

UPDATE No. 50

FEDECRAIL

European Federation of Museum & Tourist Railways

June 2022



IT IS NUMBER 50 !!!

All members united under the flag of FEDECRAIL see this next Update in their mailbox. Is this more standard practice? No, because IT IS Update NUMBER 50. And therefore, a special one-time design of the front page with an attractive festive radiation. We hope you will like it.

The number 50 Update will be the first one shared with the important “outside” world. It is a new step in the communication of FEDECRAIL, as was the decision a year ago, to renew the design, the production process and the raise from a quarterly to a bi-monthly bulletin.

It is all part of the development of new communication policy, that will become more and more part of our FEDECRAIL live. It will be integral part of the Strategic plan from 2023 currently under construction and the draft will be discussed with our members on November 5th in an online meeting. **So reserve the date of November 5th in your agenda.** And we will not only discuss the strategic plan, but also the Annual Plan and Budget 2023 (than both under construction), to prepare the formal decisions during the 2023 AGM.

The Update has always been a kind of mirror, in which the heritage railway-world made itself visible. Mostly concentrated on our members. Since the change to bi-monthly publishing, we actively invite all members of FEDECRAIL and stakeholders around FEDECRAIL to contribute to the Updates.

We are very happy that Ingrid Schütte is acting as the content manager. Closing dates for contributed texts will be throughout all making processes the 8th of the month we publish (always, at least until now) on the even months, 2, 4, 6, 8, 10 en 12. Everybody who wants to contribute can communicate with the content manager via Schuette@fedecrail.org.

So, I wish you pleasant reading of this Update and don't hesitate become part of the producing team, by sending text(s) and/or pictures to keep the Update of a high-quality standard with a greater variety of news and deep information.

Jaap Nieweg
President



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Mobility a part of the European Identity !

In some parts of Europe, we can speak of formal Public Transport from the beginning of the 17th century. In the Netherlands we use as definition that public transport is offered to the public on base of a timetable and the advertised days of operation of the service and the route. Public that wants to use have to pay. If goods are transported with this service, the wagon- or ship-owner were paid for the service as well. Very often the oldest regimes for this transport were governmental con-



„De Arend“, Delft, 1948

tracts between two townships, in which the rights and the obligations were agreed. Today we should call it a concession.

Until far in the 19th century diligences and wagon services reached almost all the areas in Europe. Where waterways like canals and rivers could be used this transport-mode was very much in favour. It was the Industrial revolution from ca. 1750 and surely the more modern 19th century industrialisation that brought the transport by rail in sight. Most important to bring coal to the factories and products to the people or to the harbours to export these greater volumes of products.

All these forms of transport had one similarity from their roots, making money for those who invested and owned the transport modes. So the old railways and tramways were built by private capital that was gathered for this goal by the public and sometimes by companies who needed a railway. They got very often false hope that their investment would make profit for the railway and



Tal-Y-Llyn Steam Railway 'Dolgoch' at Abergwynolwn, 1951

that railway should reward them by paying dividend. Interesting is that very often it was the ordinary people who saved some money and wanted their village or township being linked with the big railways and so with the modern outside world, who became the shareholders in these private undertakings, their own private rail- or tramway.

The shareholders were sometimes nasty people for the management of railway or tramway. Par example, when the oldest railway in the Netherlands (1839 Amsterdam – Haarlem) was extended to The Hague they built a brave station building (It still stands there). During the AGM 1843 the shareholders threatened the CEO with dismissal because of spending their money in such a building instead of paying more dividend.

The interest in preserving mobile heritage as our heritage trams and trains belong to, is very much that we can tell the story of the history and development of our region, country or even the continent. In many cases the arrival of the first tram of train meant also the arrival of the first telegraph- and telephone connection. It meant a complete social rebuilt of the society. Very often the rich



Isle of Man Railway locomotive „Loch“, 2004



wealthy people who lived in the city, built summerhouses outside the city not to be threatened by the summer-smell of the 18th century city. With the development of the rail- and tramways it made it possible that ordinary people started to live in townships around the big cities and we see there the start of commuter behaviour, with as a result faster interurban tramways and early electrification of suburban railways. Of course, horse tramways started around 1860 making transportation in the big cities more convenient. Only a very few items of this early tramway history have been preserved, because most of them were transformed into electric tramway system and even in metros and tubes. It is nice to see that only Victorian horse tramway on the Isle of Man still exists and is being restored at this moment but never stopped their activity from the opening in 1878.

