



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 14
I/02**

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Dear Madam / Sir
Dear friends of FEDECRAIL,

I would like to thank all readers for your Christmas and new years' greetings which reached the editorial office and which I passed on to all members of FEDECRAIL

Special thanks to John Fuller/UK who offered to help me with the editorial work at the newsletter

Winter is a traditional time for staff holidays from the strenuous work of the previous season. However, trains still need, infrastructure needs maintenance and intensive preparations have to be made for the new season. Even museum and tourist railways must be kept to the same standards as the professional service and leisure industry railways.

This should make us check our work for the historical railways: Did we achieve what we hoped to achieve? As it turned out, a lot of things could not be achieved.

So for this year everyone will think of what he can do for himself, for his family, for his job and the historical rail. Of course, not everything will be crowned by success.

The active members of FEDECRAIL also have no winter break since the traditional FEDECRAIL-conference usually is prepared during the winter months. This year we will meet in RIGA from where we will visit all three Baltic States.

With the introduction of the EURO on 1st January 2002 a new era has begun and our treasurer is happy since the new (almost) united European currency makes his work easier.

Yours, Bruno Rebbelmund

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Translations by Mrs Nora Pohl/GE and School of Language and European Studies, Aston University, Birmingham/UK

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FEDECRAIL Conference

27th – 01st May 2001

TORINO - ITALY

John Fuller / UK

Following last year's successful joint conference with VDMT, the German Tourist and Museum Railways Association in Bad Breisig, we looked forward to travelling to the Italian city of Torino for our 2001 conference. Apart from the delights of this famous city we would experience Italian hospitality and of course we anticipated an interesting conference theme of "Safety Regulations of Heritage Railways in Europe".

The conference started officially on the morning of Friday 27th April when we met at the collection of the Associazione Museo Ferroviare Piemontese and SATTI (the Società per Azioni Torinese Trasporti Intercomunale), one of the local transport operators at the closed station of Torino Ceres. It was here that the damage caused by the flooding in the area last year first came to our attention. Looking at photographs taken at that time it was clear what a massive amount of work had been undertaken to clear up the site. It must have been a tragic blow to the members of the group to see all their hard work undone by the severe floods in 2000 and it is a tribute to their dedication that recovery had been achieved so quickly. The station area included an exhibition, based upon a train of goods wagons and a steam locomotive, to remember the tragedies of deportation during the Second World War. It was good to see the numbers of school parties visiting the exhibition to bring their history lessons to life.

For the first business session of the conference, we moved to the beautifully restored city centre Palazzo Lascaris which is the office of the Regional Council of Piemonte. Here we were welcomed warmly by the representative of the President of the Piemonte Region before starting the first business session of the conference. The importance of the conference and the international status of Fedecrail was clearly reflected by national representation at ministerial level from France and Italy, together with a senior representative from the European Commission.

Our first presentation "Bridging a Century - 21st Century Safety for 19th Century Rail" was by Andres Wedzinga from Holland, a lawyer from Railned, the Dutch national Railway Safety Authority. In considering accidents during heritage operations in Holland, Sweden and the United States, a follow-up review across Europe revealed that safety management is implemented and supervised differently in virtually every country. While some maintain, or try to maintain, a framework designed for national railway networks, in other countries heritage railways are fully responsible for defining and maintaining their own safety and training framework. How this situation moves forward under the implementation of the proposed EU Railway Safety Directives remains to be seen. However, the important lesson is that management of safety needs to be proactively handled by each railway taking regard of their own particular circumstances.

The second speaker was Rik Degruyter, the Chairman of the Belgian Museum Railways Committee (FEBELRAIL). Under the title "Tourist Railways in Belgium - Tales of the Unexpected 1", he gave us a horror story of personal experience of the arbitrary imposition of main line standards administered by the national railway organisation at the direction of the Belgian government under the guise of implementation of EU directives. The presentation left us with a clear picture of the problems that can emerge when the primary objective becomes avoidance of responsibility rather than management of safety.

