



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

**NEWSLETTER
NOUVELLES BREVES
MITTEILUNGEN**

**No 12
I/01**

Editor – Rédacteur - Redakteur
Bruno Rebbelmund - Westerwaldstraße 7 - D-46145 Oberhausen
Tel.: +49-208-6351569 // Fax: +49-208-667443
E-Mail: Rebbelmund@fedecrail.org

Dear Sir / Madam,
Dear friends of FEDECRAIL,

This newsletter should have appeared in the summer of 2000. But whilst there was no lack of contributions, the editor simply did not have the time to put it together. Owing to personal and family problems up to the winter of 2001, enthusiasm for railways had to come second.

In the autumn I still thought I might be able to complete an edition before the end of the year. However, it is hard to plan four weeks in advance - with hindsight, even eight weeks is too short a period of time. I failed to ask for assistance, that was a mistake. I apologise to all our readers for this belated edition. In future, the newsletter will be published at the usual time and I hope, that you, the readers, will be kind enough to "bear with me".

In our work, we are often confronted with situations, which make us feel like Don Quixote must have done in his time. We are not fighting windmills, but the carelessness of witnesses to railway history of a personal and social nature. Furthermore, the terms "heritage" and "heritage railway" are used too carelessly by many people who come from other disciplines. This term does not apply to any old pre-war diesel engine with a couple of post-war carriages on an industrial railway - not even, if the relevant applications to regional, national, or European support schemes do not allow for a more precise definition. In this, we should all stick together for the sake of our cause and place our cultural values above all others.

This winter, we have been preparing for the beginning of the new business year, but also for our conference, which will take place in Turin this year.

At this point, I would like to ask for your help in creating the FEDECRAIL newsletter once again. The FEDECRAIL newsletter aims to facilitate an exchange of information between members and the board as well as publishing general, technical, and specific information.

See you in Turin
Yours, Bruno Rebbelmund

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FEDECRAIL Internet - Address:

www.fedecrail.org

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FEDECRAIL / VDMT Conference

3rd March - 4th April 2000

Bad Breisig - Germany

The opening ceremony

After long preparations the annual conference of the European Federation of Museum and Tourist Railways (FEDECRAIL) and the spring conference of the Association of German Museum and Tourist Railways (VDMT) took place in the year 2000 in Germany. The hosts were the VDMT and the Brohltaleisenbahn (Brohl Valley Railway).

The Brohl Valley Railway had applied to co-host the conference as they felt that a rural region was just as suitable for such a conference as the city. Until now FEDECRAIL conferences have taken place in large European cities. This time it was Bad Breisig and the beautiful Mid-Rhine-Valley.

About 90 members of FEDECRAIL and about the same number of VDMT members gave the conference a national and international feel. Apart from the press many top politicians and experts were in attendance at the conference.

David Morgan, the FEDECRAIL president, opened the conference. One of the central points of his speech was the importance of the railways as part of technical, economic and social history.

The steam train, he said, was part of our cultural heritage worth preserving since approximately 15 million people visit working examples in Europe each year and more and more enthusiasts can be found.

Dr. Speck, Rhineland Pfalz's representative of the Ministry of Transport made promises to our host-railway, the Brohltaleisenbahn, in concrete terms. Cargo and passenger transport are seen by the government as one entity, thus ensuring the existence of the Brohltaleisenbahn. I am sure that some in the audience would have liked to hear such clear proposals from politicians for their respective railways.

The speakers, which followed were Members of the European Parliament: Dr. Langen and Mr. Walter. They both showed how some railways can be turned into future tourist attractions. They suggested that it would be the better if the transport of goods were kept as part of the service offered by the tourist railways or indeed if this could be added to their services.

The public dignitaries referred to the Brohltaleisenbahn as "Germany's longest express train" and "the most beautiful museum railway of all" stressing in particular the sterling work of volunteer workers at the Brohltaleisenbahn.

The unique opportunity to voyage through 250 million years of the earth's history and to learn of the fascinating cultural and technical history of the Brohl Valley were the subjects of these speeches.

Heimo Echensperger, the vice-president of FEDECRAIL and president of VDMT spoke about a common plan of action for Europe's museum railways. With the technological progress made during the past 50 years have come changes in laws and regulations governing the railways. However, the approach for railways now cannot be applied to museum railways. Many examples demonstrate how processes from the past become subject to bureaucracy

The museum railways operate trains to standards, which used to be the norm for decades. A tightening of regulations cannot be applied today. For these types of questions and problems we must display solidarity on a national and European level. National associations and FEDECRAIL continue to work to this end. Especially in an increasingly unified Europe it is important to look beyond national borders. Joachim Hildebrandt, first chairman of the Brohl Valley Railway concluded the speeches by expressing his desire for more unity amongst museum and tourism railways.

Experts' presentations

Altogether there were 7 presentations given by experts who know their trade. At the beginning of the conference, on Friday, the role of new media was discussed:

- information from and for the internet
- modern communication techniques

Martin Marks (Germany) from Microsoft presented in much detail and used many existing examples to illustrate the ways in which railway associations can benefit from the huge possibilities afforded by the internet. There already are many railways, which represent themselves outstandingly.

The first part of Saturday focused on the vital question: how are we going to attract new recruits? At the beginning we watched a video called "Working with young people" produced by the museum railway AMTF Train 1900 in Rodange, Luxembourg. How do we train young people? The young people introduced in the film were present in the auditorium with us and explained how they had acquired expert knowledge in this field. This video can be obtained from FEDECRAIL in German, English and French. All associations should have it in their library.