Wonderful is to see that the Summerhill stables for the horses, once housing 126 tramway horses (trammers is their nickname on the island). The function was a touristic one servicing the visitors of Douglas, bringing them from the Harbour where the ships from UK arrived, to the hotels on the Douglas Boulevard and from 1893 make the connection with the Manx Electric Railway. Such an Island built their steam railway, horse and electric tram on 3-foot gauge, but the connecting Snaefell Mountain Railway on 3 ft 6 in. So, what we call standard gauge on the European continent is 4 ft. 8 1/2 in = 1435 mm. But Standard on the Iberian Peninsula (Spain and Portugal) is 1.668 mm (= 5 ft 5 21/32 in). So, the infrastructure is as standard as a nation, or a railway organisation say that it is standard. Very often these standards are time bound and that makes preservation a very versatile "business".

It makes one of our main tasks as said already above, that we can tell the story of the history and development of our region, country or even the continent. And always it is a story about people. People who built the system technically and financially, people that worked on the system and people that used the tram- or railway. We as the heritage rail organizations with our collections of infrastructure, rolling stock, documentation, knowledge about maintaining and restoring and operating our railways makes us the true storytellers.

Jaap Nieweg



Traunsee Tram Gmunden, December 2018

Preserving railway, preserving culture

It is not always clear in our minds when we talk about railways how many and what areas they contain. Of course, the archetype of the “train that makes smoke” is the first thing we think of, and this has been the case since we were children, a sign that the steam locomotive remains the most important symbol.

Perhaps this is where we make a mistake: thinking that railway is just “train”.

Instead, what characterises us from other modes of transport from the very beginning are the multiple engineering aspects that are involved. Just think of the complexity of the infrastructure. With the railway, engineering design and construction techniques were developed that had never been tackled before to overcome enormous natural obstacles, but which science of construction was then able to solve with results that are still before our eyes today. And all this was also thanks to the spread of new steel production techniques.

There was a need for new buildings for travellers and trains and architects were able to readapt the typology of the Gothic cathedral (or the Roman basilica) for this purpose, making stations and railway lines a tangible sign for cities and a new point of reference for urban developments as well.

As were the tram lines and metros that allowed the development of new urban agglomerations



Replaced for reuse: old austrian tracks from 1918 still in use in Primolano/Italy.



Antwerp Station „Cathedral“, 2013

thanks to the reduction in travel time.

Rail is also traffic safety, which has necessitated the introduction of increasingly complex signalling systems. From the man with the flag in front of the train in 1825 to today's ERTMS, the evolution has been unstoppable to ensure more trains on the lines.

And then all the social and economic aspects. How the railway has driven economic development in many areas in Europe and around the world by facilitating the exchange of raw materials and goods that would otherwise have remained in their original territories. The step to economic growth, increased demand for labour and large migrations of populations from the countryside to the cities is short.

All this is part of the cultural heritage of the “way of iron”. All this underlines the importance of this sector for our past history but also for the challenge of sustainable mobility in the future.

And we, who have made the railway a passion, have a duty to pass on this cultural heritage of the past to the new generations just as we received it from our fathers.

So let us not forget that even the smallest work we do on the vehicles, in the depots, in the stations, on board the train and tram or along the line is time devoted to preserving culture.

This, too, makes a difference!

Pierluigi Scoizzato



Restoring or... FEDECRAIL'S Riga Charter points us the right direction

If there is a document that we consider one of the milestones of Fedecrail's work to this day, it is the Riga Charter. Proposed in Riga, it was finally approved unanimously at the AGM in Lyon in 2005 and officially presented to the European Parliament in April 2007.

Just as there is the Venice Charter (1964) for historic monuments and the Barcelona Charter (2003) for historic ships, so too the railway heritage finds reference in a document for conservation measures. Fedecrail, with the Riga Charter, can become a full-fledged European and global partner for the preservation of cultural heritage. How to restore a rolling stock or any other railway or tramway artefact? What techniques and technologies to choose and, above all, what is the purpose of its restoration?

The answers to these questions and much more are contained in its 12 articles, which dictate the principles and correct approaches for the right intervention on all railway artefacts: from vehicles to railway equipment to buildings. (The full text is always available in several languages <https://fedecrail.org/about-fedecrail/the-riga-charter/>). It very often happens that restoration work is carried out without a proper written plan, without being clear about the objective and the techniques used in the operations to be carried out. In reality, what we do inside our warehouses or workshops is far more important than it seems.