To complete the first session, we welcomed Ing. Salvatore de Martino of Italian State Railways on the subject of "Legal Prosecution of Safety Incidents, Italian Experience and Plans".

After refreshment we moved to the UK where Major John Poyntz of Her Majesty's Railway Inspectorate took us through an interesting review of the development of railway safety legislation in the United Kingdom. As the earliest example of safety legislation and that from which many other countries' structures developed, it was a useful insight into the origins of the present day legislative framework.

As a finale for our first day, we heard from Heimo Echensperger, Chairman of VDMT on the subject of "Organised Safety - The Safety Framework of the German Museum and Tourist Railways". In Germany, tourist railways are treated exactly the same as the "Main Line" railways for the purposes of safety management and have exactly the same responsibilities.

Our programme continued into the evening of our first day with a tour of the city by vintage trams in the care of the Turin Transport Society (ATM), followed by a visit to the depot of the funicular that would normally link the city outskirts with Superga. Unfortunately, due to renovation works, we had to make the

journey by coach, but the view from the Basilica at the top of the hill and the excellent dinner that followed were well worth the trip.

For our second day, we moved from the perspective of national tourist railway managers and the safety inspectorate to hear the ministerial views of the Italian and French governments and also the European Union.

Our host country started our day with a presentation by Gianni Ravera an official from the Italian Ministry of Transport under the title of "New Regulations on Safety for Tourist and Museum Railways". It is clear that the Italian government recognises the need for variation in the legislative safety standards for the "national railway", smaller local private railways and finally heritage tourist railways. Present legislation is being reviewed to establish a new framework appropriate for their tourist railways.

Gianna Ravera was followed by a very significant presentation by Madame Annie Dauvilliers from the French Ministry of Transport on the subject of "New Regulations for Tourist and Historic Railways in France". It was exciting to hear of the progress supported from the highest level towards an accord that recognises the contribution to the French economy of the 57 tourist railways in that country. We each received a copy of the First National Charter for Development of Tourist and Historic Railways that had been signed on 15th February 2001. The signatories were the Minister of Public Works, Transport and Housing, the Minister of Culture, the Secretary of State for Tourism, the Chairman of the French Railways National Infrastructure Company (RFF), the Chairman of French National Railways (SNCF) and the Chairman of the Federation of Friends of Secondary Railways/ Union of Tourist Railway Operators (FACS/UNECTO). Coupled with this charter has been the proactive development of appropriate safety principles to replace the legislation that had previously been directed solely towards the needs of the national railway network.

Both this and the previous presentation showed how some national governments are reacting positively to the opportunities for economic development associated with a healthy tourist railway industry. They provided an excellent base for the next speaker, Anders Lundström of the European Commission Directorate for Transport who spoke to us about "Developing European Railways - The Commission's Proposals on Railway Safety". The major changes that have been brought about by the Commission's work to revitalise European Rail business have, of necessity, initially been directed towards liberalisation of the previously unified national railway systems. It is only this year that it has been possible to move forward in other areas such as safety management and licensing to start to remove anomalies between the legislation of different members of the EU. This moves into areas where the differing needs of tourist railway operation require to be taken into account in consideration of pan-European standards.

Our final business session was entrusted to David Woodhouse MBE, a member of the Board of the UK Heritage Railway Association who had the unenviable task of not just presenting his own paper on the theme "How Regulations Affect Heritage Railways in the UK" but also of summarising the conference on the basis of "What have we Learnt, What of the Future?" His outline of the current UK legislation showed clearly the effect of the statutory framework on the Heritage Railway operations in the UK and how representations and consultation with government during the formative process had influenced the development of that legislation so as to ensure a workable relationship between the UK Heritage Railway industry and the safety legislators.

