian Railways and became an integral part of this company. The narrow gauge railway was built at the beginning of last century. It is 750 mm gauge, 175 km (110 miles) long and is the largest operating narrow gauge railway in Baltic States. At present, while Lithuania is in process of getting ready to join the European Union and NATO, deep economic and social reforms are taking place. These reforms have also affected Lithuanian Railways company, "Lietuvos Geležinkeliai" (LG). LG is in the process of reorganizing its activities and restructuring the company following the directives given by the European Union (starting with EC 91/440). At present LG is a "Special Purpose Joint Stock Company". In accordance with the laws of Republic of Lithuania, joint stock companies are enterprises seeking profit in their activities. It is natural that the management of the company is reviewing the strategies of its operations, and divesting unprofitable activities or transferring these activities to third parties.

Some statistics:

In the year 2000 the Lithuanian narrow gauge railway received an income of 28,000 Litas (US\$7,000) for transport of passengers while the operating expenses, including the personnel and infrastructure, amounted to approx. 1.8 million Litas (US\$ 450,000). It is obvious, even to a layman, that under these circumstances the railroad can not survive as an economic entity. This was the scenario under which Lithuanian Railway company at the beginning of this year decided to close Lithuanian narrow gauge railways, a unique object of technical / cultural heritage, which is listed in the directory of protected cultural treasures.

Lithuania is not a large country, it has about 3.7 million inhabitants and, therefore, it is natural that the group of people interested in the railway transportation history and its preservation is not extensive. About 1997 several railway enthusiasts formed a club "HOBIS". Diverse and separate activities are also carried out by model railway collectors and researchers of railroad history. In the summer of the year 2000 it became evident that the situation with the narrow railway was difficult and that the disposition of LG management regarding its preservation was shifting. At that time several railway enthusiasts, together with individuals involved in cultural activities and some political figures, founded the

"The Union of Supporters of the Lithuanian Narrow Gauge Railway".

Professor Leonas Lingaitis, a scientist and a great railway enthusiast was elected as president. Part of the membership of "HOBIS" club joined this association. The idea to use the experience of our colleagues in Europe trying to solve different problems came in the fall of last year. Moreover, the events in January of this year (when LG General Manager, Jonas Birziskis took the decision to close the narrow gauge railway), hastened this process resulting in a formal request, a call for help, which was sent to FEDECRAIL and NERHT (New Europe Railway Heritage Trust) and it was the right thing to do.

Putting aside all other commitments, the President of FEDECRAIL, Mr. David T. Morgan, the Chairman of NERHT, Mr. Stephen Wiggs and NERHT Consultants, Messrs. Frank Cooper and Gordon Rushton hurried to Lithuania. Our sincere thanks to them! I believe that this trip gave them a clearer picture of the situation.

In addition, the Lithuanian governmental institutions also understood that this problem is not only local. Lithuanian press and Lithuanian National TV have widely acknowledged this visit and, I believe, it contributed to the softening of the position of LG regarding the narrow gauge railway. 1 million Litas (US\$ 250,000) were promised for the year 2001 and 0.5 million Litas (US\$ 125,000) for 2002 with a condition that a "public entity", which would govern narrow gauge railway, be formed. But Lithuania, same as many European and other countries in the world, has a common problem:

bureaucrats, who take decisions very slowly.

At this time we have a vicious circle:

The Ministry of Transportation, the Ministry of Culture, the District of Panevezys and the Municipalities of the regions crossed by the narrow gauge railway can not agree which of them should be the founder of this "public entity". Under these circumstances and leaving his important responsibilities in the United Kingdom, Mr. David T. Morgan, President of FEDECRAIL, visited Lithuania for the second time within approximately one month, to review the situation and offer his assistance. This sincere FEDECRAIL assistance in the person of its President is very much appreciated by the railway enthusiasts in Lithuania and inspires them to actively continue the fight to preserve the narrow gauge railway.