Not only do we work to maintain the equipment, vehicles, buildings and infrastructure that will be used in the services, but we also preserve the heritage. All this needs well-designed interventions that take into account the history of the artefact, the changes it has undergone over time and make the appropriate choices for the work to be done without compromising its authenticity. Of course, one of the priorities, especially when it comes to vehicles, is safety. In this case, safety is expected to come first and the restoration work will go in that direction.

Also because there are different types of interventions from conservative restoration, to functional restoration, through the much-discussed reconstruction.

But any other end use of the artefact (exhibition or demonstration) will still be bound by the design choices. Think of all the discussions on the correct liveries to use for our vehicles. Or keeping or not keeping additions made over the years, their significance and importance.

Our yards and warehouses are full of material saved from demolition and waiting to be restored to its former glory. It is up to us to prepare the right plans and proceed with the most appropriate actions that will allow our heritage to be passed on to future generations.

Pierluigi Scoizzato

Museibanornas Riksorganisation,
Järnvägmuseet, Järnvägshistoriska
Riksförbundet Sweden:



The future of fossil fuels

FACTS IN BRIEF:

The Fossil Fuels Seminar with Dr Reinhard W. Serchinger, advisor to Swedish companies on climate change and coal, on 8 and 9 May 2022 in Sweden was well received. Day 1 in Gävle: Dr Serchinger demonstrated his burner on a steam locomotive at the Swedish Railway Museum. Day 2: Hybrid meeting in Stockholm, where Dr Serchinger presented his reports prepared for the fossil fuels available in Sweden and linked them to the existing Swedish locomotives. Material available shortly at <https://www.museibanorna.se/>

TEXT IN DETAIL:

We are all aware of the challenge we face linked to fossil fuels. The preservation of our moving cultural heritage is also dependent on being able to not only show a moving locomotive but also how it came forward with the help of coal or diesel.

The Swedish organizations have made a joint effort to work with the climate issue linked to the conservation of steam locomotives and diesel locomotives, which continue to operate both their own closed railway systems but also the large main network.

A hybrid Meeting was held in Stockholm with Dr Reinhard W. Serchinger 8 th of May. Dr Serchinger has acted as a consultant to the Swedish operations in the issue of climate change and coal. On 8-9 May, the results of the report were presented, and equipment was shown for alternatives to coal in steam locomotives.

The event lasted for two days where day 1 was in Gävle and Dr Serchinger demonstrated his burner on one of the Swedish Railway Museum's steam locomotives. Most enthusiasts from Norway and Sweden were present to watch the test that took place.

On day 2, a hybrid meeting was held in English in Stockholm where Dr Serchinger presented the two reports, he produced for fossil fuels that are available in Sweden and linked to the Swedish locomotives that exist. The webinar was well attended, and it was both people on site in the room but al-

so most individuals from different parts of Europe who listened over the internet.

The Swedish organization MRO will soon both post a film on the presentation that took place by Dr Serchinger and share reporters and powerpoint. The material should only be edited first before it is made public.

The Swedish climate target of net zero greenhouse gas emissions by 2045 at first glance poses a serious threat to Swedish museum railways, especially to their steam locomotive operations. Once the burning of coal, the primary fuel of steam locomotives, is completely banned, will museum railways be exempted from the ban? And even if derogation is granted again and for good, will they be able to get coal at all? If coal is no longer used, its distribution infrastructure will disappear. Even if that problem is overcome by direct imports, will coal be mined at all anywhere in the world? Which of the coals still mined is suitable for steam locomotives? Which price can be expected? Are there fossil-free alternatives that do not destroy the historical authenticity of the steam locomotives?

All these issues are addressed here. The different role of museum railways in contrast to both the transportation business and tourism is made clear. The environmental effects of emissions from coal-burning steam locomotives (CO₂, noxious gas and particulate emissions) are discussed in detail and comparisons given to other human activities.