In summarising the conference, the key factor coming through clearly was that the era of change for the railway businesses of Europe was affecting the legislative framework within which Tourist Railways had to operate. It was clear

to all concerned that constant effort and consultation is needed now and in the future years to ensure that safety management frameworks recognise the reality of the differing needs and standards of Tourist Railways in every country of Europe. The quality of speakers recognised the importance of the conference subject and participants were grateful for the insight into current developments in various member countries.

As is normal for Fedecrail conferences, the conclusion of presentation of papers was not the end of formal business and the afternoon was taken up with the Fedecrail General Assembly in the comfortable Eurostar Lounge within the magnificent heritage buildings of Porta Nuova Station. The AGM proceedings are reported elsewhere in the Newsletter.

The end of the business programme saw us transfer immediately to a special train of beautifully restored vintage coaches headed by an electric locomotive for an evening visit to Savigliano, south-west of Turin. The journey was enlivened by the provision of a steam locomotive for part of the journey and the unexpected appearance of rakes of part completed coaches for new UK Virgin Railways trains at a wayside station. The purpose of our journey was to view the part completed depot of AMFP at Savigliano which will be a very impressive museum roundhouse on completion.

Our Sunday visits started with a trip by service train West from Torino to the "Feralp" Railway Museum at Bussoleno where we were shown the work being done to restore the facilities here which, like Torino, had sadly suffered from the floods of the previous winter. A trip up the branch line to Susa in the foothills of the Alps gave an opportunity to visit this historic town.

Monday saw us transferring to Bergamo for the second part of our study tour. We took service trains from Torino via Novara to the lakeside town of Luino near the Swiss border for a visit to the Verbano Express Railway Museum. After a Civic Reception and luncheon, we embarked on road coaches for a visit to the Ogliari Transport Museum, a fascinating private collection of rail and road vehicles that is well worth a detour for any visitor to the area. Continuing on past Milano we arrived in early evening at our Bergamo hotel. A taste of the delights of the area was our evening trip to the old town that sits on a hilltop overlooking the modern development of Bergamo.

Our Tuesday experience began with a coach transfer to the main station in Bergamo. Our arrival was greeted by a band playing and the immaculate steam locomotive and coaches of the "Tren Blu" which were to take us to Paratico Sarnico on the Lago (Lake) D'Iseo. The popularity of this excursion was clear from the large numbers of other visitors and locals also making the trip. An hour's run brought us to the lake where we boarded a boat for the pretty lakeside village of Clusane where we were able to enjoy the sunshine before lunch after which we re-embarked to continue up the lake to the island of Monte Isola, a fascinating and popular local beauty spot. With the numbers of local people visiting the island we had some concerns whether we would all fit on to the boat back to Paratico Sarnico, but fortunately our fears were unfounded and we cruised back safely to rejoin our steam train for the return to Bergamo.

Sadly, this was the end of the conference and we made our various ways home with memories of the kindness and hospitality of the local groups and people that we had met during our all too few days in the north of Italy. Considerable thanks are due not just to the Fedecrail Officers who organised the conference but everyone in Italy who put so much time and effort into making us so welcome and ensuring the success of the conference. While it is difficult to recognise individuals, special thanks must go to Guido Rossi and his colleagues without whom the conference could never have taken place.

Members of FEDECRAIL

FEDECRAIL members come from the following 21 nations:

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

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.

Please write in your native language, the translation for FEDECRAIL newsletter will be organized.

The editor

FEDECRAIL CONFERENCE 2002

Friday 24.5.02 - Tuesday 28.5.02

BALTIC STATES

Peter Ovenstone / UK

Updated 02.02.02

(A) CONFERENCE "LOCAL GEOGRAPHICAL OBJECTIVES"

In addition to the “standard international objectives” of any Fedecrail conference:

- (1) To give Fedecrail members an awareness of railway preservation activity both achievements to date and - more significantly, proposed future development - in preserving operating railways and developing railway museums in the 3 Baltic states.
- (2) To give railway preservation volunteers and museum staff in the 3 Baltic states the opportunity to: (a) publicise their work and projects to colleagues from other European countries and (b) make ‘networking contacts’ to reap longer-term benefit e.g. sources of advice, help with publicity, encouraging future visits by railway enthusiasts to the Baltic states, generating *limited* financial help from future “sympathetic groups or individuals” which may emerge once there is a greater awareness of Baltic states heritage railways.