Subsequently, Gerhard Rabenau from the Railway Museum Dieringhausen/Germany spoke about his "School field trips" at museum railways. Here interested youngsters spend a week learning about trains in the museum and are encouraged to participate actively. Some activities were more interactive, others were more focused.

Another project was the "Father and Son Weekend" where fathers and sons with an interest in railways were showed around the museum and enjoyed various activities. The main aim of these events was to create a positive climate for young people which should at some point in the future encourage them towards active participation (this also applies to the fathers).

The final expert presentation on this subject came from Ian Smith (Great Britain) from the Middleton Railway and was called: "Youth Work at Railway Museums". Most importantly: how can we attract young people? This is working in Britain in certain Youth Clubs which were founded by various railway associations with this in mind. Equally, Thomas the Tank engine brings joy to children by touring every weekend at a different railway and helps attract young people. Moreover young people should also be encouraged to get their hands dirty because it's great fun.

In so doing the enthusiasm created will secure the success of these efforts in the long run. It is necessary to keep up constant contact with young people. Unfortunately there is a lack of good will on the part of average workers to instruct children and to keep in touch with them. Therefore it is our own fault if the young are staying away.

A further interesting expert presentation was: Marketing museum railways. The celebrated expert on tourism and friend of the railways Friedhelm Ernst/Germany spoke at length on this issue which concerns us all. Many of the associations carry out excellent work but do not know how to sell their achievements. In most cases colleagues are not able or prepared to do the publicity. Friedhelm Ernst pointed out what should be done, e.g. working in co-operation with others (tourism associations) but not to carry out this work alone. This particular presentation was noted for its high intellect, the effect could be seen and heard in the audience.

The penultimate presentation came from Belgium: museum railways as tourist attractions that cross borders. Robert Langela of the Ministry for tourism of the German speaking regions of Belgium spoke extensively about the Venn Railway - a tourist railway with a track network that straddles Germany and Belgium - and its influence on tourism. Here too it was clearly pointed out: without proper marketing of our work we will achieve very little.

The last presentation of the conference was given by Eva Fabry, the Swedish EU-adviser, and Eric Sammelson of the Anten Gräfnäs Railway in Sweden. Mrs. Fabry talked briefly about the present Leader I and II programmes and the future Leader programme. She appealed to us to draw up ideas for EU funding for rural areas. In addition to the funding already in place for his museum railway Mr. Sammelson could positively demonstrate the favourable outcome by using slides. EU funding amounts to approximately 40-50% of his total costs. The funding does not apply to single projects but to a region as a whole in order to achieve a more widespread effect.

A further important aspect of the conference was once more the exchange of brochures between the individual museum and tourism railways. As all the participants are pressed for time and do not have enough time to visit other railways a brochure is a good means to get to know each other. All of our railway brochures should be of a good standard. Comparing them to others can help us achieve this.

FEDECRAIL arranged a programme for the ladies this year as well. Our ladies travelled to Cologne by train and took a guided tour of the city. After the tour they visited 4711 the home of the famous Eau de Cologne. The afternoon was spent shopping.

The main event on Saturday evening was the dinner. This consisted of a buffet with typical cuisine of the Rhine region.

This way we got to know and to value each other. Everybody talked about himself and his railway. This is a good chance for a healthy exchange of detail and this time there was a national and European dimension. The last ones left the hall as day was breaking over the shimmering waves of the Rhine.

The working groups

On Sunday morning there was something completely new at FEDECRAIL conferences: participation in the 4 working groups of VDMT:

- working group for museum railway concepts
- working group for vehicle technology
- working group for railcars
- working group for railway operation

It must be said that it was very positive that many members of FEDECRAIL joined these working groups which was not expected by VDMT. The boat trip to the Siebengebirge (Seven Highlands) which took place at the same time was only partially booked.

The technical part of the conference was finished by Sunday lunchtime. To conclude: the presentations were of an extremely professional level. FEDECRAIL provided the opportunity for the speakers to discuss important topics in a pleasant atmosphere. Translations were done by simultaneous interpreting into German, English and French.

The study trips

Sunday

The boat left Bad Breisig on time at 1pm on Sunday in order to make the connection at the port of Brohl to the Brohl Valley Railway. Shortly after crossing the transfer station we reached the repair work shops of the Brohl Valley Railway. In the warmth of the workshop a hearty lunch had been prepared. The boiler smith at the forge demonstrated his abilities, the nearly hundred years old turning lathe was working on a wheel set, other colleagues were busy doing repair work. Outside the repair workshop was the Mallet Locomotive 11sm with historical rolling stock and a modern container train. All guests got a brief overview of the Brohl Valley Railway.

Afterwards we travelled in the nice spring weather into the Brohl Valley. Steam engine V took the strain until Oberzissen and after that a railcar 30 took over for the journey to Engelen until the end of the trip and nearly 400m of climbing. Immediately after that we returned to Brohl from where 2 coaches took the participants back to the hotel. Finally we had to prepare ourselves for dinner in the Vulcan Brewery. We travelled again by coach to the edge of Lake Laach's crater. Soon afterwards we visited the cellars at the Vulcan Brewery in Mendig where in former times basalt was quarried. Later the beer of more than 30 breweries was stored there.