The last visit of FEDECRAIL's President brings some hope that with our joint effort the proposed good ideas will be realized. During Mr. Morgan's last visit, we were able to arrange a meeting with the advisor to the Economic Committee of the Lithuanian Parliament. We believe, he received much needed information and the general impression was positive. While I was accompanying Mr. Morgan to the airport for his return trip, this gentleman set-up a very short meeting between the manager of the narrow gauge railway, the deputy director of the district of Panevezys and the chairman of the Economic Committee of the Lithuanian Parliament, Mr. Uspackih.

When updated on the situation of the narrow gauge railway, Mr. Uspackih was surprised and told that he had received completely different information from Lithuanian Railways. On April 11, the Economic Committee will have a meeting to discuss the questions relating to the preservation of the narrow gauge railway. Members of the Union of Supporters of the Lithuanian Narrow Gauge Railway and FEDECRAIL representatives were invited to this meeting. Perhaps, while you are reading these lines, some decisions will be taken – we hope that they will be positive.

Lastly, in the name of the president of our association, Professor L. Lingaitis, I wish to thank the leaders of FEDECRAIL and NERHT and their members for the support given us. We wish you all the success in your efforts to preserve historical railways, which are cultural treasures not of a single nation, but of the entire Europe.

10th International Narrow Gauge Railway Conference **Froissy, Cappy Dompierre - France** Tony Tomkins / United Kingdom

This highly successful – and exceptionally well-organised event, full marks to the Froissy, Cappy Dompierre (FCD) for their consummate abilities in this – saw 188 delegates representing 35 different Societies from 7 European countries meeting together on the 6-8th October 2000

Opportunities to travel the full length of the FCD line, behind both steam and diesel locos, were provided on all three days. Visiting steam and diesel locomotives were given a chance to show their paces on the line which includes running alongside the Somme-Canal, a zig-zag to gain 15 metres height to the Santerre plateau above, a 300 metre long tunnel with a road immediately in front of the top portal plus road-side running across the plateau almost to the former sugar refinery at Dompierre. A total of seven kilometres (4,35 miles) of sheer continental narrow gauge delight.

On the Saturday, the focus subject for presentation to delegates was "Operating Rules and Safety". Papers were given by Tony Tomkins, Leighton Buzzard Railway, Jean Pierre Vanhaeche of APPEVA (the Society operating the FCD) and Andreas Scholz from the German Association, Stumpfwaldbahn Ramsen. The subject covered the historic basis of operating rules are needed to operate safely – especially when carrying fare-paying passengers –and the way that operating rules can be implemented on narrow gauge line across Europe.

The papers were thought-provoking and much discussion followed among delegates over the meal breaks, the food being of excellent quality, as one might expect from our French host.

This was made easier, for the UK delegates at least, because of the presence of translators who did an excellent job ensuring comprehension and understanding were achieved irrespective of which of the three working languages – French, German, English – were being used.

The papers were available in all three languages as written text. The accuracy of the translation was impeccable, at least judged by the UK experience, when laughter at the two deliberately placed points in the text, happened at the right time! Again, this is indicative of the very high quality of organisation and planning that made the event the outstanding success that it was.

The eleventh Narrow Gauge Conference will be held at the Frankfurter Feldbahnmuseum (Germany) - the scene earlier this year of their 25th Anniversary celebrations attended by 1877 de Winton "Chaloner" and 1902 Hunslet "Alice" both from the Leighton Buzzard. There was a proposal from both Dutch and German delegates that the twelfth Conference might be held in the UK.

The warmth, interest and networking between delegates was instantly apparent and is indicative of a genuine fraternity among narrow gauge Societies – irrespective of where in Europe they may operate. This echoes the efforts made by FEDECRAIL to simulate interest, support and understanding of what is going on in the heritage railway movement. The fact that the narrow gauge groups have successfully developed this format over the last ten years is to be applauded and encouraged.

One would hope that the earlier reticence of the UK ng Societies may be overcome and that the wealth of experience in restoration, conservation and operation we have in the UK might be able to be shared with our colleagues in continental Europe, by our active participation in future Conferences.

FEDECRAIL's European Weekend **"50 years of the Railway Volunteer"** Pascal Schnakenbourg / France; Livius J. Kooy / Netherlands

This weekend, to be held by our members on the 9th and 10th of June 2001, should offer an ideal opportunity to highlight the volunteer work done by our museums- or tourist railway or tramway and also to attract new potential volunteers.