(B) OUTLINE PROGRAMME PROPOSAL

- (1) **Conference Main Base** will be Riga in Latvia as geographical “middle location” with suitable hotels, conference facilities, international transport access, attractive historic city and pleasant alternate activities for partners. It is of course fully appreciated that in terms of all these facilities and attractions either Tallinn or Vilnius could equally have been fully qualified to provide a base. Practical logistics however make it sensible to base on a ‘middle location’ from which visits to relevant railways and museums in the 3 countries can be made within reasonable travel time.
- (2) **Business Sessions + Themes** - in Riga on Friday (mid-morning start ?) and on Saturday morning. Fedecrail AGM at end of Saturday morning session or (as in Torino) after lunch. Conference theme(s) decided by Fedecrail council:
 - **Opportunities Offered by Heritage Railways to help Economic Regeneration** a relevant theme both for the Baltic states and most other European countries and
 - **Railway Safety** updates on developments since discussions at the 2001 Torino Conference.
- (3) **Visits Programme** - After the business sessions, visits should be made to relevant railways and museums in the three countries. Priority target for visits should be to the projects of the 3 Fedecrail member organisations in the Baltic states:
 - **Estonia** : Lavassaare Railway Museum north of Parnu approximately 190 km north of Riga, estimated travel time by coach 3 hrs. No rail travel alternative (full day visit)
 - **Latvia** : ‘Vidzemis Banitis’ (Gulbene - Aluksne) cultural monument narrow-gauge railway approximately 175 km north-east of Riga, estimated travel time by coach 2.5 hrs. Full day visit with diesel excursion on the narrow gauge railway.
 - **Lithuania** : ‘Siaurukas’ (Panevezys - Anyksciai - Rubikai) cultural monument narrow-gauge railway; Panevezys is approx 150 km south of Riga, estimated travel time 2.5 hrs. (depending on frontier formalities). Full day visit with diesel excursion.
 - **Additional Visits** : The above three projects are the ‘high priority’ visits for the programme. Additional visits in Riga are Latvian Railway Museum and Riga Motor Museum as evening dinner venues, possible main line steam-hauled train to visit Latvian railway museum store at Jelgava (45 km from Riga) Other possible: eg. Ventspils Fishery Museum with narrow-gauge steam railway in grounds (perhaps on Wed 29.05.02); historic tram in Riga.

National System Rail Travel: For practical reasons coaches will have to be used for main visit programme travel. Most delegates are interested in modern rail systems as well as railway history and would welcome an opportunity to make even a brief part journey on a normal service train (possibly with a ‘shadowing coach’ as in Italy).

(C) OTHER PRACTICAL POINTS

- (1) **Hotels** - Experience has shown we have demand from delegates for at least 3 standards and price levels for accommodation, broadly speaking ** *** and **** hotels. Highest demand is for *** hotels at a target price range for single rooms of L 40 to L 50. Four hotels have been found in central Riga within 5 to 10 minutes walking distance of each other and the ‘Writers House’, venue for the business sessions (2 hotels are adjacent to venue). This will maximise social opportunities and simplify conference administration with a single ‘meeting point’ for some activities (e.g. coach departures).