Subsequently a 3-course meal was served accompanied by light and dark beer of the Vulcan region in the historic bottling plant.

Monday

Monday started very early with the departure of the historic Rhinegold at 7.50 am. The Rhinegold was drawn by a 221 135 diesel engine. The reason for the early departure was the limited timetable on the left bank of the Rhine, which permits only for very few additional railway embankments. The first photo opportunity was in front of the Cathedral at Cologne Central Station.

Conductor and owner Barbara Pirch looked out of the window of the well looked after V200. We continued our journey into the biggest railway museum to Bochum-Dahlhausen. At our arrival Mr. Harald Vogelsang, Director of the museum greeted us on the platform. We carried on with a guided tour of the museum. Everything within the museum pointed towards diligence, stamina, perseverance and good co-operation. After a lunch break with good old German pea soup the Rhinegold carried us on to the Ruhr Valley Railway and over Hagen to Wuppertal- Oberbarmen. Here we visited the cable car plant. The imperial carriage - the last German emperor Wilhelm II travelled in this carriage in 1900 on the occasion of the railway's opening ceremony - took us at 3.30 p.m. and whisked us along for 13 km over the river Wupper and streets to Wuppertal-Vohwinkel. An unforgettable experience for us all.

We returned to Bad Breisig with the Rhinegold.

Tuesday

On the last day of the conference we visited the service train of Rheinbraun plc., which does not often allow such trips. Therefore this event was one of the highlights of our programme. We travelled by railcar VT 95 of the Association of Railway friends of Cologne and Bonn (ARFCB) on the Rhine route from Bad Breisig to Bonn. There we changed to the former Rhinebank railway and carried on to

Wesseling between and beside the modern (city trams) to the small but exclusive museum of the ARFCB.

We changed to the Querbahn and at the final stop in Brühl-Vochem we examined the Railway Operation Centre (ROC). Inside the hall there was a 9901 engine, which was identified by our British colleagues as a class 66. As treat an engine DE 12+13 was just rolling into the ROC. Diesel can be fun too! From there we continued to the Rheinische Braunkohle (Rhinebrown coal mine) from signal to signal and the trains which crossed our path were all very interesting. Over-burdened trains with side-loading rolling stock and coal trains in broad format dominated the view. At the track triangle at the large power station in Niederaußem we could observe trains going off in all directions.

Unfortunately, as usual, the time was too short to take everything in. Also we could not get off the train on the Rheinbraun route. We reached Cologne with some delay where our journey with the VT 95 came to an end. Many of the participants travelled home on long-distance trains. 23 participants remained behind and returned to Bad Breisig on the regional train and the FEDECRAIL conference came to an end.

Altogether the conference was a success. Only a few minor hiccups occurred. The experiment to hold a regional and a national conference was a success. Such an event does not take place every year, though, which is a pity, really.

The importance of museum and tourist railways from an economic and cultural point of view

Michael Baaden - Germany

Modern technology is what has made it possible for museum and tourist railways to be operated.

We, who have witnessed the rapid development from a technical point of view during the past 100 years have all come to the conclusion that certain procedures and techniques which we considered in early years to be completely normal, are no longer in fashion and soon will be outmoded.

Technical progress and the resulting changes to our own way of life carry on incessantly. In our trade we must recognise especially: the number of train passengers has decreased and the trains have become shorter. Diesel and electric-engines are dominating the railway scene more and more. Routes and train stations are being closed down. On the other hand car traffic, noise, stress as well as loneliness is on the increase. In spite of all this progress the ease of movement, to shopping and work has been clearly reduced.

Parallel to this modernisation came those who wanted to revive old ways of life formerly seen as positive. A huge amount of museums and associations were founded and celebrations etc. took place mostly on a voluntary basis as the government only rarely takes responsibility for this type of work. This can be described as a cultural initiative by private individuals. Everywhere the initiative was taken on a local and regional level to preserve rail routes, vehicles and museums.

Meanwhile many of the museum and tourist railways have become old, and it is time to take stock. Nearly all have kept going until today. Many Railways were transformed into companies, which have become an important factor both from an economic and a touristic point of view. Carrying 300,000 passengers per year is no longer the exception. Many Railways and museums have created full-time jobs. Many of the employees have had the chance to turn their hobby into their profession. It is clear (and so it must stay) that the high motivation of such a workforce leads to a great amount of efficiency in the work of preserving and restoring old railways such as does not exist in a modern company.

The profits brought into individual regions by the existence of museum and tourist railways for coach-companies, catering businesses, bakers, butchers, drink suppliers to name but a few, is worth millions. It is possible to greatly benefit from close co-operation with other tourist companies within the region. Unfortunately it has to be said that tourism is often dominated by local animosities or just simply tough competition. It seems that networking still needs to be developed in our "modern" world. In many locations museum and tourist railways are regarded as a cheap way to attract visitors to local tourist attractions. Consequently many of these parties should be thinking of becoming at least a member of voluntary associations but this doesn't appear to even cross their minds. Finally, museum

and tourist railways share an idealism which, at the end of the day, is the driving force behind and the motivation of the enthusiasts. The fact that other organisations participate in this voluntary work is taken for granted as long as the railway can be operated with satisfied passengers. At this point we need to turn to the presidents of the associations and the managers to find a way out of the narrow-minded technical way of thinking amongst railway enthusiasts and to form new ideas and apply them in an more entrepreneurial way. One has to look beyond the operation of the railway alone. We need to develop new sources for revenue: gastronomy, books, postcards etc. but as well trips, goods transportation or even local passenger transport. With this in place the museum and tourist railways will have grown up.

