



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**

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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,

The hot summer in all main parts of Europe influences as well the activities of our museum- and tourist railways. The consequence is that the trains are not working to full capacity and the commercial staff is moaning about the not tills which are not full.

The only hopes are the prebooked groups. Here we have smiling faces amongst the buffet and restaurant staff. The heat brings increasing profits, which only depend on the chilled stocks. In this sense each coin has two sides.

A serious problem in the oppressive heat is the danger of sparks flying from the cinder box and the chimney of our steam engines. Therefore the whole attention of the engine staff is directed towards fire prevention. At the same time the technical introduction to the prevention of sparks flying from steam engines is essential. Forrest fires caused by steam trains as it recently happened in Germany could be mostly prevented.

Not all museums- and tourist railways are in a position to provide a "fire train" as it is done by the narrow gauge train Museum in Bruchhausen-Vilsen/Germany for it's 8 km long track. Here there is always a diesel engine and a container with 10.000 litres water on stand-by.

In many cases this depends as well on the landscape which the train passes through, who is looking after the track, in which way the fire service can be alerted etc. These are precautionary measures, which must be thought of by the time table manager.

The situation of the railway in the current area, which is flooded, is altogether different. The museum- and tourist railways are affected as well by the immense damages to the infrastructure, buildings and vehicles. Let us hope that the damages are not threatening their existence and that they will be granted support.

Your Bruno Rebbelmund

CONTENTS	Page
Editorial	2
FEDECRAIL Conference RIGA 2002	3
Latvian Railway Museum	5
Seda NG peat Railway	6
Gulbene – Aluksne Railway	7
Lithuanian NGR	8
Members of FEDECRAIL	10
East / West Cooperation	10
Gen Overview	12
Zollverein Mine	18
FEDECRAIL Conference 2003	19
NERHT	20
Addresses of FEDECRAIL	21
What is FEDECRAIL	22

FEDECRAIL website
www.fedecrail.org

FEDECRAIL e-mail address:
contact@fedecrail.org

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FEDECRAIL CONFERENCE 2002

THE BALTIC STATES

24 - 28 May 2002

John Fuller / UK

Our 2001 conference in Italy had taken us to one of the southernmost members of the FEDECRAIL community. For 2002, we looked forward to a complete transformation as we moved to the northern borders of Europe and the newly developing Heritage Railway operations of the three Baltic States of Latvia, Estonia and Lithuania.

The main conference base was to be in Riga, the capital of Latvia, conveniently placed to visit Estonia to the north and Lithuania to the south. As is usual with FEDECRAIL conferences, the business sessions are followed by study visits. With two themes, firstly the contribution of heritage railways to the development of tourism and secondly safety issues specific to heritage railways, it promised to be a busy conference.

Our venue was the Reiterņa Nams house that had recently been renovated as a conference centre in the heart of the old city. Most participants had arrived in Riga early so we had the opportunity to explore and sample the delights of the beautiful old city before we started work!

The first official activity of the conference was a reception in the Latvian Motor Museum on the Thursday evening, followed by an excellent dinner.

Our working sessions commenced on Friday 24th May after a brief opening ceremony. The first speaker, from the UK was Stephen Wiggs who introduced us to the work of the New Europe Railway Heritage Trust, who have been making expertise available to the developing heritage railways in the former Eastern Bloc countries. He was followed by a lively and thought provoking presentation by one of those experts, Gordon Rushton, showing us how Heritage Railways make opportunities to help with regional economic regeneration. Examples tailored round his experiences in the Baltic States made for a presentation that will certainly become required reading for all new developing tourist railways!

It was particularly interesting to have these speakers followed by presentations from the Latvian Government and the EU to put the local and European tourism development policy into context against the concept of regional development assisted by heritage railways.

After lunch, the morning's presentations were brought sharply into focus with an excellent presentation by Angelika Münchow, the General Director of the Mecklenburgische Bäderbahn Molli, in Germany. She showed very clearly how one of the former Deutsche Reichsbahn narrow gauge steam lines had made the transformation into a very successful part of the regional tourist industry. This 15km long line in the North-East of Germany on the Baltic Coast was now carrying over 460,000 passengers per year.

The day was completed by Zita Kukuraitiene, the Deputy Governor of the Panevezys District of Lithuania, who had been the main instigator behind the re-opening of the 70km of the last narrow gauge railway in Lithuania. The line from Panevezys to Rubikiai had been closed by the state railways in 2001, but after much hard work and input from both FEDECRAIL and the New European Railway Heritage Trust a new company had been established which re-opened the line in April 2002. We were to visit the line after the conference.

A quick return to our hotels was the preliminary to an interesting vintage tram tour of the city, visiting one of the smaller depots and finishing at the Latvian National Museum of Railway History. This new museum was the venue for our conference dinner.

Our second working day saw a change in theme to that of Safety on Heritage Railways with presentations by Sven Fredén from Sweden and François Cheveau from France. Sven addressed the implications for Heritage Railways of the application of the EU Railway Safety Directives and the role for FEDECRAIL in this. François gave a very interesting insight into the way in which French Tourist Railways were addressing the issues of safety and new legislation.

The final presentation by Manos Vougioukas from Greece addressed the part played in the joint UK/Italian/Greek Ecosert project by the Volos – Pelion 60cm gauge railway. This international project to promote sustainable tourism includes the development of the narrow gauge railway that had been closed for 25 years up to 1996. The UK end of the project also has a transport theme in the development of the Shropshire Union Canal towpath as a walking route.

After the Annual Meeting of the FEDECRAIL General Assembly, the formal business of the Conference was drawn to a close. However, the day's activities were far from over as our hotels were only a quick stop to drop papers en route to Riga main station, where we convened for a main line steam hauled special to visit the Railway Museum's Reserve Collection at Jelgava, south-west of Riga. Our train engine was a newly restored ex-Russian 2-10-0 for the hour's journey.

On arrival at Jelgava, we visited the Museum's small exhibits display adjacent to the main station before moving on to the main locomotive depot, which also houses the reserve collection of locomotives and rolling stock awaiting restoration. For visitors wanting a very cheap lodging it was noted that the railwaymen's' hostel at the depot had taken up private enterprise and was advertising itself as a hotel!

On the Sunday, there were to be no late sleepers as our study tour was to catch the 07.30 service train from Riga Main Station to Sigulda. We all seemed to make it and provided suitable amusement for the locals on the broad-gauge diesel multiple-unit. With the very limited passenger train service available, we had to complete our journey to Gulbene in the east of the country by coach. At Gulbene, we were able to visit the locomotive depot which is the base for the Gulbene – Aluksne narrow gauge line. This is the last remaining section (about 40km) of a once extensive narrow gauge network in Latvia and has been taken over this year by a joint consortium of local authorities and railway enthusiasts with strong national railway connections. While four return trains are operated each day, the first of these is around 04.00 to connect out of the arrival of the only broad gauge train from Riga and the last is about 22.00 at night to provide the onward connection to Riga!

There are some challenges to be faced in its transition to a tourist railway. Our arrival at Aluksne on a more reasonably timed lunchtime train was greeted by an excellent concert by local people.

Our return journey by road included a visit to a further fascinating industrial site in the form of a Peat Bog Railway at Seda.