Methods to reduce the carbon footprint even under the conditions of fossil coal operation are explained. Coal specifications are given, and sources of suitable fossil coals are identified. Alternative fuels are also considered. Finally, cost concerns and necessary political lobbying to ensure long-term viability, both financially and politically, are addressed and recommendations for future actions given.

webpage adress for where the seminar will be uploaded after editing so you get it here:

<https://www.museibanorna.se/>

Mimmi Mickelsen

Coal again at Ffos-y-Fran

The good news first: Welsh steam coal is now available again at Ffos-y-Fran in Merthyr Wales. The washing and sorting plant has been repaired and stock is now available. The mine is currently due to close in November 2022, but it is hoped that the Welsh Government will extend this deadline. The company is working on plans and an application to extend the site and mining for another two years. The not so good thing is the price. 20 tonnes for example is currently said to cost £408, this time last year it was £220.

EUROPA NOSTRA : NEWS HEADLINES

7 Most Endangered Programme - Annual cycle for selecting seven threatened heritage sites and cultural landscapes in Europe has just re-started. As always this forms a key part of the EN civil society campaign to save Europe's endangered heritage. If you are aware of any threatened significant railway heritage location - whether, as in 2021, a complete railway or just a building, bridge or other engineering structure, you may wish to consider submitting a nomination. Please of course keep Fedecrail in the picture for advice and potential support.

In addition to recent progress with the Achensee-bahn in Tyrol/Austria (It resumed operations in May 2022 after a one-year break.), other 7ME successes with industrial heritage have included the historic Szombierki Power Station near Katowice in Poland, now returned to "caring hands" from private ownership. The deadline for applications is **Thursday 15.09**. Full details of the criteria and process can be found on the specialist 7ME website: www.7mostendangered.eu/nominate

Hybrid Seminar: Symbolic Value of Industrial & Technical Heritage Friday 1.07 - Not a specific railway event, but a review of the broader picture of the value of the industrial heritage sector. Originally planned for spring 2020, with a particular

focus on significant examples from maritime industrial heritage. One day seminar hosted by Donau University, Krems, Austria in collaboration with the EN Industrial & Engineering Heritage Committee, with simultaneous in person and free of charge online participation. Any Fedecrail members who might perhaps be interested in taking part online should contact Peter Ovenstone at: ovenstone@fedecrail.org

**Peter Ovenstone - Co-Secretary,
EN Industrial & Engineering Heritage Committee**

AZIZU, Ukraine : News

AZIZU's news from Ukraine, which reached FEDECRAIL via Nehrt (New Europe Railway Heritage Trust) at the beginning of June:

"... Everything is fine with us (as far as possible in the conditions of the war with Russia). The citizens of Ukraine are grateful for the support of Great Britain and all civilized countries of the world that help us...

Regarding historical railway technology, I can report the following. In Tsvetkovo, as well as throughout the Cherkasy region, there were no hostilities (but there were rocket attacks on Uman), but the locksmiths were transferred to work in the T. Shevchenko depot, and everything else was unchanged. In Vishnevoe, not far from the AZIZU equipment, there was a rocket explosion, several windows on the TsUMZ-1 snowplow were broken. They got off lightly. In Gayvoron, a second train run to Rudnitsa was launched (but 3 times a week). On the Borzhava narrow-gauge railway, UZ promises to open traffic. The date is not yet known. Snovsk was under occupation, but the locomotives were not damaged. The repair of a steam locomotive for the Kyiv Children's Railway is being completed.

The war broke all the plans of AZIZU for this year. The shortage and high cost of diesel fuel and gasoline at gas stations, curfew, lack of free time make it impossible for AZIZU to operate as it was before the war. For a month now I have not been able to go to Ternopil to sign the documents for the lease of our diesel locomotive ChME3-018. ..."

'Fenella' on tour 2023 Great Jubilees on the Isle of Man

FACTS IN BRIEF:

A special journey for one of the Isle of Man's historic steam locomotives has served as a forerunner to two special anniversaries in the island next year. — Locomotive Fenella left its home in the Isle of Man, crossing the Irish Sea to take part in an event at the Welshpool & Llanfair Light Railway. — Next year will see the Isle of Man Steam Railway celebrate 150 years since its first opening, while the Manx Electric Railway will mark 130 years since the completion of the first section of its line.

TEXT IN DETAIL:

Isle of Man Steam Railway locomotive No. 8, Fenella, left its home island for the first time in more than a century to take part in the Beyer Bash 120th birthday event for the Welshpool & Llanfair Light Railway's original engines Earl and Countess. Fenella was the eighth steam loco built for the island's steam railway, first delivered in 1894 and, after a restoration, is fully operational. Earlier this year it was transported off-island to team up with the two Welsh locos, which were built in 1902 at the same Beyer Peacock factory in Gorton, Manchester, that produced many of the Isle of Man's steam engines.