Furthermore, we can add to this the technical and cultural aspects of the railways which played a crucial role in the Industrial Revolution in Europe.

With the invention of the steam-engine, especially the mobile steam-engine and the subsequent movement in population, life has changed more in the past 150 years than during the whole history of humanity.

Through museums, railways and their vehicles, the present generation should become acquainted with this great era. As well as with the surrounding examples. The steam technique has been optimised since its origins. We find that steam engines continue to be developed further even today. Apart from the technical side of the railways, there are social and a socio-economic aspects to be considered also. With the arrival of the railways, lives have been changed enormously. Cities were founded, industrial plants and road systems have shaped entire landscapes. The railways have improved industry and trade, employment opportunities, schooling etc.

Even in the most remote parts of the country, an increase in the standard of living and knowledge was evident.

Why do so many (but not enough) people still try to preserve railways?

Because it is an important, mental and skilled occupation with a vast number of individual specialities. Something is being created. If one observes the increase in the numbers of preserved railway pieces, the improvement in their quality and the consequent greater public acceptance of our efforts, it can be seen, in spite of all adversities, that preserving the railways has become widely recognised.

If this is called heritage or not, we the museum and tourist railways look at it in that way. That we are on the right track is proved by financial decisions, which view the operation of museum railways and railway museums as safeguarding our heritage and therefore especially entitled to funding.

At long last, organisations who concentrate on the preservation of historical monuments have finally acknowledged the existence of the heritage railways.

But our status as "heritage" does not guarantee profit, in order to achieve this we have to work hard to cover running costs. Already we have a lot of catching up to do, previously there was too much thought about demolition. In a few years, it would be possible to reverse this.

Therefore we still need a lot of time and money to complete the task we have set ourselves.

The Presidents Trip

David T. Morgan – Great Britain

Members will remember that they were addressed by Livio Dante Porta on his recent changes to locomotive design developed in CUBA at our conference in BARCELONA. The Chief Engineer of Cuban Railways and the Cuban Minister of Railways and Tourism in HAVANA attended this conference and it was they who invited me to give a paper on the Value of Steam Railways to Tourism in Havana in 1999. I can say that it was a fascinating experience, as the whole island is caught in something of a time warp.

CUBA has some 1100km of standard gauge railway and a further 500 km of narrow gauge lines, largely serving the sugar plantations. At harvest time a number of steam locomotives are wheeled out to gather in the crop and it is these that have attracted railway photographers from over the world.

The conference was attended by the operators of tourist trains from all over the world, including some members of FEDECRAIL, as well as an American operator of Guatemalan Railways, primarily for freight: One delegate was Enrique Diaz, who owns and runs the train on the "edge of the world", i.e. at USHUAIA in Tierra del Fuego in Argentina. More about that later. Obviously my paper explained the activities of FEDECRAIL member railways and the role we play.

I had to fly direct to RUSSIA for my next appointment, which was the opening of two exhibitions at railway museums in ST. PETERBURG by HRH Prince Michael of Kent, who is the first cousin to Queen Elizabeth II. This included the running of what was probably the first steam-hauled royal train since 1918 from Vitebski Station to SHUSHARY, where a large collection of historic coaches and engines lie out in the open.

Sadly for me, four weeks later I succumbed to Hepatitis A resulting in 8 days in hospital on a drip – and worse still several months without alcohol. (Readers remember: At the Prague conference we travelled directly with our steam train into a brewery with our president. editor's note) However this did not prevent me from visiting the Brohltal Railway in Germany on two occasions or attending the VDMT Autumn meeting in NÖRDLINGEN before the FEDECRAIL Annual meeting in BAD BREISIG.

The success of combining that meeting with the Spring meeting of VDMT has been reported elsewhere but I cannot pay enough tribute to the teams of VDMT and the Brohltalbahn for their hard work in arranging the best attended FEDECRAIL meeting ever.

I took as my guest to that meeting, Enrique Diaz who happened to be in Europe, and the week afterwards I followed him back to Argentina to investigate the practicability of holding a congress in USHUAIA to launch a world-wide association. I have to admit that I went out highly sceptical but returned completely converted.

There were several Reasons for this: first, Argentina still has an interesting collection of interesting railways, not least the narrow gauge line at USHUAIA; secondly, it is the home country of Livio Dante Porta who keen to update the conference on his latest improvements to steam technology; thirdly, some line issues have emerged on a global scale, on environmental, financial and technical aspects of steam and tourist train operation. Fourthly, I have already found a substantial number of Britons and Americans interested in attending and lastly – and most important of all – the Argentine Government is keen to host the conference and provide support, both logistical and financial. The Congress has now been fixed for Friday/Saturday, 19th/20th October 2001 and HRH Prince Michael has agreed to launch the new association. There will be an optional but extensive visit programme both before and after the conference, including travel on the Patagonia Express (La Trochita) and the Train to the clouds at 4.000 metres above sea level. Those interested in coming should e-mail, fax or write to me:

Error! Bookmark not defined. or fax +44 20 74 04 28 90 or at 7, Cheyne Place, London SW3 4HH.