Monday was the first of our international visits, which saw us with a slightly later start on the 08.10 from Riga north to Saulkrasti on the electrified suburban network. Here we joined our road coaches for the journey to Lavassaare in Estonia, which was made somewhat lively by the extensive rebuilding of the one main road north. We joined the narrow gauge diesel hauled train at Lavassaare for the short journey to the Museum, which includes nearly 20 locomotives and railcars plus other vehicles. The narrow gauge network in Estonia once extended to over 900km. However, the Soviet government saw the mobility offered to the people by this network as a threat to its ideology and by the mid-1970's all lines had been closed or, if strategic, converted to broad gauge.

Tuesday was to be another long day with our journey south to Lithuania being interrupted, as had been Monday's trip, by lengthy border formalities which in today's environment seem un-necessary and will certainly inhibit the development of international tourism between the Baltic States. It is difficult to understand how a plane load of 50 people can be processed at Riga Airport in 10 minutes, but a coach-load of 50 people at the land border takes upwards of an hour and stories of over 4 hours are not unknown!

We arrived safely at Panevezys to a civic, press and TV reception in the extensive narrow gauge railway works. There were a significant number of us wishing that we had but a tenth of the facilities on offer there, let alone the fleet of Ty2 narrow gauge diesel locomotives! After the formalities, we joined a special train for the 70km journey to Anyksciai where we had lunch, before continuing to Rubikiai. The journey was enlivened by a "hold-up" by locals who demanded money from the travellers by various means!

With most participants needing to head for home, a reduced party left early on Wednesday morning for a visit to the Fisheries Museum at Ventspils on the Baltic Coast to the West of Riga. Why you may ask to a Fisheries Museum? The answer is simple; the fishing villages of the west coast used to be joined by narrow gauge railways. Therefore, a railway plays a proper part in the museum by conveying visitors around the park in which it is located. The 60cm gauge steam locomotive provides an ideal addition to the

interesting displays. A quick lunch in Ventspils preceded our return to Riga Airport where the conference finally split up.

We were left with a fascinating insight into the new developments of heritage railways in the Baltic States, together with a lasting impression of the friendliness of the people we met and their warm hospitality.

Special thanks are due to Peter Ovenstone and the FEDECRAIL Council for the organization of the conference, together with a full recognition and thanks to Janis Eiduks and Andris Biedrins of the Gulbene Company for their terrific effort as the local contacts for organization in Riga and Latvia. Our hosts in Estonia and Lithuania must also be recognized for their work in making our visits so interesting.

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

THE LATVIAN RAILWAY HISTORY MUSEUM **STATE JOINT – STOCK COMPANY "LATVIJAS DZELZCEĻŠ"**

The Latvian Railway History Museum was founded on August 30, 1994, along with the establishment of its two branches in Riga and Jelgava. The museum is situated on the left bank of the Daugava River at Uzvaras Boulevard in an old freight depot.

In 1999 the renovation of the museum building in Riga was started. A new exhibition hall in the depot building was opened in September 2000.

There are more than a thousand items, documents and photographs in the museum collection. Communications and signalling equipment, tools and engineering equipment, uniforms and distinguishing badges, station interior fittings, tickets and delivery notes are all on display. Station buildings and railway bridges built during the time of the first Republic of Latvia, the history of the railway evolution in Riga city, as well as Latvian Railway personnel are shown in the exhibited documents and photographs.

The model railway of Livberze and Spare stations

A. Kraulis, A. Straume, J. Boge and other specialists of the "New technical station of Jurmala" created the model railway, using the scale 1:87. The layout represents Livberze and Spare stations as they were in the 1960's. In operation there are an M62 type diesel locomotive, passenger and freight carriages and a DR1 type diesel railcar.

COLLECTION OF ROLLING STOCK AT RIGA

The outside exhibits at Riga include two locomotives and other rolling stock

A wartime German built Class 52 Kriegslok 2-10-0 Number 036 is one of the few survivors of the numbers of these locomotives that were converted to Russian Gauge during World War II.

A powerful Soviet Railway L class 2-10-0 Number 0456 designed during the war in Kolomna and in service till the end of the 1970's. Then it went to the strategic reserve.

The museum also has the experimental battery powered locomotive Class VL-26 Number 005 built in Dnepropetrovsk in 1970.

A unique passenger carriage built in 1925 by the company "Fenikss" in Riga.

An armoured-carriage for transporting prisoners.

A narrow gauge snowplough, and a mail carriage, as well as railcars are also exhibited at various times.

COLLECTION OF ROLLING STOCK AT JELGAVA

Various types of Soviet Railways diesel locomotives can be seen at the museum in Jelgava.

These include:-

2M62 class locomotive No. 0001 intended for freight service,

TE 3 No. 7593 the third post – war Soviet diesel type,

TGM 3 No. 2804 diesel - hydraulic shunting locomotive for Soviet industry, built in Lyudinovo

TGK 2 No. 5999 diesel - hydraulic shunting locomotive built in Kaluga

TEM 2 No. 1000 class for shunting work built in Bryansk in 1971.

There are also a number of different classes of Soviet built steam locomotives.

Jelgava Small Exhibits Museum

The Railway Museum in Jelgava opened on 24 December 1982. In 1991 the museum was given a railwayman's house built in 1903 and located at No. 3 Stacijas Street.

At present outside the museum building can be seen a level crossing barrier, a switchman's lodge, a water pump, signal lamps, couplings, and wheel sets.

Inside the museum, the exhibition covers the history of the Jelgava Junction station and area, together with the narrow gauge railway throughout Kurzeme. There are benches from a station waiting room, a platform bell, a ticket office, as well as railway repair equipment and many photographs and other small exhibits.

Home page: <http://www.railwaymuseum.lv>

E – mail: ldzmuz@latnet.lv

Seda narrow-gauge peat railway, Latvia.

Toms Altbergs / LV

The FEDECRAIL Conference participants had the pleasure of visiting the Sedas peat narrow-gauge railway. It may be interesting to look into this railway's history and the present day situation.

Historically, dozens of this type of railway were built in the Baltic countries (many hundreds in the U.S.S.R.). Through the Sedas railway history we can look from our most popular industrial narrow-gauge railway into the world of peat railways in general.

The first peat railways in Latvia were constructed during the mid-1930's and they were constructed to 600mm track gauge. In peat fields the collecting, loading and wagon pushing was done by hand while small Jung and O&K diesel locomotives were utilized to deliver the loaded wagons to the unloading point. By the beginning of the Second World War Latvia had about 10 of these railways. After the war their operation was renovated – additional Planet type locomotives were purchased. However, Soviet industry wasn't orientated towards the 600 mm railways, therefore new peat railways were built only in the 750 mm gauge (some of the old tracks were regauged at this time).

During the mid-1950's the Baltic's went through a major development of the peat industry which including railways. One such typical factory was built in Seda, not far from Strenči (on the Riga - Valka railway line) where a broad-gauge railway station was and is located. This was a development in open country and required housing, public and social institutions, roads, communications and of course – the narrow-gauge railway. Even the workers were brought in from elsewhere.

The railway system total length fluctuates at around 40 km (at present the main railway-line is some 15 km in length). Originally many steam locomotives were used which was unusual for peat railways. First recorded were four USSR standard type steam locomotives with 4 tonne axle loads, which after the war were manufactured in Finland- class PT4 (as reparation), Hungary- series KV4, Czechoslovakia- series KCh4 and in the USSR- series VP – with a total build of around 4000 units.