- (2) **Conference Facilities** - Working sessions will be held at the "Writers House" in Riga Old Town which has built translation facilities. Translation is normally provided between 3 Fedecrail working languages (English, French and German) with FEDECRAIL student translation team and also if required into 'host country' language. Host country would normally arrange translator(s) for their own language.
- (3) **Costs and Bookings** - It is hoped that costs will be similar to previous FEDECRAIL conference, ie. approximately Euros 400 for the main 5 day programme. Booking forms with the final prices should be available for distribution by late March and will be sent to FEDECRAIL members, to participants in previous conferences and to anyone who else who may have requested details.

Message from Baltic News Service (BNS)

The Committee of the Economy of the Seimas (Lithuania Parliament) recommended that the Government plans/ to declare a complex network of narrow-gauge railways as a cultural monument, and to find sources of finance for the maintenance of the Panevezys - Rubikaia narrow-gauge line. The last narrow-gauge railway line Panevezys - Rubikiai had been closed by the "Lietuvos Gelezinkeliai" (Lithuanian Railway) Director.

Recently, only the narrow-gauge line from Panevuzys to Anyksciai - Rubikiai has been in operation, and the Anyksciai - Rubikiai section (section Anykscia - Rubikiai) has had limited use due to the poor quality of the railways sleepers. Due to the cost of line maintenance and the cost of the upkeep of unused sections, "Lietuvos Gelezinkeliai" has lost 1,5 Mill Litas. The Economics Committee has been informed that various Lithuanian and international organisations are concerned about the suspension of traffic on narrow-gauge railway lines. (railways line.)

Mr. David T. Morgan, President of the European Museums and Railway Tourism Federation has written to Mr. Viktoras Uspaskich, Chief of the Economics Committee expressing concern at the possible suspension of narrow-gauge lines With reference to West European examples, the Federation President pointed out that there has been a revival in the use of narrow-gauge railways, for tourism, thus improving the economy of the local area. (mentioned about revive of traffic in narrow-gauge railways and preparation them for tourism needs, which would force a development of economy in local area.)

The Department of Tourism is however, hampered by low service quality and an underdeveloped tourism service infrastructure.

These concerns were also raised by the Preservation of Narrow-Gauge Railways Union.Until they are able to become self-sufficient, the Union would like to see the Government providing some level of subsidy for narrow-gauge railway operations.

Specialists in this field point out that the Lithuanian narrow-gauge network is "The only extant example of Lithuanian transport systems at the turn of the 19th century".

In 1996 narrow-gauge railways where added to the register of cultural values as a network of buildings and constructions with historical, technical, technological, architectural and environmental value.

The narrow-gauge network consists of 56 parts.

There are 3 narrow-gauge lines (Panevezys - Birzai, Joniskellis - Linkuva, Panevezys - Rubiakiai), a number of railway stations and associated buildings, bridges, viaducts, and other engineering buildings. The total length of the narrow-gauge line network is (=) 179km, the first line opened in 1985.

In 1998 the municipality of Panevezys and the local administrations of Panevezys and Anyksciai signed an agreement of co-operation, and announced that they would seek sources of finance for the preservation of the narrow-gauge network and to develop tourism in North Lithuania.

The Economics Committee would also like to see the establishment of a public institution to operate the Lithuanian narrow-gauge network. This institution could perhaps be established by the Ministry of Communication and Culture, the district of Panevezys, the municipality of Panevezys and the local administrations of Panevezys and Anyksciai.

(see also article in newsletter no. 13)

Report of a Serious Defect in a Steam Locomotive Safety Critical Component

John F. Graham / UK

Chief Mechanical Engineer of the Mainline Steam Locomotive Operators Limited
& Steam Locomotive Operators Association (Engineering) Limited.

During a routine valve and piston examination on ex-LNER Pacific No 60007, one of the three gudgeon pins was found to be fractured. A metallurgist reported that the fracture was typical of **reverse bending fatigue**, the stress levels not apparently excessive but were concentrated by the sharp change of sections, aggravated by a sharp tool mark, the classic cause of creating local high stress concentration, from which the fracture appeared to have originated.