Before that, however, we have our own FEDECRAIL conference and meeting in TURIN on Friday / Saturday 27th/28th April 2001.

I was fortunate enough to be invited in May 1999 to participate in the laying of the foundation stone of the new railway museum at SAVIGLIANO. It is hoped that our conference will coincide with the opening of the first stage of the new museum.

Lithuanian Narrow Gauge Railway

Construction of the Lithuanian narrow gauge railway from PANEVEZYS via ANYKSCIAI to RUBIKIAI did not begin until the end of the 19th century. Panevezys and Anyksciai are central Lithuanian cities in the old principality of Lithuania. In 1999 the 100th anniversary of this narrow gauge railway was celebrated. This railway with its tracks, bridges, buildings and old locomotives and cars is a technological, historical, architectural and environmental monument and was granted the status of permanent cultural worth in the register of the Republic of Lithuania on 11 March 1996.

Today the railway is a bridge between the past and the present.

The train "races through" the 69 km from Panevezys via Anyksciai to Rubikiai at a maximum speed of 40 km/h. The excursion into Lithuania, as it did a century ago, takes about two hours. Old railway bridges, train stations, water towers, signals etc. grab the attention of the astute traveller. The friendly railway personnel invite you twice a week and on Sundays and holidays to two journeys so that you can experience the longest European narrow gauge railway.

Contact: Panevezys Tel./Fax – + 37054 / 6 35 27 and Anyksciai Tel./Fax + 37051 / 5 15 73.

Origin: Lietuvos Gelezinkeliai

SOS - NARROW RAILWAY OF LITHUANIA

Dear Colleagues, help us preserve the "Narrow Railway" of Lithuania

Today - January 5, 2001 at 2.00 p.m. - the enthusiasts of European and World railways face the real danger that the unique railway line of Lithuania (and the Baltic states) shall be closed and demolished. This line has functioned for more than 100 years. It is well known to European railways enthusiasts.

At the present time, 2 lines of the "Narrow Railway" – Panevezys-Anyksciai (57 km.) and Anyksciai-Rubikiai (12 km.) lie in ruins.

The "Narrow Railway" is a fine example of railway technology. The complex of the "Narrow Railway" consists of various pieces (railways, bridges, buildings, squares). The buildings of the larger stations include urban architecture of great value. The station in the town of Anyksciai, the water tower, cobbled square, the bridge over the river of Svventoji all form architecture of rare beauty.

The Ministry of Transport and the railway authority of Lithuania plan to take a final decision on the closure of the "Narrow Railway" within a number of weeks. These authorities have agreed to finance the maintenance of this narrow railway for a little longer. However, at the same time they are interested in possibility of securing support from the International Federation of Railway Clubs to protect this unique railway.

We invite all our colleagues from European states to present proposals. We should be very grateful if you could submit letters of support (supporting the idea of maintaining this railway line). Proposals and letters of support should be forwarded to:

Fax No.: + 37054 / 6 35 27 or + 3702 / 60 36 08.

E-mail: jrk@taurage.net

Leonasl@ti.vtu.lt

**On behalf of the Union of Supporters of the Lithuanian Narrow Railway,
Zilvanus Urbutis**

FEDECRAIL Questionnaire concerning regulations on locomotive boilers in European countries

Albert Wolter - Luxembourg

During the FEDECRAIL-Meeting in Stockholm 1997 some members had a discussion about the problems they have in their respective countries with the regulations on operating the boilers of their steam locomotives. It became obvious that the procedures and inspecting periods vary widely from one country to another, as well as the volume of the work necessary during these inspections. Inspections outside of Europe are scarcely possible, rather the opposite is the case.

But we cannot rule out the possibility that some harmonisation on this issue will be sought in future. Only optimists could suppose that in this case the lowest common level would be adopted, making life easier for us all. If we consider the general policy and the growing importance of all kinds of regulations and safety schemes, it is more likely that the common standards will be higher. On our side we know how much work and money the maintenance of our beloved steam locos requires every year and none of us has any desire to see the workload increase any further. The fact that during 30 years of railway preservation and use of steam locomotives by enthusiasts, no serious incident due to a lack of boiler safety has occurred throughout Europe emphasises this.

The steam locomotive is the greatest attraction for nearly all preserved railways and hence every topic in relation to it is important enough for the organisation to set up our defence across Europe. FEDECRAIL tackles these issues.

A first step was to make an inventory of the legal prescriptions in the various countries. This was done by means of a questionnaire mailed to all members of FEDECRAIL. Once more many thanks to all those who despite of their heavy workload in their national organisations took the time to give a response. Unfortunately it was not possible to have information from all countries represented in FEDECRAIL, but the summary already presented in Barcelona during the 1998 congress gives a good overview. As we supposed the requirements of the regulations as to periods and types of inspections as well the work required differ widely. The same situation is found regarding the qualifications of workshop personal and environmental concerns. Several times comments upon qualifications and competence of boiler inspectors were given. For these people locomotive boilers are mostly special cases where they don't have experience as to the weak points and as to the acceptable limits for worn out parts.

After this first survey FEDECRAIL should watch to be sure that European directives consider in the future the specific situation of preserved railways. According to European general procedures it should be possible for all inspectors recognised in one European country to be acknowledged in other European countries.