As the United Nations have called 2001 the "International Year of the Volunteer", the FEDECRAIL event may lift on the huge publicity generated by this UN initiative. Today we can already find articles about the UN theme in our newspapers.

The international Year of the Volunteer will however be worked out on a national basis, and the average view on volunteer work has much to do with social and medical work, not with museum railways. The best way to draw attention to our own volunteer work lies in a good presentation of the European Weekend by FEDECRAIL'S members. We have therefore put together a few suggestions which may attract both the press and the young people.

SUGGESTIONS FOR THE FEDECRAIL WEEKEND PRESENTATION

- inform the press about those working on your railway as volunteers for say 10,25 or 50 years, showing how many years of experience you have built up;
- invite young people and the press for a free ride and offer:
- a guided workshop tour to show the nice and interesting work and restoration projects you have for new volunteers, followed by a tea or coffee break and the:
- presentation of the FEDECRAIL video about working with the youth "Steam passion, youth on line" which is available at 17,5 € incl. Postage (see order form);
- then an trip in a coach specially reserved for them, with the FEDECRAIL flag attached to the coach or locomotive, which flag can be ordered for about 15€;

- an experienced volunteer in that coach explaining to the young people (and the press) the volunteer work they can do outside the workshop;
- finally a railway or museum leaflet, maybe a souvenir, and a A4 with information they should not forget like minimum age, contact persons and address details.

These are only suggestions but we trust you can use them to your good advantage and adapt them to suit your local situation.

FEDECRAIL is always interested to learn how you have worked with such a theme. Any suggestions for further improvement, and your contributions for the Newsletter are most welcome.

Derailment of train on a Railway Preservation Society in 1998

Railway Inspectorate Report, completed March 1999

Preface: Name and country of the following Summary of above report are known by FEDECRAIL Newsletter.

Incident:

On Saturday 18th July at 15:45h a railway preservation society train left the rails at low speed, and one of the carriages in the train overturned.

Damage and Injuries

During the accident, windows in the side of the carriage which hit the ground were smashed. 17 of the 20 passengers in the carriage were injured, 5 of them severely. The injuries consisted primarily of injuries incurred in falling, cuts, and in some cases, fractures.

Results of the investigation

Immediate causes

The derailment was caused by excessive track gauge on a stretch of 56 metres.

Sleepers and fastenings were in such poor condition that they could not hold the rails transversely when train passed over the weak position.

Underlying causes

The inspection of the status of the track installation was carried out without knowledge of the necessary acute limits. As a result, the risk of derailment was not identified during the inspection of the track.

The track manager, who also acted as inspector, does not have sufficient expertise for the task.

Operational Deficiencies

The poor financial situation of the Railway Preservation Society has led to track maintenance being neglected, and traffic operation being prioritised over essential maintenance measures.

The committee of the Railway Preservation Society has provided no effective management and supervision of track maintenance. As a result, inspections have not been followed up, and there has been a lack of documentation, which is in breach of the Government Inspectorate's regulation.

Other observations

The major inspection by the Railway Inspectorate identified the current deficiencies in the operation, but, despite this, no urgent action was taken to correct matters.

Measures taken and/or decided

After the accident, the Society repaired the stretch of track on which the derailment occurred, and replace points 3. The full stretch has been closed for traffic until upgrading has been carried out.

After the derailment, the Railway Inspectorate carried out a check on track inspection at all railway preservation tracks, by requesting each of them to submit their most recent inspection protocols. The result have been collated, and show, among other things, that some railway preservation societies lack proper documentation of inspections carried out.

Proposals for action

The major system inspection the railway preservation society carried out 1 year before has not yet been completed. The results of this accident investigation will be taken into account in the Inspectors report, along with proposals for action. For this reason, this inquiry report makes no proposals for action by the Railway Preservation Society.