After that Seda received two Sk series steam-engines that were Estonian manufactured and previously operated on main line narrow-gauge railways in Estonia during the 1930's. Finally, in the mid-sixties two 0-8-0 Gr (Germanskaja reparacija – german reparations) series locomotives arrived in Seda.

After their withdrawal, only diesel locomotives were used in the peat bogs. In Seda the first were TU2M series locomotives about which presently still little is known. After that came the TU4 series locomotives and finally TU7's, both of which will be familiar to today's visitors. As for support units, the railway utilized passenger trolleys – PD1's and mobile track-laying power stations ESU2A's (the PD1's also being frequently used for haulage of peat wagons).

The rolling stock for peat railways today is mainly composed of TSV6 type peat dumper cars and a variety of supporting freight cars such as tank wagons, flat wagons, etc... As for transportation of workers the widely known PV40 type cars are used. All rolling stock is Russian manufactured.

Today there are 12 peat railways operating in Latvia, approximately the same as in Lithuania in addition to a few more in Estonia. Owing to the narrow-gauge rolling-stock replacement is a problem as they are no longer manufactured in Russia. Therefore, homemade rolling stock or imports from Western countries have started to appear.

All of this makes our industrial railways very interesting both for locals as well as foreign enthusiasts. I am happy to predict that in the coming years this interest will continue to grow.

GULBENE - ALUKSNE RAILWAY

Janis Eiduks / Latvia

Nearly 33 km in length, the Gulbene to Aluksne line is the last section of narrow gauge railway in general use in Latvia. It is the only part of the much longer Stukmani - Valka railway, built in 1903, which is still in operation.

A history of almost 100 years was one of the reasons why the Gulbene - Aluksne line was recognised by the government in 1998 as a cultural monument of national significance. Three daily return passenger trains operate between Gulbene and Aluksne. Since 2002 this line has been operated a private company "Gulbenes-Aluksnes banitis" which is a member of FEDECRAIL. This historic railway has become popular with tourists due to the picturesque scenery through which it passes, as well as the access to sites of natural and historic interest, which it provides.

Rolling stock is the part of a railway that usually experiences the biggest changes as time goes by, being modernised, replaced, transferred and eventually scrapped.

In order to prevent further destruction of historic examples of this area of railway technology, the following vehicles have been recognised as state-protected artefacts of cultural and historic significance: 2 TU2 (No 244 and 273) diesel-electric and 2 TU7 (No 2994 and 3018) diesel-hydraulic locomotives, as well as the 7 passenger carriages on the premises of the Gulbene carriage technical inspection centre.

Four of these were built in Poland in 1961 and, until 1997, were used by the Latvian Children's Railway at Mezaparks, Riga. Now only two of them are in operation. The other three were built in 1987-88 in Demikhovo (Orekhovo-Zujevo, Russia), and were intended for transporting workers on industrial railways

Description of diesel-locomotives:

Series:	TU 2	TU7A
Transmission	Electrical	Hydraulic
Axle-formula	Bo-Bo	B-B
Power (HP)	300	400
Design speed(km/h)	50	50
Full weight (t)	32	24
Length (m)	10,7	9,4
Place of manufacturing	Kaluga/RUS	Kambarke/RUS
Year of manufacturing	1958	1988
Number of locos in fleet	2	2

Description of passenger's carriages

Car number	Built in	Builder
00838029	1960	Pafawag

00838003	1960	Pafawag
6518	1987	Demikhovo
6876	1989	Demikhovo
6583	1987	Demikhovo

Seven freight wagons and three flat cars built in the Altaisk and Demikhovo factories in Russia, and already deleted from the national stock lists, are also preserved as cultural and historic artefacts. Also protected is the body of a freight wagon built in 1939 in the main workshops of Latvian Railways at Daugavpils and preserved at Gulbene junction, and the body of an isothermal van built in 1954 in Bautzen, Germany.

Another technical relic unique to the railway is a snowplough of very early construction. The narrow-gauge snowplough that is in operation now, and is registered as No. 7954, was first mentioned in railway records in 1945, but its design indicates earlier origins. The design of frame and superstructure are typical of snowploughs built in the 1920s and 30s. It can therefore be assumed that this snowplough was built in the main railway workshops in Liepaja in 1923, and initially registered as No. 7951.

THE LITHUANIAN NARROW GAUGE RAILWAY

Zita Kukuraiiene / LV

To all the people who have helped to save the Lithuanian narrow gauge railway I would like to express gratitude for their great interest in the narrow gauge railway, its problems, its past history and future development possibilities.

In 1999, the Lithuanian narrow-gauge railway celebrated its centenary. Lithuania is rightly proud of possessing the unique narrow gauge railway route. We have managed to preserve the most beautiful 70km long section between Panevezys, Anyksciai and Rubikiai. We have preserved 10 passenger carriages and several locomotives. The maximum train speed is 40km/h and the trip from Panevezys to Rubikiai takes one and a half hour. The Panevezys - Anyksciai – Rubikiai section is the best scenic views. Forest surrounds the railway, which runs through the Middle Lithuania Lowlands between Panevezys to Anyksciai. The trip takes us back to the beginning of the 20th century. The visitor can admire bridges, station buildings, water towers, lamps and rails and rolling stock, of which make up a railway heritage of major historic and architectural value. The railway is not only a valuable cultural heritage but also the last unique example of a technology that is of great importance to Lithuanian history. This narrow gauge railway route belonged to the state railway company "Lietuvos gelezinkeliai" (Lithuanian Railways) until March 2001 when the management decided to close it on economic grounds.

The Panevezys Country Governor's Administration had to solve the dilemma of either accepting the closure of the last remaining narrow gauge railway route or accepting the challenge of reviving it and making it suitable for tourism development.

The easiest option was to close the railway. Without any sentimentally, five railway lines in various parts of Lithuania have been recently closed. It is a quirk of history that our century-old narrow gauge railway, which is the longest remaining in Europe, had survived for passengers and freight until 2001. It was very clear that the narrow gauge trains with a maximum speed of 40 km/h and memories of the last century could not continue to serve that purpose.

The Panevezys County Governor's Administration, after long considerations, came to the conclusion that the narrow gauge railway must be preserved for future generations.

However, it is one thing to give verbal promises, but it is quite different to implement them! It is one thing to give oral promises, but it is quite different to implement them.

Today we would like to express our gratitude to Mr. David Morgan, the President of FEDECRAIL and also Mr. Stephen Wiggs, the Chairman of the NERHT. Financial support is necessary in order to start full operation of narrow gauge railway.

I am appealing to you, Dear Conference Members, and I kind-heartily request your moral support for the Lithuanian 70 kilometres length narrow gauge railway.

The Company "Aukštaitijos Siaurasis Geležinkelis" (Highland Narrow Gauge Railway) which was established in May 2001 started its activities under difficult circumstances, being unable to become a viable transport provider. A month ago, local people and tourists were invited to the re-birth festivities of the renovated narrow gauge railway. Rails, sleepers and original station buildings, having not changed through the century will have to be reconstructed so that the narrow gauge railway can be suitable for tourism purposes.