The material was confirmed to be a 0,4% carbon steel equivalent to the British Rail specification 103/6F as per British Rail drawing. This drawing indicates that a good radius should have been provided at the change of section and also marked to be finished **free from tool mark**.

The fit of the pin in the crosshead was found to be satisfactory, good contact being made around the tapered ends of the pins into the crosshead. The contact surfaces had the usual (for gudgeon pins) fret-type markings typical of fretting corrosion that occurs between tight fitting components subjected to fluctuating loads, causing small magnitude elastic deformation.

To the other two gudgeon pins were examined by MPI (Magnetic Particle Inspection) and found to be clear of defects, both pins having good radii as per drawing. Under the A4LS ownership these gudgeons pins have run approximately 100,000 miles, and 30,000 miles since the last major overhaul when they were thoroughly examined and reground into their respective crossheads.

The history prior to A4LS ownership is not known for these components, except the locomotive received a full major works overhaul by British Rail Crewe main works in 1966, when the gudgeon pins were believed to have been renewed. Evidence that this is so is indicated by the fact that the screw thread end has a two inch diameter BSF thread whereas other Eastern Region engines were as per drawing with two inch diameter 8TPI threads.

Other locomotive gudgeon pins were tested by MPI, some of which had similar sharp changes of section without radii; one of these was found to be cracked for 75% around the circumference, this being from an ex-SR locomotive.

In view of the possible serious consequences of the gudgeon pin failing on the road, it is strongly advised that all owners have their gudgeon pins examined by MPI or ultrasonic methods for sign of cracking as soon as reasonably convenient or at the next valve and piston examination at the latest. Checks should also be made for deviation from design, such as heavy tool marks and sharp changes in section where radii are shown on drawings.

It is also recommended that locomotive maintenance plans should be amended to include routine examination of gudgeon pins at each valve and piston examination.

A Steam Engine Accident in 1852

Origin: Nordlichter Depesche No. 6/2001 / Germany

In 1852 the construction of a steam engine was completed at the engineering works of Emil Keßler in Karlsruhe. It was called "Der Rhein" (River Rhine) and was meant for the Düsseldorf-Elberfelder Railway. The engine was loaded on the deck of a vessel and should have been transported to Cologne over the river Rhine.

However, on 14th February 1852 the vessel came into a storm nearby Germersheim, runed aground and capsized. The engine slipped from the ship and sank into the river Rhine. In Summer 1852 a trial was started to salvage the engine. Divers from London were hired and a lifting pontoon was built. The divers fixed the engine with chains and managed to lift it a little bit and to tear it towards the river bank. Unfortunately, the engine slipped out of the chains and sank once and for all into sand mud. A salvage was no longer possible and the engine was given up by the Keßler works and their insurance.

In 1989 a private action group tried to find the engine and to salvage it if possible. By comparing maps of 1852 with updated ones the engine's position could approximately be enclosed. Magnetic measurements were taken which showed an interference in the magnetic field. as it the submerged engine? If it was indeed then it lies at Rhine-kilometre 286,887 (nearby Germersheim) approximately 32 metres away from the riverbank in circa 10 to 12 metres depth. The private action group could not finance any further work and broke up the trial.

Specifications in the documents of the engineering works in Karlsruhe describe the steam engine as follows:

- 1 B clutch
- outside lying cylinders
- boiler compression of 5,48 atmospheric excess pressure
- heating surface of 98,11 square metres
- length of approx. 5 metres
- weight of approx. 20 tons.

The description of the accident and the salvage trial are taken out of the daily newsletter of the year 1852. Further information are out of the documents of the water and shipping management of Mainz. The museum of railway Darmstadt-Kranichstein would like to start a new salvage trial with support of sponsors and development programmes.

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.