1. All operators who run preserved railways and tramways should ensure that the track installations are inspected by competent and appropriately qualified inspectors.
 2. The Railway Inspectorate should investigate the possibility of drawing up regulations governing requirements for expertise for important officials and technical experts such as inspectors in the operating organisations for railways.
 3. The railway inspectorate should review the Inspection and Maintenance of Track Installation Regulations. There should be rules for classifying deficiencies which have been discovered, so that it is clear which deficiencies require immediate action.
-

New Moscow Transport Museum*

There is a recently-opened Museum of City Surface Passenger Transport. Situated in a city tram depot, the Museum displays a fascinating collection of trams, trolleybuses and buses dating from the end of 19th Century to examples of the last Czech and Russian-built prototypes. Of special interest are a most attractive reconstruction of a horse-drawn tram and examples of the earliest electric vehicles with their trailers.

Launch Event planned for Pereslavl 157 Locomotive*

Plans are being made for a special celebratory event on the Pereslavl Railway Museum to mark the return to steam of their class 157 tender locomotive in 2001.

Following a successful boiler test, work is proceeding smoothly with the mechanical overhaul of the locomotive and tender. The European friends of Pereslavl Railway Museum and the New Europe Railway Heritage Trust (NERHT) have offered to assist with the organisation of a high-profile dedication ceremony, including an Orthodox religious ceremony for the blessing the loco.

In addition to generating valuable publicity for the museum, such an event could provide an opportunity to inaugurate an appeal for funds to construct a replica station building at the Talicy headquarters of the railway. This would incorporate all the necessary facilities to cater for visitors. It is estimated such a building will cost in the region \$10.000.

A 3-page website in English giving basic details of the peat railway system around Pereslavl and including a map of the system (Cyrillic script) is available.

<http://pavel.physikus.sunysb.edu/RR/USSR/kupan.html>

Twinning Arrangements*

Clive Evans, the Commercial Director of the Spa Valley Railway, is currently working with Mike Pease from NERHT on a formal agreement to "twin" with the Pyskowice Locomotive Depot Museums in Southern-Poland.

Such an commitment would enable both organisations to devise programmes of co-operation which could involve the European Commission's "PHARE" programme which assists in partnerships between organisations in EU member states and others in central and eastern Europe.

Central Museum of October Railway, St. Petersburg*

Museum has in its stock a former Wagon Lits Coach which now identifies as No. 170019 PMS-88. This carriage ended up in the USSR during the years of the WW II, or immediately afterwards.

Currently, the Museum did not have any technical documentation for this carriage, and the task of finding some is now very pressing. Who can help?

Russian "Church on Wheels"***

On 18th October 2000, a special train drew into the Yaroslavl station in Moscow. Standing out among the coaches was a striking vehicle finished in grey and blue with a white roof. The grey window surrounds were further embellished with gold decorations, and one window bay on each side had been replaced by an impressive icon of the Madonna & Child.

The platform was filled with black-robed clergy and dark-suited railway officials. From the crowd, His Holiness Patriarch Alexy II. Of Moscow and All Russia stepped forward to consecrate the coach the new "Church on Wheels" in honour of the Icon of the Mother of God named "Hodegetria (She Who Shows the Way)".

The ceremony was followed by a press conference, attended by Officials of Moscow Railways, the Orthodox Church and INVARKORP, the pharmaceutical company who sponsor the project.

The idea of "Church on Wheels" is not a new one for Russia. 104 years ago, in 1896, a similar vehicle was built at the Putivl works on the order of Tsar Nicholas II.

Balkan Steam**

Following the fall of the Milosovic regime, NERHT has been delighted to hear from Zoltan Veresic, representing "Balkan Steam". This organisation runs charter trips by the "Romantika" museum train along the more attractive Serbian lines, featuring run – pasts for photographers and other special events. Mixed passenger and freight trains may also be chartered.

Balkan Steam also organises visits to all Serbian industrial sites where steam still operates. They have already run such tours for groups of enthusiasts from Europe and Japan.

More Info at: liki@Eunet.yu

Pyskowice – Poland**

The Pyskowice Depot Museum Association has now been formed as a supporters' group for all interested enthusiasts outside Poland. Membership has already risen to over 60.

Although primarily a British organisation, there are already members in Belgium, Germany, Finland, Estonia, France and Slovenia.

A Px 48 in the Cooks Islands!**

EASTERN STAR have been delighted to hear from Tim Arnold on the island of Rarotonga, where he lives with his Polish wife Mata and family. He is nearing the end of a complete rebuilding of Px 0-80 No. 1741, and will shortly be running it on 200 m of track.