A business plan of the narrow gauge railway has been produced based on the Lithuanian tourism development strategy plan up to 2015. The main objectives to be achieved are:

- To organise sightseeing trips. Accumulated revenue must be used for the track renovation and after that for renovation of other associated elements.
- To make the narrow gauge railway trip a fine visitor attraction. Tourists will learn about the history of Panevezys County and will be able to admire the beautiful scenery. The surrounding countryside abounds in archaeological, historical and architectural monuments such as mansions dating back to the era of the Grand Duchy of Lithuania. One can also admire the architecture of famous monasteries and burial mounds.

In future, tourists from European Union countries will arrive here and will be able to find out a lot of interesting information about Lithuania and the oldest narrow gauge railway, in a new way. An entertainment industry and new tourist services will be established.

One of top priorities will be to turn the narrow gauge railway into a travelling school. Carriages must be adapted for that purpose, so that teachers will be able to conduct lessons of history, geography and literature.

It is certain that the application of the narrow gauge railway for recreation purposes is promising. The route of the train winds through forest, hills and valleys until it reaches the spectacular Rubikiai Lake. Tourists arriving by the narrow gauge railway will be able to stay there for weekends. In future, tourists and entrepreneurs seeking water-based activities will find their needs satisfied at Rubikiai Lake.

In order to prepare the narrow gauge railway for tourism purposes while being short of revenue, the renovation of carriages was offered to companies wishing to advertise their activities by means of unique railway. Three big companies started the remodelling of carriages. We hope to invite you to travel in remodelled carriages of the longest European narrow Gauge railway next summer. Two luxurious restaurant cars serving beer and wine and also a pica restaurant will be established on the train.

It will be possible to celebrate weddings, school leaving parties, birthdays and other anniversaries while travelling on the narrow gauge railway. Also the narrow gauge railway will give pleasure to people who are fond of gathering berries and mushrooms. It will enable visitors to travel to the rich forests regularly on weekends during the season to pick berries and mushrooms. Ancient village markets will take place near the railway stations during holiday times and folk artists will sell their souvenirs. Visitors will be able to enjoy the songs of local musicians and the same time, find out about Tada Blinda, a famous Lithuanian national hero who fought for the rights of the poor (like Robin Hood).

Many ideas and projects will be developed as the recreation of the railway progresses. The museum of the narrow gauge railway is being established in the premises of the depot where the trains start their journeys in Panevezys. An operating model of the narrow gauge railway was the first exhibit at the museum. We have also some photographs of the narrow gauge railway made in 19th century. The rebirth of the Lithuanian narrow gauge railway, the longest in Europe, has started. The care and support of each of us is very important in order to assure it's functioning.

Thank you for giving me the possibility to present this paper about the narrow gauge railway to your conference.

Zita Kukuraitiene is Deputy Governor of Panevezys County and Initiator of the establishment of the new Operating Company "Aukštaitijos Siaurasis geležinkelis", which aims to operate the narrow gauge railway both for public passenger transport and as a tourist attraction.

Members of FEDECRAIL

FEDECRAIL members came from the following 23*** nations to the Baltic Conference:

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

***except our South-Africa member:

The Transnet Heritage Foundation, P.O. Box 850, SA-6530-GEORGE

EAST WEST COOPERATION AND THE NEW EUROPE RAILWAY HERITAGE TRUST

Stephen Wiggs / UK

Chairman, New Europe Railway Heritage Trust

Before perestroika East West cooperation was impossible for railway preservationists. Western visitors to the Communist bloc risked arrest for so much as photographing railways. There is a well-documented case of a Russian enthusiast in the late 1980s who was threatened by the KGB for sending railway pictures to the West.

The last years of the twentieth century saw the start in the East of non-state railway preservation ventures. The significance of these small-scale projects must not be underestimated. We should pay tribute to what they have achieved in very difficult conditions.

It is important to note that ventures like the Pereslavl Narrow Gauge Railway Museum in Russia were entirely homegrown initiatives. Their founders were aware of preservation in other countries, yet these schemes began without any foreign aid of any sort, let alone finance.

As conditions changed Western enthusiasts began to explore railway sites in Russia and elsewhere. Rail tours and visits were organised for foreigners. Railway museums, preserved railways and historic train tours began to attract foreign tourists – both groups and individuals - yet these visitors provided no help, apart from the money they spent on tickets and so on.

It was against this background, in the mid 1990s, that a group of British enthusiasts started to think of ways of developing links between preservationists in East and West. The Russian Committee, as we called ourselves, originally thought that it would operate as part of FEDECRAIL or else within the framework of Heritage Railway Association, the British umbrella organisation. Neither of these options proved feasible so, almost reluctantly, we set up the New Europe Railway Heritage Trust as a separate body. ERHT works closely with FEDECRAIL, but is not part of it, and has a different role.

NERHT is run by a committee of amateurs. More important, we have a panel of experts consisting of professional railway men – both serving and retired – who give advice where it is needed. The panel includes some big names indeed in the world of preservation, people who know what they are talking about and are listened to. Our experts give their services on an expenses-only basis. The railways and museums we help get the services of our consultants for nothing except that they sometimes provide free accommodation, meals and local transport. All this means that NERHT runs on a very low budget. We receive no state aid of any sort, and do not provide funds for projects in the East, although we can advise on fund raising techniques.

One of our main activities is bringing preservationists to Britain and the West on study tours and work experience. We receive help from preserved railways in Britain, France and elsewhere which enables us to arrange these visits at little or no cost to the participants. We owe a great debt of thanks to all who have supported us. They have shown so much kindness to our guests, which have generated immense goodwill between enthusiasts of different countries. Without this generosity our activities would be impossible.

Generally speaking, preservationists in the New Europe are unlikely to need foreign advice in railway engineering and operational matters. Instead, help is needed in marketing, financing and organisational matters, including the recruitment of volunteers in areas without genuine traditions of unpaid work in the service of the community.

Another of our fields, broadly, consists of explaining preservation as a concept to those who are not familiar with it. We have done this by mounting exhibitions on British preserved railways in St Petersburg and in Latvia, with other such events planned. In the best democratic way we also lobby politicians and officials on behalf of preservation schemes.

The preservation of the railway heritage of the New Europe – the ex Communist bloc – is a vast undertaking. I like to think that we in NERHT approach the task we have taken on with due humility. With this in mind I should like to make a series of disclaimers.

First, we are not so foolish as to give orders to our friends in the East, nor would we try to take over preservation projects even if we could. We have a slogan – local problems require local solutions. We recognise that preservationists in the new democracies must do things in their own way. They cannot look to foreigners to preserve their railways for them – something which on occasions we have to explain to our friends. NERHT is there to make foreign expertise available, for those in the East to use and to follow if they think it is suitable.

Second, although NERHT is based in Britain, we do not suggest that new groups should merely look to British preserved railways as a model. The experience of France, Germany and other countries in Western Europe is probably more relevant to, say, Latvia than that of the United Kingdom. By way of example, we in Britain do not have heritage operations comparable to those on the Continent where historic trains run at weekends on goods branches: instead, British lines have normally been forced to incur the very considerable costs of buying and maintaining their infrastructure – something which new groups in countries facing severe economic problems would do well to avoid if they can.

There are two broad geographical areas where we have not been active. We have not been involved in the Czech republic, Hungary or other countries nearer to the West which no doubt can more easily form their own links with the wider world if indeed they need to do so. The other area where we have not so far been active is those countries, in southeast Europe and elsewhere, where currently economic conditions are most difficult. It may be that enthusiasts in these areas cannot begin to think of preservation at present. When they do, we will be delighted to work with them.