Another activity of FEDECRAIL in this connection could be to gather knowledge together with specific papers and literature from all European countries. Members sanctioned by their national inspectorates or regulators could then have access to this information. Thus the disappearance of this knowledge could be prevented. The members themselves could use it to evaluate the level of their own standards of maintenance and repairs.

For interested readers the final version of the document with the summary of the answers to the questionnaire can be obtained from the author of this text.

Members of FEDECRAIL

FEDECRAIL members come from the following 20 nations:

Belgium, Denmark, Germany, Estonia, Finland, France, Great-Britain, Italy, Ireland, Lithuania, Luxembourg, Netherlands, Norway, Austria, Russia, Sweden, Switzerland, Spain, Czech Republic, Ukraine.

Heritage Railway in the 21st Century

An international conference marking 50 Years of railway preservation 1951 – 2001

21-23 September 2001

National Railway Museums, York UK

Since 1951 “preserved railways“ and tourist lines have become a significant part of the leisure economy in many countries. Such operations are also an important way in which people can learn informally about the past. But heritage railways (including tramways) face an uncertain future. Increasing competition for people’s leisure time and money, ageing volunteer workforces, ever more stringent health and safety regimes, and doubts about whether heritage railways are a theme park experience or a genuine educational asset are only some of the challenges to be met.

This conference offers a unique opportunity to discuss in an international forum the future of the heritage railways over the medium to long term (5-50 years) We want it to be a meeting ground between those with hands-on experience of setting up and running heritage lines, and their supporters and critics in universities and elsewhere. Possible themes include:

- identifying
- training initiatives and the transfer of skills from one generation to the next
- the changing role of volunteers
- the legal and regulatory context – especially health & safety and the environment
- attracting new audience and visitors
- conserving equipment and infrastructure
- the role of replication
- funding
- the educational role

Please note that all participants will be responsible for their own registration, travel, accommodation and other costs. Basic registration costs will be kept to a minimum, and a range of accommodation will be available through the York Tourist Bureau. The conference language is English, although we hope to provide some translations to and from French

Conference Organisers:

COLIN DIVALL,

Institute of Railway Studies, National Railway Museum, Leeman Road, York, YO26 4XJ, UK;
cd11@york.ac.uk

PETER OVENSTONE

Heritage Railway Association, 33 Palmerston Place, Edinburgh, EH12 5AU, UK; Fax +44-131-220 5886

International Co-ordinating Network

Germany HEIMO ECHENSBERGER; Chair, Verband Deutscher Museums- und Touristikbahnen;

Vice-President FEDECRAIL; Echensperger@t-online.de

Italy STEFANO MAGGI, University of Siena and Chair, Val d’Orsa Railway; magi@unisi.it

USA Courtney B. Wilson, Executive Director, B&O Railroad Museum, 901 West Pratt Street, Baltimore, MD; cb-wilson@juno.com

Asia-Pacific Robert Lee, University of Western Sydney, PO Box 555, Campbelltown, NSW 2560, Australia; r.leequws.edu.au

Letters to the Treasurer

Letter of the morning

Dear Treasurer:

Today – in the middle of summer – I received your letter with the reminder to pay my outstanding annual fee. Why I have not yet paid it, I can no longer remember. I ask you to forgive my oversight.

Since I have been rounding up my annual fee for years in the form of a donation, a friendly reminder would have been sufficient in my opinion. But since you deem it necessary to request postage and a processing fee, I include this with my payment today. However this causes me such annoyance that I have decided to terminate my membership at the earliest convenience

Sincerely

Letter of the afternoon

Dear Treasurer:

Since I do not live at my home address because of my studies, I unfortunately neglected to pay my annual fee for the year 2000.

I did not remedy this mistake until this week, several days before I received your reminder. Still, I would like to pay the processing fee including postage, which I am including with this letter in the form of stamps. I hope you will forgive my carelessness.

Sincerely

Such letters, which seem to be variations on a European phenomenon, will certainly be familiar among all treasurers.

Origin: Newsletter of German Society of Railway History

SHOT Conference in Munich

Munich's Centre for the History of Science and Technology hosted the joint conference of the "Society for the History of Technology" (SHOT) and the "Society of Technology" in August 2000. The goal of SHOT is to preserve and intensify interest in technological development and its relationship to society and culture, and to promote scientific studies.

In the conference block "Decisions in Technology: Comparative Perspectives in the Area of Railway Traction in the 20th Century", organised by Prof. Colin Divall, University of York, Günter Krause of the German Society for Railway History spoke on "Dieselisation in the two Germanys: A Comparison"; furthermore, Prof. Albert Churelia of Ohio State University spoke on "The Culture and Technology of Railroad Electrification: Comparisons between U.S. and European Practice", Dr. Robert Stuart Lee of Australia's University of West Sydney on "Early Railway Electrification in the Asia-Pacific Region: A Comparative Study" and Dr. Jeffree W. Schramm of Lehigh University on "That Thing Will Never Work on a Real Railroad: German Hydraulic Diesel Locomotives and Corporate Culture of the Southern Pacific Railroad".

Commentator of the conference was Lucy Taksa of the University of New South Wales.

Origin: Newsletter of German Society of Railway History

VISIT BY DUTCH TRAM ENGINE NO 18 TO BLUEBELL RAILWAY

Tram engine no 18 Leeghwater, carriages 21 and 205 and luggage van K16 visited the Bluebell Railway in Sussex, England, from Stoomtram Hoorn-Medemblik in the Netherlands from 2nd to 10th September.