Tim Arnold will be reporting on his progress with from time to time.

* Origin: EASTERN STAR No. 3 – 10/00

** Origin: EASTERN STAR No. 4 – 01/01

EASTERN Star is the publication of the “New Europe Railway Heritage Trust” (NERHT)

FEDECRAIL Mitglieder

FEDECRAIL Mitglieder kommen aus folgenden 20 europäischen Nationen:

Belgien, Dänemark, Deutschland, Estland, Finnland, Frankreich, Großbritannien, Italien, Irland, Litauen, Luxemburg, Niederlande, Norwegen, Österreich, Rußland, Schweden, Schweiz, Spanien, Tschechische Republik, Ukraine.

Freunde von FEDECRAIL

Der FEDECRAIL Vorstand hat entschieden, daß jeder “Freund von FEDECRAIL” werden kann, der Interesse für die Ziele von FEDECRAIL hat.

Für nur 25€ Beitrag/Jahr bekommen die Freunde von FEDECRAIL die Mitteilungen, alle Konferenzinformationen und können an allen Veranstaltungen teilnehmen. Lediglich auf der jährlichen Hauptversammlung haben die Freunde von FEDECRAIL nur Beobachterstatus. Nach Maßgabe des Versammlungsleiters besteht jedoch auch ein Rederecht

FEDECRAIL Prospekt

Der FEDECRAIL Prospekt ist gedruckt und verteilt.
Er stellt dar, FEDECRAIL ist inzwischen eine aktive

< Europäische Organisation >

EU Directive Network Access – 2001/14/EG

Please find the new EU directive on network access under

http://europa.eu.int/eurlex/en/lif/dat/2001/en_301L0014.html

The page is normally in English version. If you click on the top right language button you will get in your language.

1st World Steam & Tourist Trains Congress

USHUAIA – TIERRA del FUEGO – ARGENTINA

19th – 21st October 2001

Around the globe people talk about stakeholders when they refer to those different people that benefits from certain activity. For the first time, during this year it will take place a special event that will give special recognition to the Steam locomotives and the tourist trains. A conference that will develop partnerships among the stakeholders who are involved in the operation, commercialization and recovery of the old traditional trains around the world. The stakeholders include government (national and local), the energy industry, the equipment manufacturers, the owners, environmentalists, and customers. Each has a unique role to play in getting successful and further to become a commercial reality. We know that in every continent efforts and problems are solved by regional creativity. More communication and exchange of information will help Steam & Tourist Trains not just to be an alternative way of transportation,

but to be THE friendly and old way for everybody that will survive for the long term.

The panels and speakers have been carefully selected to reflect the different types of cooperation that so far has been successful in creating public and private partnerships in Europe, Asia, Africa, Oceania and Latin America.

Finally the International Steam and Tourist Trains Association will announce its fundamentals.

The place

The end of the world railway is pleased to invite you to the most southern city in the world.

Ushuaia, Tierra del Fuego, Argentina

The islands where Capitan Fitz Roy sailed in the 19th century with the strange passenger Charles Darwin board on board the beagle.

Ushuaia is located 3.170km south from Buenos Aires, 3 ½ hours of air flight. October is spring time in the Southern Hemisphere. The congress & exhibit will take place at the new conference room "Millenium" in the elegant atmosphere of Las Hayas Resort Hotel.

Reason to call for a World Congress

- a. To unite the two major associations FEDECRAIL & TRAIN members together with other independent projects from different parts of the world.
- b. To exchange information on the different sources of finance available for funding the development and operation of steam & tourist trains in different parts of the world
- c. To address the ways in which steam & tourist trains may assist the protection of the environment.
- d. To discuss the technical problems inherent in the operation of steam & tourist trains and how these may be answered, including the use of modern technology.
- e. To promote the activity in new regions, so the worldwide heritage could be better preserved and tourism associated to railways increase.
- f. To introduce the charm Argentina, Patagonia and Tierra del Fuego to the participants
- g. To launch the future International Steam & Tourist Train Association