Obviously, every organisation has its failures and disappointments, and fields where there is room for improvement. I have already referred to the need to involve other Western countries (apart from Britain) in helping preservation in the East and I hope that this will happen. It would be good to see FEDECRAIL taking a lead here and showing its detractors that it is more than just a talking shop. At the same time, preservationists in the East would benefit from cooperation with their own near neighbours, for example, in sharing experience and in joint marketing.

What of the future? Every campaigning body should perhaps look to the day when it can close down because it has achieved its objects. All I can say is that we in NERHT will have work to do for many years to come.

I have been asked on previous visits to Latvia why we in NERHT do what we do? Perhaps there is a special excitement in being in at the early stages of a preservation venture. Unfortunately the Western media are not always very good at covering the ex Communist world. The tendency all too often is to concentrate on bad news or else to ignore these countries altogether. It is a pity that our TV, press and radio cannot see the exciting and remarkable developments now taking place in the field of railway preservation. One of our railway magazines described enthusiasts in the East as the new preservation pioneers. It is a pleasure and an honour to work with them.

General Overview of Opportunities offered by Heritage Railways to help Economic Regeneration

Gordon Rushton / UK

(Paper presented at the FEDECRAIL 2002 Conference, Riga)

What do you suppose the general consensus of opinion would be were Manchester United – a very British football club (except for its players!) to play major games in Ventspils, Panevezys, in Bad Doberan or St Valery-sur-Somme?

Would there be any doubt that a number of people would turn up for a United -v- Real Madrid match? Just a few? Would the Mayor of Ventspils play down the event to traders in the town, would there be a feeling among guest-house owners that there were no preparations needed – no business to be had? Is there anyone who doubts the popular following of football, who enters into a philosophical debate about the credibility of the activity, questioning its validity for generating a following?

It was quite clear from talking to a dispirited French railway soul-mate some years ago that steam railways were not football. He knew clearly that people in France would NEVER deviate one centimetre to travel on such a thing, even if were powered by steam. There was no persuading him – the logic of what had happened in Britain was unable to penetrate. Yet the Baie de Somme has 'arrived', if recent joyous visits to it are to be believed. And choose your time carefully if you wish to travel on the Mollibahn from Bad Doberan to Kühlingsborn. it is no longer a decayed seaside trundle. Expect crowds of people and compulsory happiness!

So what do we say to the expectant people in the New Europe? Expect an immediate transformation, full train and full coffers – rags to riches this year. I am afraid not.

The story you see was the same in rural Wales in 1955. The Ffestiniog Railway was a ruin, no service had run for nine years. The people had almost forgotten the little railway, they used the bus if they wanted to travel – and they had it in mind to own a motor-car as soon as possible. Proper jobs were to be had in agriculture – industry had departed. Talk of rescuing and restoring the railway were met with incredulity – why would one do such a thing? The idea that anyone would ever give their time to work on the railway FREE was met with disbelief – there must be a catch. Presumably some 'scam' was being contemplated – so the whole proposal was treated with suspicion. Persuading the Local Authority to co-operate was difficult, their priorities were firmly elsewhere. Nearly fifty years later the situation has changed. The restoration of the Welsh Highland Railway attracted a grant of £4.6m (E7.4m), some 180k people travel on the FR every year and the volunteers alone generate about 8k bed-nights of working tourism.

So how has this transformation come about and can the magic extends to Latvia and other countries?

The answer isn't simple and it isn't quick but since it has a purely human dimension it is universal. So here are some truths that everyone can take comfort from. The moment people have some money in their pockets they will spend it on things important to them: food; housing; warmth; education; health – but high on the list is entertainment. We all want to do things, pleasurable things and the minute we find the means, we will look for a way.

In Wales the growth in private car ownership in nearby England caused people to point their machines in the direction of the countryside. Each region has its own particular tale to tell. The Great Little Trains of Wales came about as those who gradually restored the railways found car-borne visitors to patronise them. The railways were not in themselves always the reasons for the tourists to make a visit but they acted as a focus for tourism. Those seeking patronage soon found the sense in mutual advertising of adjacent attractions – and this is true today. All the venues maintain a visible selection of leaflets offering information on things to do and places to visit. Tourism is a regional business, combining information on accommodation with attractions to visit. There is healthy competition between regions and no one would suggest now that information centres were a waste of time, or that selling to the markets and ensuring comprehensive information on tourist facilities available is not required.

We are now equipped with hindsight and authoritatively promise that the miracle will take place elsewhere but we must be careful. If left to a natural evolution change will take place slowly, it took 25 years for Wales to develop. It is unlikely that such a long timescale is tolerable in say Latvia. Will the patience of those who today extend subsidy endure over a long and slow improvement? I think not.

The hard lesson for today's railway restorers is to see success elsewhere but to find it unattainable as the language we speak, the examples we give, are impossible to translate into their context. That is the challenge for all of us. What is done has to be done within the framework and circumstances of the country under consideration.

To talk dazzlingly of one's tourism achievements to people for whom railways represent transportation alone and to urge them to emulate your example, is a sure way to discredit the advice you give. For a start each concern has to find its own solutions to the local problems it identifies. And having identified problems with potential solutions, unless you have large grants in your gift, a whole lot of convincing has to be done to people who have a quite different set of priorities to be answered in advance of tourist trains.

So do we give up and go home, shaking our heads at primitive ideas because of the negative thinking we believe is being applied? To do that is to refuse the challenges faced successfully when we were struggling ourselves many years ago.

So how does one counter the ingrained scepticism of those in authority when cheery folk arrive from the West to inform them that they have a weedy set of rusty rails carrying tens of people per day that is in fact a gold mine? It doesn't look like it. Neither are the tales of generous people, willing to offer their free time to restore dilapidated coaches and moth-eaten locomotives likely to be believed either.

You will make little headway even with committed railway enthusiasts unless your feet are planted firmly on the earth. Some sensible talking is required.

Firstly, the natural enthusiasm of the locally committed can be addressed. To many the news that you haven't got large grant cheques will come as a disappointment. However the knowledge and experience that we have, which is multiplied throughout our Union, is impressive and formidable if applied appropriately. Putting some of it into the local context causes wise ears to bend in your direction. Examples of how some problems may be overcome draws forth a range of others. Satisfying those with practical suggestions lights the fires of enthusiasm and helps to arm your new friends in a way you could never achieve yourself.

Secondly, the alliance of outsiders with a proven record, who are talking in practical terms is a powerful tool to local enthusiasts. Your involvement is likely to strengthen their voice but take care to keep what you say within agreed limits as the label 'crazy foreigner' may not be far away. It's not your show, it's theirs.

There are concepts hidden, waiting to form attractive arguments in favour that none of the parties is aware of. Some of the surprises come in combinations of concepts.

Contacts are vital to everyone. Using them to obtain knowledge or influence is not new.