This was the first time that a complete train has visited the UK from the continent of Europe and gave the organisers some headaches in the provision of gauging, transport and insurance. However these were overcome and vehicles all arrived at the end of August.

The train ran two trips each day from Saturday 2nd to Thursday 7th September, also Saturday and Sunday 9th & 10th September, along the nine mile length of the Bluebell line from Sheffield Park to Kingscote carrying fare paying passengers. In all over 600 were carried providing a unique experience for them.

The engine was built in Amsterdam in 1921 and was rebuilt in 1989 and performed well over the steep grades of the bluebell line including the one through a 730 yard long tunnel. These are not normally encountered in the Netherlands!

The two carriages built in 1915 in Rotterdam and Amsterdam were rescued from farmyards where they had been used as chicken houses or barns and were restored at Stoomtram Horn-Medemblik into a beautiful running vehicles. They have the original type gas lanterns, polished wood and brass interiors which were kept spotless by the SHM team during their visit.

The whole project was a unique experience in international co-operation between the two railways and gained much local publicity and goodwill. It is hoped that this can be the start of future such exchanges in the years to come.

Zheleznodorozhnoe Delo **(Railway Affairs)**

FEDECRAIL newsletter received the Russian railway magazine Zheleznodorozhnoe Delo (ZD). Zheleznodorozhnoe Delo magazine was founded in 1879 by a Russian engineer and politician A.N. Korsakov and became the tribune of railway science in Russia.

On the pages of the magazine scientific achievements in the railways were discussed, construction and exploitation of railways and rolling stock, etc. But the Civil War in Russia stopped the magazine in 1921 for a long time. After many years in the wilderness, in 1991, with the help of the Central Museum of Railway Transport and a group of railway enthusiasts the magazine was restored. Since this time ZD has been transformed from an information newsletter to a popular magazine with a large circle of readers, including fans of past, present and future railways and model railway enthusiasts.

But ZD has one disadvantage for the majority of FEDECRAIL newsletter readers. ZD is written in Russian and printed in Cyrillic text. The above article about ZD was possible only with help of a Russian speaking friend of editor.

For more information look up www.railroad.ru and www.railroads.ru

Friends of FEDECRAIL

The Council has decided that anyone who is interested may become a "Friend of FEDECRAIL", pay a subscription of £25 and thus receive our Newsletter and Conference Information just like our members. Friends of FEDECRAIL may also attend AGM's. The right to speak is reserved for members only but Friends may speak at the AGM at the discretion of the Chairmen of the meeting.

FEDECRAIL LEAFLET

has been circulated and gives a clear message that FEDECRAIL is now an

" Pan- European Organisation! "

FEDECRAIL Conference 2001

TORINO

Friday 27th April – Tuesday, 1st May 2001

Provisional Details

This year the conference is being held in northern Italy hosted by FIFTM, the Italian National Federation of Museums and Tourist Railways. The conference programme is takes place in two centres. The business session and the first part of the tours programme will be based in TORINO (Friday, 27.04. – Sunday, 29.04), capital city of the province of Piedmont and the final stages of the tour programme will be based at BERGAMO (Monday, 30.04 – Tuesday, 01.05.) a town approximately 50km to north-west of MILANO.

Conference Theme: “Safety Regulations of Heritage Railways in Europe”

Following discussion at the FEDECRAIL 2000 General Assembly, safety regulations will be this year’s theme. Presentations will provide comparisons between the different structures for safety regulations adopted in various countries and also the present – and possible future – impact of relevant EU directives. To provide a comprehensive review, this will be the sole theme of the conference. The business sessions will be held in central Torino at the Palazzo Lascaris of the Piemontese Regional Council and the General Assembly at the former royal waiting room at Porta Nuova Station.

Outline Proposed Programme

Detailed arrangements are still to be finally confirmed but preliminary proposals are:

Fri 27.04.	Conference Business Sessions (afternoon); Railway collection visit) (am)
Sat 28.04.	Conference Business Sessions (morning) FEDECRAIL General Assembly (early afternoon) Visits: Piemontese Railway Museums at Savigliano (late afternoon)
Sun 29.04.	Visits: TORINO > CUENO > BREIL SUR ROYA (day excursion) including traditional visit to a second country, Brail railway museum in France
Mon 30.04.	Combined Transfer + Visits: TORINO > LUINO > BERGAMO including special train for part of journey and visits en route including railway museums of Associazione ‘Verbano Express’ at LUINO (07.50 – 18.30h)
Tue 01.05.	Visit + Special Train: Associazione ‘Treno Blue’ and visit to MONTEISOLA on Lago d’Iseo (10.00 – 17:45h); Overnight in BERGAMO .

Accommodation

We intend to use a number of ***hotels in the city centre in the vicinity of Porta Nuova station. A limited about of budget** accommodation will be also available. Final details of BERGAMO accommodation are awaited (anticipated to be in ***hotels).

Meals

Group lunches will be included in the programme on most days. Group evening meals in TORINO and SAVIGLIANO on at least evenings of Friday 27.04. and Saturday 28.04. and at BERGAMO on evening of 30.04.

Partners Programme

Alternative programmes have been prepared for the business sessions days of the conference. This will embrace both some organised visits and ‘free time’ for shopping and/or individual exploration in TORINO. Partners will rejoin main programme from mid-Saturday afternoon.