The INTERNATIONAL STEAM & TOURIST TRAIN ASSOCIATION purpose:

- TO PROMOTE INTEREST IN STEAM & TOURIST TRAINS AND TO HIGHLIGHT THEIR VALUE TO TOURISM, THE CREATION OF EMPLOYMENT AND THE PROTECTION OF THE ENVIRONMENT
- TO PROMOTE THE INTEREST OF THE OWNERS AND OPERATORS OF STEAM AND TOURIST TRAINS BY HELPING THEM TO ADDRESS TECHNICAL AND FINANCIAL PROBLEMS WITH ADVISE AND THE POOLING OF EXPERIENCE AND BY SUCH OTHER MEANS AS MAY BE PRACTICABLE
- TO PRESERVE THE STEAM DYNAMIC IN ALL CULTURES ,RETRIEVING THE HISTORY AND THE HERITAGE OF THE REGIONS

Conference Program**Day 1: 19th October 2001****09:00-09:30 Opening Session**

The Hosts will welcome and explain the strategy behind the railway as tourism business and self finance.

09:30-10:30 The Tourism and Environment Panel:**Environmental and economic advantages of tourist trains**

To discuss how important tourist trains can be to the environment and the promotion of tourism in a region. Government incentives are needed to encourage this old transport technologies to be successful. Invited speakers include Secretaries of Tourism from Argentina, India, USA and from Europe.

10:45 KEYNOTE SPEAKER:

Eng. Livio Dante Porta "The third Generation of steam" The last deputy of Andre Chapelon

11:15-12:15 The technical and Environment Panel:**The opportunities offered by technical advances in steam locomotive development**

The best engineers and followers of Porta's legacy explaining their experiences on the field in South Africa, Switzerland, Argentina and USA.

12:30-15.00 LUNCH**15:00-16:00 The Finance Panel:****Steam and tourist trains as a business**

Open discussion between private operators and railway owners to explain their business and alternatives for financing. Ideas of how investments in tourist trains can be profitable and also preserve heritage, and how market tools can finance both.

16:15 KEYNOTE SPEAKER:

"Financing of heritage railways and tourist trains" A deliberate paper from a representative of the World Bank

16:45-17:45 The Finance Panel:**The heritage culture tourist trains and the contribution made by volunteers**

Open discussion on methods which allows heritage railways to survive without government support. Incentive programs, contribution made by volunteers in Germany, the United Kingdom, USA, and elsewhere. Benefits and problems of tourist trains as private business.

19:30 Cocktail Reception at Las Hayas Resort Hotel:

Meet your colleagues and business opportunities in an elegant atmosphere

Day 2: 20th October 2001**09:30 KEYNOTE SPEAKER:**

HRH Prince Michael of Kent "Railway heritage in the world" A personal view from one who sees the larger global picture of tourists' railways.

10:00-12:30 The Railway Associations Panel:**Railway heritage in the world**

The chairmen of the most representative Railways Associations from every region in the world, explaining their facts & figures, their ideas and relevant topics that concern its members today and tomorrow

12:30-15.00 LUNCH**15:00-17.30 Show off your own business by telling them "Who you are !"**

Special Poster session that will allow all participants to freely show their business. You will be able to exhibit your ideas with colleagues or customers and exchange the different points of view freely in a large exhibition room.

18:00 Conference Close

Conference official language: Spanish & English (Simultaneous translation)

After and Before Congress Program

The tours program is under review, some changes can be up dated very soon

Congress tour 1: Monday 15th - Morning, Visit to Railway Museum and Retiro and Constitución Stations. Noon, visit to Ferroclub and ride to La Plata. Afternoon visit at La Plata. Night back to BsAs (Buenos Aires). (included in the Congress fee)

Before congress tour 2: Tuesday 16th - Trip to Patagonia. (To be confirm) Tuesday air plane BsAs – Esquel arrival noon, visit to the Old Patagonian Express, Lunch, trip to El Maitén workshops. Night at Hotel in Esquel. Next day (Wednesday) bus trip to Trelew (7 hours) visit to old welsh stations and colonies, traditional welsh tea, airplane to Rio Gallegos, Night at hotel in Río Gallegos. Next day (Thursday) visit to coalmine train Rio Turbio, ride on train to harbour, afternoon airplane to Ushuaia. Night at hotel in Ushuaia.