- 'Scrounging' (beg-borrow-steal) was fresh to colleagues in Latvia: offices that re-carpet, redundant machinery and materials that are going for scrap, pots of paint left over, seat covering material that is out of date – the list is endless. The Ffestiniog, for example, gained the contents of the stores of not one but several power stations that were rendered redundant through modernisation.
- Sponsorship is not new to us but the suggestion that local authorities, businesses and organisations may wish to have their name appended to restored coaches that will be used by visiting tourists, in return for some money is potentially attractive – even if it serves only as a talking platform to get your name and project well known. Using contacts to engage the responsible officials in dialogue with you is of great value.
- Training on a little railway, rather than a big one, can be cost-effective and useful, especially perhaps for the national railway personnel. That it is also likely to be an item with a budget for spending makes it well worth investigating. The army has helped many a line in Britain, laying in a loop line may be a well worthwhile exercise for them – for the little railway it may be heaven-sent!
- Scouts, youth groups, universities, schools, all are likely to consider travelling on the railway in leisure time. They are also all looking for projects. Using your contacts to offer these brings people to work on the line.
- The effect of these activities (and many more which space precludes mention of) brings the project into sharper profile, better still at the same time it recruits new friends. New friends, with active projects to enthuse them, create volunteering. We had a joke in Wales – a religious and God-fearing

country – that tourist railways ought to be thought of in terms of the Church. Now people volunteer for that – don't they? So why not for little trains as well!

Our experience has shown that good organisation is the key to success. Well organised and well thought out projects attract people and the reverse is true. Badly organised concerns demotivate and lose supporters.

- The suggestion found favour that leasing (for example) unused carriages from elsewhere rather than striving to restore wrecks in one's own sidings is a good way of conserving scarce capital.
- It requires good organisation to do this and much dealing. Sweetening the pill for a good deal may be the offer to use sponsorship money to pay the lessor to refurbish the leased vehicles – with recovered redundant materials of course!
- Bending national fares regulations to permit market pricing for tourists requires much thought and organisation. Running tourist trains may be prohibitively expensive to start with, perhaps adding one of the leased cars to ordinary trains as a first class luxury saloon may swerve past the regulations and prove to be the economic best path.
- Making sure that the hierarchy allocates the best and most sought after jobs by reward of merit is an essential organisational requirement. Too many railways lose their vitality when the old guard refuses to allow responsibility to earn authority. Youngsters lose interest and that is the worst news for progress.

Taking to pieces the parts that combine to ensure success for your lovely railway in the West and fitting them in isolation into a new context is really difficult. This is especially true when things that make you delighted fail to interest others. But dining car trains and engine driving courses are not quite as relevant when you have two rails and no passing places over your 32km line! Exact restoration counts rather less than comfortable seats and functioning toilets. And warm carriages are vital when it's –20C outside. We now realise that whilst the railway enthusiast may work on our railways, the people who pay the bills are the ordinary public and their families – and it is to them, especially to Mother that the experience must appeal.

CRUNCH QUESTIONS

The biggest question asked and the hardest to answer is, 'If we are successful in getting the railway, where will the traffic come from?'

It has been patiently explained to me that there is NO tourist infrastructure, the fares are only Centimes, the speed can be exceeded by any fit snail and so the timetable allows only three return journeys, one of which must start at 06.00 – so how can this ever be a tourist railway? Answers please now – no magic wands allowed!

The answer must be to shut the thing as quickly as possible and now let's go down to the new wine bar. Until we discover anti-gravity, water will continue to flow downhill. In fact the existence of the new wine bar suggests that enterprise is not dead. So let's start again.

When managing the Ffestiniog Railway it eventually became clear to my diminished and feeble intellect that we were not selling only the Ffestiniog Railway – we were selling North Wales, in ALL its facets. – When trying to fight for the cause of railway preservation the telling factors are not to be found in the local market alone, the regulating factor is the national economy. If there is no subsidy, fares in centimes, no funds and no tourism then there will be no railway – unless external granting is available (which it isn't).

The German experience since Unification has been to subsidise and support to maintain the status-quo. It was a courageous policy, far sighted, expensive but by the looks of it delightfully successful. Our most advised course is to learn from that and assemble every argument in favour. We need to equip the champions of preservation in threatened countries with the facts, so they may explain them to authority. We must offer to stand advocate ourselves, to bear witness from our own encounters so that those who balance budgets in the national economy can factor these data.

An area not understood is the remarkable economic effect of the multiplier with tourism. Its impact is considerable and much in favour of tourist railways – but only via the encouragement of tourism as a whole.

The Economic Multiplier – the Virtuous Circle

We recently entertained three of our Latvian colleagues on a study tour of Britain. It was a pleasure to be able to repay some of their generous hospitality – so perhaps that will spare their blushes at these figures.

We spent a week in Wales, let us look at a set of simplified spending figures:

<u>Item</u>	<u>Cost</u>	<u>Total</u>	<u>Comments</u>
6 nights guest house accommodation	70 €	70 €	low period – two shared rooms
6x 4 breakfast	19 €		
7 x lunches	47 €		
6 x dinner	50 €	116 €	
drinks	19 €	19 €	
gift & spending	22 €	22 €	A lower figure than normal
Admissions & Fares	40 €	40 €	
Petrol	19 €	<u>19 €</u> 286 €	

This was not expensive by reasonable standards, it included only the spending in the region of Wales.

If these figures, for simplicity's sake, are taken as normal and multiplied by the yearly total number of visitors expected by a better than average attraction, say **50k ?** then the respectable regional spending figure of over **£86?.25m ?** has been achieved.

The table and derived numbers look like this:

<u>Item</u>	<u>Revenue</u>	<u>Visitors</u>	<u>Comments</u>
Accommodation	3,5 €	2 €	300 small guest houses?
Breakfast	0,8 €	2 €	
Lunches	1,75	1,75 €	100 assorted pubs/restaurants/eateries
Dinners	2,5 €	2 €	
Drinks	15,0 €		
Gifts & spending	0.85 €		10 gift shops
Admission & Fares	1,5 €		
Petrol	9,0 €		4 garages

It's a crude test but a significant one, the tourism spend is supporting a substantial number of businesses – and that message ought to get the attention of any regional government. However, it doesn't end there, not at all! There are jobs generated directly from this activity and taxation revenue to be collected. If we say that tourism regional spend generates the above establishments in our example, then a further guess suggests that direct employment of 850 jobs is a result.

The goods that our visitors purchase at least require the petrol tanker to call, the delivery man to visit the gift shop, the traders to service the restaurants and guest houses – this may not add direct labour but it can be the necessary core business that a distribution warehouse needs to encourage it to set up. And what of the produce: food; gifts; beer –local producers may be encouraged to expand or set up business by these growing markets? The examples are many - I am sure everyone understands the idea.

To those who are familiar with the economic multiplier and the Virtuous Circle, these arguments are unrefined but to those where tourism hardly exists they will perhaps be in ignorance of the real potential effects. The town hall is unlikely to refuse the offer of a chocolate manufactory setting up in the region (a car assembly plant would be better of course) equally they are unlikely to see the potential benefits of the tourist railway. Furthermore, they will not find political support or national government support without someone rehearsing the economic arguments in favour in the right circles, with the right level of credibility. So there is work to be done in convincing those in authority of the worth of railway projects. This can only be achieved by ‘arming’ your friends – after visits from the World Bank and the IMF, sober suited foreigners spouting economic theory are normally shunned.

The Negative Argument – fear of the Vicious circle

The problems with the Lithuanian line between Panevezys and Anyksciai emerged with our involvement at a late stage. We felt keenly the hopelessness of being there when closure was too late to stop. Our advice was not always listened too politely by government, it seemed that a ticket to the party was only assured with bundles of Euros in hand!