Accompanying the loco were representatives of Isle of Man Transport and the Isle of Man Steam Railway Supporters' Association, who promoted next year's 150th anniversary of the Isle of Man Steam Railway, along with the 130th anniversary of the Manx Electric Railway.

Next year will see bumper celebrations to mark those milestones.

On July 1, 2023, there will be a 'glorious celebration' of 150 years of steam to mark the official anniversary of the opening of the Isle of Man Railway Company Ltd in 1873.

A five-day festival will run from July 26-30, 2023, to celebrate all the island's award-winning heritage railways – also including the incredible Snae-



'Fenella' during its recent visit to Welshpool & Llanfair Light Railway.

fell Mountain Railway – with a number of events to mark the two anniversaries.

And then, on September 10, 2023, there will be a commemorative day to mark 130 years of the unique Manx Electric Railway (MER) which first opened its first section, from Derby Castle in Douglas to Groudle Glen, in 1893.

The island's steam railway is the longest narrow gauge steam line in the British Isles that still uses its original locomotives and carriages, running from the capital city of Douglas to the southern beach village of Port Erin, which also is home to a rail museum.

The 15-and-a-half mile route on a three-foot narrow gauge was originally part of a wider network and contains a number of picturesque stops, including the ancient town of Castletown, home to the historic Castle Rushen, which has plenty of tales to tell, including the island's role in the English Civil War.

The Manx Electric Railway was extended in stages until it reached Ramsey, in the north of the island, in 1899. Much of its Victorian and Edwardian era rolling stock remains in use.

Passengers are treated to breath-taking coastal views, stopping at numerous beauty spots along the 17-mile route. The MER also stops at the village of Laxey – home of the famous Lady Isabella giant water wheel – where passengers can link links up with the Snaefell Mountain Railway.

For more information:

www.rail.im

Isle of Man Railways



Model railway festival at the Portuguese National Railway Museum

The Fantastic World of Model Railway has arrived at the Portuguese National Railway Museum. Clubs, Associations, Practitioners, Shops, Curious and Railway Modeling Lovers from north to south of the country, with hundreds of meters of modules and compositions.

For three days, from 3 to 5 June 2022, animation was guaranteed! The meeting brought together more than a hundred lovers of model railways, more than 150 meters of modules, representing stations, stops, cities, real landscapes and other products of the imagination of the model makers themselves. Inversion maneuvers, overtaking or crossing trains, loading and unloading maneuvers of goods and even railway accidents, delighted the more than 2000 people who visited the event.

We intend to start a great annual meeting, which marks the Cultural Agenda of the Central Region of the coun-

try. In addition to modeling lovers, the event was dedicated to Families. At this meeting, everyone could visit the Museum and the city of Entroncamento, get to know the fantastic world of miniature trains, ride the Museum's manned model circuit, as well as learn how to make a model and talk to modelers.

Schools were also invited to participate, and the first day of the event was reserved for this audience. We had several workshops, in which the children learned to make a model of a Railway Station, talked with model makers about how to build a model and learned to drive a train in a train simulator.

Museu Nacional Ferroviário



Getting children excited about railways



Get on the tram and become part of the Tramway Group!

We are looking for more volunteers who want to work with heritage- and tourist tramways in Europe. Tramway Group works to monitor the interests that exist in this area within Fedecrail. You can read more on Fedecrail's webpage: <https://fedecrail.org/tramway-group/>. We are all happy tramway enthusiast that want to expand our working group.

Tramway Group is a forum for sharing best practise by heritage tram operators & tram museums.

1. To support initiatives to broaden the base of TG participants.
2. To collect and collate information about heritage tram operators/tram museums
3. To show by worked example the contribution of heritage tram to the local cultural and
4. economic activities.
5. To support business activities that diversify the appeal of trams to different demographic
6. groups, especially young people.
7. To support a programme of adoption of best practise by heritage tram operators & tram museums.

Contact the chair of the group Mimmi Mickelsen for more information or register your interest mickelsen@fedecrail.org

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UPDATE Nr. 51 will be published in the end of August 2022

Deadline for textes and photos is August 8th

contact: schuette@fedecrail.org