Congress Ladies tour: Friday, bus trip to Lake Fagnano, Lunch on the way. (included in Accompanied persons fee)

Congress tour 3: Saturday, visit to End of the World Railway. Ride on the train, visit to National Park by bus. Night free. (included in Congress Fee)

Congress tour 4: Sunday, sailing (to be confirmed) trip on boat along Beagle Channel, Visit to the city. (included in Congress Fee) Night air flight to Bs. As.

After congress option tour 5: Trip to Tren de las Nubes. Monday afternoon flight to Salta. Night at hotel in Salta. Next day (Tuesday) trip Clouds train 14 h, both ways, lunch. Night at Salta. Next day (Wednesday) trip to Bs As or visit the city of Salta. (optional)

After congress option tour 6: Trip to Iguazú Falls . Any day flight BsAs – Iguazú, Night at Hotel In Iguazú, Next day visit the falls, night at Hotel. Next day flight back to Bs As (optional)

After congress option tour 7: Trip to visit Railway Museum in Montevideo. (to be confirmed by Uruguay) Any day flight BsAs – Montevideo (40 minutes). Visit old trains, sightseeing tour in Montevideo. Night flight back to Bs As

After congress option tour 8: (to be arranged) Trip to visit Steam Railways and Museum in Santiago de Chile. Any day flight BsAs – Santiago (2 hours). Visit old trains, sightseeing tour in City. Night hotel in Santiago or flight back to Buenos Aires

For more information: www.trendelfindelmundo.com.ar

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Warandeborg 3 / Montagne du Parc 3

Zahlungen sind auch mit Kreditkarte - Visa; Eurocard; Mastercard - möglich

Wer ist FEDECRAIL

FEDECRAIL - Federation of European Culture Railways/Verband der europäischen Museums- und Touristikbahnen - ist eine Organisation nach belgischem Recht, wurde im April 1994 in Brüssel gegründet und durch königlich belgisches Dekret bestätigt.

FEDECRAIL - ist die europäische Dachorganisation für alle Freunde des Schienenverkehrs, die sich mit der Erhaltung, Bewahrung und dem Betrieb historischer Eisenbahnfahrzeuge beschäftigen.

FEDECRAIL - Mitglieder können alle europäischen nationalen Dachorganisationen der Museums- und Touristikbahnen werden. Einzelvereine nur dann, wenn keine nationale Organisation besteht. Einzelmitglieder oder außereuropäische Verbände können als Förderer, Mäzene oder Sponsoren Mitglied ohne Stimmrecht im Kreis der "Freunde von FEDECRAIL" werden.

FEDECRAIL - versteht sich als Bindeglied zwischen den nationalen Dachverbänden und den europäischen Gremien (EU Parlament, EU Kommissionen, EU Generaldirektionen, usw.)

FEDECRAIL - ist das Diskussions- und Informationsaustauschforum für die europäischen Museums- und Touristikbahnen.

FEDECRAIL - Vorstand und Fachbeauftragte (Leitungsorgane) kommen aus allen europäischen Mitgliedsverbänden und arbeiten ausschließlich ehrenamtlich.

FEDECRAIL - gibt dreimal im Jahr ein Mitteilungsblatt heraus, mit allen wichtigen Informationen.

FEDECRAIL - veranstaltet einmal jährlich eine Konferenz mit speziellen europäischen Themen der Museums- und Touristikbahnen, wie Erhaltung und Bewahrung des europäischen Erbes, Einbindung in die Regionen, Arbeitssicherheit, Finanzierung, Gesetzgebung, Harmonisierung, Umweltschutz, usw. Teil der Konferenz sind immer Studienfahrten an 3 Tagen in die Umgebung der jeweiligen Konferenzorte. Dies waren bisher B-BRÜSSEL (1994); F-STRASZBURG (1995); GB-BIRMINGHAM (1996); S-STOCKHOLM (1997); E-BARCELONA (1998), CZ-PRAG (1999), D-BAD BREISIG (2000) und I-TURIN (2001).