One has perhaps firmly to retort that evidence of their solving their own problems first is required before any money is handed over. It can be tough and a bit of menace may be required if your polite arguments are not being heard. But we were on a loser citing the vicious circle:

- If you close the line, you will not make the savings claimed.
- Counter to your claim are the costs of redundancy, social support and loss of income tax.
- The drop in spending caused by the loss of jobs will have a negative consequential economic effect in the local community.
- Closure will remove the opportunity of establishing a viable tourist railway and in the end more will be lost than gained.

On the face of the arguments were unassailable yet the line closed, so apart from being too little too late why did we not prevail? The answer lies in the politics of the situation. These are impenetrable for outsiders and endorse the recommendation that the first people that have to be persuaded and ‘armed’ are the local enthusiasts. You are there to teach them, not to fight the battle – if they can’t be convinced then return home. In fact the outcome is more subtle than we perceived – as the situation was anyway in the first place and the outcome is hopefully a happy one.

We Haven’t Got the Resources

- We don’t have hotels.
- Camping ground, what’s that?
- Tourists don’t come here.
- Restaurants are bad.
- There’s nothing to see in the country, people just go to the big cities
- Our petrol station has only one pump.
- We can’t get people from station to attractions.
- Our trains run at 05.30 and we haven’t the resources to run more.
- The roads are bad.

These comments and others like them tend to emerge in discussions about where the tourist traffic is to come from. Of course this is not a country like Germany, France or Britain, where tourism both from within and visiting from abroad is commonplace. Again the job is wider than just equipping the railway with the means to carry the traffic, then opening doors and waiting to welcome the passengers. There is the factor that a steam locomotive, with smoke curling from the chimney attracts a knot of onlookers merely by its presence – and no one knows clearly where all the people spring from. Yet that isn’t enough to offer any economic security – acts of faith are not recommended as sound advice! A long trail wends its way from setting up the railway to enjoying viable patronage.

Some research and accumulated knowledge is needed. The Dutch for example seem to be intrepid at climbing into their cars and foraging far in search of new holiday experiences. Germans seem ready to load up the camper van and go to new places for the delight of experiencing unspoilt countryside. The

Americans apparently require a sophisticated tourist infrastructure – so don't go to that market until tourism has matured. And leave out the Japanese until tours can be organised on a spoon-fed basis. The English – well they only need people to speak English.

The key is to enthuse the region to bring together the resources available and to feed the information to suitable markets. Railways cannot do this on their own, they must work together with others to build a tourist resource database. It is the dissemination of this information that will bring visitors to a region. If tourists don't come, it is probably because no one is feeding the right information to the right markets. Fritz, Jan, Jacques and Tommy need to know about a place first before they can want to go there!

Getting press trips going, ensuring the region is featured in travel guides and getting the right information out to those markets will transform tourism prospects. To do this required regional governmental organisation and this is all part of setting up a successful tourist railway operation. Refer to the Bradt Guides for *examples*.

Hotels and Accommodation.

If there aren't tourists, then there will not be tourist hotels. But there are hotel beds, everywhere, bringing them together in one publication can offer surprises about just how big the resource is. No hotel will refuse potential traffic and most will be in favour of joining a regional tourist scheme that will bring them traffic through publicity.

Many farms have the potential to offer camping on their ground and to generate useful income from this. However the local authority (if it has not already done so) needs to be persuaded to set minimum standards and to publish the sites in an information sheet.

The basic requirements are minimum, running water, hard standing and toilets (or waste disposal). More sophisticated items like electric hook-ups, hot water, an ablutions block, shops and so forth can develop at modest capital cost.

Guest houses are possible in farm houses, the arguments are compelling as the rewards are worth while. However not much will happen unless the resource is gathered into an information sheet that is circulated widely.

Tourist Infrastructure

People who tour are very resourceful, they know that single petrol pumps and bad restaurants can be a feature. Some useful information on where good restaurants are and where to find filling stations, accommodation and supermarkets is essential – if you don't supply this, when these items are hard to find, then the trade will not arrive! The roads may be bad but tourists are not normally in a hurry, so who cares if they are passable – far more important is decent signage and some good maps. Bringing together the attractions and basic details of them, when they are open, what to see and how to get to them in a regional leaflet is important.

The train that leaves at 05.30 is unlikely to attract much custom, which is surely obvious. The most popular train in Britain is the 10.30, to be back by lunchtime and the next is the 14.00 to be back mid-afternoon. This is apparently not the same in France, where the afternoon train holds precedence. But 05.30? No one goes for that!

The importance of gathering and presenting relevant information, of setting standards, of ensuring the information reaches the potential tourist markets are a prerequisite of success. As a railway operator one may think that your priorities all lie within the engineering field but they do not.

So this discourse holds some simple messages:

- A tourist railway depends just as much on its marketing, its comfortable seats, its clean toilets as it does on its steam engine and its smooth tracks.
- Contacts are everything – friends will do favours. Amazing things can be got just by asking for them.
- Organisation is the key – fail on this point and no progress is possible. Well organised practical projects will attract support – but it has to be looked for, even in unlikely places.
- Well organised projects can be sustained by responsibility being matched with authority – if people aren't allowed to decide things, then they won't do them. But if there isn't an agreed and organised policy framework then those decisions will be uncoordinated.
- Commitment is obtained by involvement – involved people are the ones who volunteer.
- The most important point however is that if people don't know about attractions, then they will not visit. And if there is nowhere to stay then visitor from afar cannot come.

- So running tourist trains is as much a community effort as running transportation trains.
- As much effort has to go into joint initiatives with the local community and the regional government as in repairing the track, painting the coaches and operating the train.
- Although it may be the enthusiasts that tend and run the trains, families will be the ones who travel on them.

Now when the tourists come – well then there's a whole lot more new priorities to answer – but that's another story for another time.

Gordon Rushton is currently an NERHT consultant and makes videos for UK railway companies and others (such as the Forestry Commission) on a wide range of subjects. He is a former General Manager of the famous Ffestiniog Railway in North Wales, which generates some 200.000 tourist journeys each year from February to December and ran on of Stena Line's routes to Ireland. He is a Fellow of the Chartered Institute of Logistics and Transport and a Member of the Chartered Institute of Marketing.

Zollverein Coal Mine World Cultural Monument

The Zollverein Coal Mine located in the north of the town Essen has a long history and is well known throughout the region and Germany. This mine is characteristic of the Rhine-Ruhr Area. It was founded in 1847 and in 1932 pit 12 began to bring coal surface. Pit 12 was a wonderful example of technology work of the second industrial revolution. Until closing down as a result of the working out of its seams, Pit 12 was amongst the cream of Europe's coal mine producing 12,000 tons of coal daily.

The mine building which were built in the „Bauhausstil“ style are said to be the most beautiful coal mine in the world. They are also known as the Versailles of industrial architecture. After closure the buildings were saved and preserved as a monument and UNESCO designated them as a

World Culture Monument

As its meeting on 14th December 2001 in Helsinki.
Therefore Zollverein is protected by the UNESCO Convention for the Cultural and Natural Heritage of Mankind of 1972. The coal mine corresponds to the convention criterion of

Uniqueness and Authenticity

What is the relationship between the railway and the World Culture Monument?