Prices

Final costing has still to be confirmed. The objective will be to follow previous FEDECRAIL practice with price options for participation on individual days and a 'full programme' option for delegates and partners. It is hoped that prices can be maintained at broadly similar levels to the previous conference and that final price figures will be available in early March 2001

Travel

TORINO Airport is served by direct flights from a range of European cities. For unhurried travel, full programme participants are recommended to travel outwards on Thursday 26.04.01 and return on Wednesday 02.05.01 (flights after 12.00h to allow for surface travel BERGAMO – TORIONO Airport). A broader range flights are available to the two MILANO Airports (Malpensa + Linate) with onwards travel to TORINO by train + train (Malpensa) or bus + train (Linate).

Information and Bookings

Detailed information once confirmed and booking forms will be circulated to all on the FEDECRAIL conference mailing list – FEDECRAIL Members, Friends of FEDECRAIL and other individuals who have attend conference(s) in one or more of the previous 3 years. For inclusion on the conference mailing list and any other enquiries, please contact the FEDECRAIL Conference Organiser:

**Peter Ovenstone, 33. Palmerston Place, EDINBURGH, EH12 5AU, SCOTLAND U.K.
Tel.: +44-131-225 1486; Fax: +44-131-2205886; e-mail: available from future day**

Official FEDECRAIL Addresses

Name	Address	Tel/Fax/E-MAIL	
Council			
David MORGAN President	7 Cheyne Place LONDON SW3 4HH GREAT BRITAIN	home work fax	+44-171-352.6077 +44-171-242.5473 +44-171-831.7454 Davidtmorgan21@hotmail.com
Heimo ECHENSPERGER Vice-President	Lerchenweg 1b D-82538 GERETSRIED GERMANY	home fax Work	+49-8171-34303 +49-89-6661738343 +49-89-1480.3725 echensperger@t-online.de
Kjell PALÉN Vice-President	Baagevaegen 154 S-85652 SUNDSVALL SWEDEN	home fax Mobil	+46-60-10.0535 same number +46-60.647.0034 kjell.palen@swipnet.se
Pascal SCHNAKENBOURG Vice President	Lycée Pierre de la Ramée 1, Rue Jules Siegfried F-02100 ST. QUENTIN FRANCE	home fax work	+ 33-3-2364.8838 same number +33-3-2362.8305 pschnak@wordonline.fr
Livius J. KOOY Secretary	De Akker 25 NL-7481 GA HAAKSBERGEN NETHERLANDS	home fax	+31-53-572.7357 (on request only) fedcrail@worldonline.nl
!!! Official FEDECRAIL postal address !!!			
Rik DEGRUYTER Treasurer	De Streep 19 B-8340 DAMME BELGIUM	home fax Work mobile	+32-50-35.8989 same number +32-3-2244.6703 +32-7552.2774 Rik.degruyter@skynet.be henri.degruyter@lin.vlaanderen.be
Managing Committee			
Conference Organisation			
Peter OVENSTONE	33, Palmerston Place EDINBURGH EH12 5AU GREAT BRITAIN	home fax	+44-131-225.1486 +44-131-220.5886
Newsletter			
Bruno REBBELMUND	Westerwaldstraße 7 D-46145 OBERHAUSEN GERMANY	home fax	+49-208-635.1569 +49-208-667443 rebbelmund@t-online.de
EU-Boiler Regulations			
Albert WOLTER	12, Rue de Lasauvage L-4829 RODANGE LUXEMBOURG	home fax	+352-509 050 +352-509 485

For payments other than by cheque:

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Bankkonto Nr.

001-2046897-79

FORTIS-Bank, B-1120 Neder-over-Heembeek

F. Vekemansstraat 200A

Payment can also be made by credit card - Visa; Eurocard; Mastercard

Who is FEDECRAIL

FEDECRAIL – Federation of European Culture Railways – is an organisation under Belgian law. It was founded in April 1994 in Brussels and was authorised by royal Belgian decree.

FEDECRAIL – is the European parent organisation for all friends of rail traffic who are engaged in the maintenance, preservation and operation of historical rail vehicles.

FEDECRAIL – every European national parent organisation for Culture Railways can become a member of FEDECRAIL. Individual associations can only become members if there is no national organisation. Individual members or extra-European associations can join the circle of the “ FRIENDS OF FEDECRAIL “ as promoters, patrons or sponsors as members without the right to vote.

FEDECRAIL – regards itself as a connecting link between the national parent organisations and the European committees (EU parliament, EU commissions, EU executive boards, etc.)

FEDECRAIL – is the forum for discussions and the exchange of information for the European Culture Railways

FEDECRAIL – managing committee and technical representatives (executive organs) come from all European member associations and work exclusively on a honorary basis.

FEDECRAIL – publishes a bulletin with important information three times a year

FEDECRAIL – organises an annual conference with specific European topics of the Culture Railways such as the preservation and maintenance of the European heritage, incorporation into the regions, labour safety, financing, legislation, harmonisation, environmental protection, etc. Study trips on 3 days to the vicinity of the respective places of conference are always an element of the conference. These have thus far been B-BRUSSELS(1994), F-STRASBOURG(1995), GB- BIRMINGHAM(1996), S-STOCKHOLM(1997), E-BARCELONA(1998), CZ-PRAGUE(1999), D-BAD BREISIG (2000) and I-TORINO(2001)