World Steam & Tourist Trains Congress Ushuaia / Argentine 2001

**Sergio Rodriguez Zubieta
President 1st World Steam & Tourist Trains Congress**

Globalisation should make us all aware, that actions taken in our own back yard, can potentially affect everyone. "A butterfly moves its wings in Japan and a shock wave is formed in America"

We understand that several delegates also which to attend a congress called "Slow Train Coming" at the National Railway Museum in York (U.K.) from 20 - 23 September, 2001. This will focus on cultural matters, management, the environment, and museological issues for the railway industry. . There will also be workshops on tourist railways in different parts of the world, including Europe, the USA, Japan, India & Australia. It is organised jointly by the National Railway Museum and the British Institute of Railway Studies.

Both congresses, 1st WS&T2 and Slow Train Coming, take place almost simultaneously, making it impossible to attend both. Because, the Argentinean Association of Tourist Railways (Asociación Argentina de Ferrocarriles Turísticos) works for the good of the railway tourism sector and acts as a responsible business , we want to support this event; we also wish to give maximum support to our colleagues from New York.

We have therefore decided to postpone 1st WS&T2 to a new date. We would welcome the views of those

who contacted us concerning these issues (over 300 worldwide) that have supported the original idea, as to a preferable date. Those interested in the special trains rides in Patagonia should keep in touch with the booking agents correo@eurotur.com.ar

The Railway Heritage sector is still in an embryonic stage worldwide. We are glad to be contributing new ideas and breathing fresh air into an old and rigid way of thinking. Let us hope that one day the sector will grow as a real business opportunity for both the financial markets and government agencies.

Sorry once more for the inconvenience that this announcement may have caused you.

From the EU Parliament

Written Question E-39999/00 by Brian Simpson (PSE) to the EU Commission

Would the Commission agree that throughout the European Union heritage and museum railways play an important part in preserving our industrial heritage and in providing a service to tourists, young and old. With this in mind, would the commission consider giving a blanket derogation to these railways from any future EU transport regulations or directives, in order that they may authentically preserve Europe's railway heritage?

Answer E-39999/00EN given by Mrs de Palacio on behalf of the Commission

Heritage and museums railways are part of the European industrial and cultural heritage. The Commission shares the view that this heritage should be preserved and made accessible to the public.

The European legislation, in particular the recent proposals for directives on rail transport (mentioned below), does not prevent the preservation of historic railways.

The proposal for a Directive of the Parliament and of the Council on the interoperability of the trans-European conventional rail system¹ only covers new equipment or the upgrading of existing equipment.

Moreover, the so-called Infrastructure package clearly mentions certain derogations which could cover the case of heritage and museums railways: Council Directive 91/440/EEC of 29. July 1991 on the development of the community's railways² as amended³ states that "Member States may exclude from the scope of this Directive railway undertakings whose activity is limited to the provision of solely urban, suburban, or regional services". The proposal for a council³ Directive replacing Council Directive 95/19/EC of June 1995 on the allocation of railway infrastructure capacity and the charging of infrastructure fees⁴ states that Member States may exclude from its scope the local and stand-alone networks used for passenger transport. Council Directive 95/18/EC of 19 June 1995 on the licensing of railway undertakings as amended³ states as well that Member States may exclude from its scope railway undertakings which only operate rail passenger services on local and stand-alone railway infrastructure.

Consequently the existence of heritage and museum railways, running most of the time on local and stand-alone infrastructure, is not endangered by any Community legislation.

The Commission will also continue to bear in mind the existence of heritage and museum railways when drafting future legislation.

¹ OJ C 89E, 28.03.2000

² OJ L 237, 24.08.1991

³ OJ C 321, 20.10.1998

⁴ OJ L 143, 27.06.1995

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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 BRUSSELS/Belgium (1994), STRASBOURG/France (1995), BIRMINGHAM/United Kingdom (1996), STOCKHOLM/Sweden (1997), BARCELONA/Spain (1998), PRAGUE/Czech Republic (1999), BAD BREISIG/Germany (2000) and TORINO/Italy (2001)