In 1989 a group of railway enthusiasts at Zollverein founded a collection of historical railway vehicles, which are exclusive to the industrial surroundings. From the start of the 1990's the group has organised firstly coal mine visits and later coal mine railway tours. These activities led to the foundation off a railway company, which today operates steam train und diesel rail cars for tourists along the industrial railway lines forming the "Route of Industrial Culture and Nature". The starting point of all tours is is the railway station "Coalmine Zollverein" beside the historic buildings of the mine. Therefore the Zollverein Railway is not directly a World Culture Monument but its station and headquarters are in the centre of one.

FEDECRAIL 2003 Conference

**Peter Ovenstone / UK
Conference Organisation**

Our next FEDECRAIL conference will be held Friday 28th March – Tuesday, 1st April 2003 in Llandudno, North-Wales, United Kingdom.

New format for the conference programme to incorporate “practical experience visits” to Festiniog Railway and Welsh Highland Railway project (developing concept proposed by Sven Freden, FEDECRAIL Safety Working Group Secretary) on Friday 28th March. Traditional conference business sessions and FEDECRAIL General Assembly will be held on Saturday 29th March.

General visits to Talylyn Railway, Festiniog Railway and other heritage railways in North Wales. Possible post conference “Irish Extension” to see heritage railways and museums in Ireland (if feasible, this additional programme will be organised separately with separate booking arrangements).

Accommodation and business sessions will be at the coastal resort of Llandudno with easy rail access from Liverpool and Manchester Airports, which have a wide range of direct flights from European cities. Group accommodation at all prices ranging from simple budget guesthouse to comfortable hotels in centre of Llandudno.

Programme target prices approximately Euros 400 (for 5 full day programme) – as usual, “individual day prices” will also be possible for any combination from 1 to 5 days.

It is envisaged that full details and booking forms will be mailed to FEDECRAIL members and to participants in previous conferences at approximately the end of January 2003.

Remember:

**Next FEDECRAIL conference will be held 28th March – 01st April 2003
at Llandudno, North-Wales, United Kingdom.**

NEW EUROPE RAILWAY HERITAGE TRUST (NERHT)

Information for supporters

NERHT and its predecessor the informal Russian Committee has been active since the mid 1990s. Our aim is to help railway preservation in the former Communist world by all possible means.

Moves are being made to register NERHT as a charity.

NERHT is about networking. Over the years we have built up links not only with preservation movements in the East but also with politicians, officials and others, including those involved in international cooperation in non railway fields. Much of our work is done in cooperation with other organisations and it is our policy to encourage preservation societies and similar groups in the East to join FEDECRAIL, with whom we have close ties.

WHY SUPPORT NERHT?

We strongly believe that preservationists in the East who are not as fortunate as we are deserve our support.

WHO ARE WE?

Most members of the NERHT committee (which meets four times a year in London) have had some involvement with railway preservation. Our activists include those with knowledge of the languages of Eastern Europe.

THE CONSULTANTS PANEL

The panel comprises professional railwaymen, both serving and retired, and other with experience, which is of special importance to our work. Consultants do not need to be member of NERHT.

WHAT DO OUR FRIENDS IN THE EAST WANT?

Advice is needed on all aspects of preservation.

Generally, new groups have access to engineering and operational skills but require help on marketing, publicity and organisations matters.

WHO PAYS?

NERHT members pay their own airfares when visiting the East. The exception is our consultants with relevant professional experience whose expenses are sometime paid out of our funds.

The groups we help – most of which are desperately short of money – are not charged for the advice and assistance they receive. On occasions they provide accommodation, meals and local transport for our delegates at their own costs.

WHO CAN I HELP?

NERHT welcome active and armchair members, and will be delighted to hear from those who may be suitable as consultants.

WHAT'S IN FOR ME?

The satisfaction of helping a good cause!

We do not have frequent meetings or social events, nor are we a travel club, although those who become actively involved will have the chance to visit the countries where we are active. If you are not a member come and join NERHT!

For contact:

Richard Tapper
Membership Secretary NERHT
39 Grange Court
Boundary Road
Newbury
Berkshire
RG14 7PH
United Kingdom
Tel.: +44-(0)1635-30464

ADDRESSES OF FEDECRAIL COUNCIL MEMBERS

<u>Name</u>	<u>Address</u>	<u>Tel./fax/e-mail</u>
Council		
David MORGAN (UK) President HRA Chairman	7 Cheyne Place London SW3 4HH UNITED KINGDOM	home +44-20-7352 6077 work+44-20-7404 2646 fax +44-20-7404 2890 morgan@fedecrail.org
Pascal Schnakenbourg (F) Vice-president et Vice-president en UNECTO	Lycée Pierre de la Ramée 1, Rue Jules Siegfried 02100 St. Quentin FRANCE	home +33-3-2364.8838 also fax, same number work+33-3-2362.8305 schnakenbourg@fedecrail.org
Heimo ECHENSPERGER (D) Vice-president VDMT Chairman	Lerchenweg 1b 82538 Geretsried GERMANY	home +49-8171-340584 fax +49-89-2443.38343 echensperger@fedecrail.org
Kjell PALÉN (S) Vice-President	Baagevaegen 154 85652 Sundsvall SWEDEN	home +46-60-10.0535 also fax, same number mobile +46-70.647.0034 palen@fedecrail.org
Livius KOOY (NL) Secretary	De Akker 25 7481 GA Haaksbergen THE NETHERLANDS	home +31-53-5727357 + fax on request only kooy@fedecrail.org
!!!Official FEDECRAIL postal address!!!		
Rik DEGRUYTER (B) Treasurer Febelrail Council	De Streep 19 8340 Damme BELGIUM	home +32-50-35.8989 + (home)fax mobile +32-475-522 774 work+32-37606930 degruyter@fedecrail.org

Managing Committee

Conference Organisation Peter OVENSTONE (UK)	33, Palmerston Place EDINBURGH EH12 5AU UNITED KINGDOM	home +44-131-225.1486 fax +44-131-220.5886
Newsletter Bruno REBBELMUND (D)	Westerwaldstraße 7 D-46145 OBERHAUSEN GERMANY	home +49-208-635 1569 fax +49-208-66 74 43 rebbelmund@fedecrail.org
EU-Boiler Regulations (L) Albert WOLTER	12, Rue de Lasauvage L-4829 RODANGE LUXEMBOURG	home +352-509 050 fax +352-509 485

For payments other than by cheque:

Fedecrail, Stationsplein 8, B-9990 MALDEGEM

Bank account No

Compte bancaire No

Bankkonto Nr.

001-2046897-79**FORTIS-Bank, B-1000 BRUXELLES**

Warandeberg 3

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What is FEDECRAIL?

FEDECRAIL – the Federation of European Museum- and Tourist 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 friend's of railways who are engaged in the maintenance, preservation and operation of historical railways.

FEDECRAIL – every European national parent organisation for Museums- and Tourist 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 – is 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 Museum- and Tourist Railways

FEDECRAIL – council, managing committee and technical representatives come from all European member associations and work exclusively on a honorary basis.

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

FEDECRAIL – organises an annual conference with specific European topics about the Museums- and Tourist 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:

1994 - BRUXELLES/Belgium

1995 - STRASBOURG/France

1996 - BIRMINGHAM/United Kingdom

1997 - STOCKHOLM/Sweden

1998 - BARCELONA/Spain

1999 - PRAGUE/Czech Republic

2000 - BAD BREISIG/Germany

2001 - TORINO/Italy

2002 - RIGA/Latvia