



# EUROPEAN FEDERATION OF MUSEUM & TOURIST RAILWAYS

Fédération Européenne des Chemins de Fer Touristiques et Historiques

Europäische Föderation der Museums- und Touristikbahnen

## UPDATE No 14 MARCH 2011

**WHAT'S HAPPENING ON THE HERITAGE RAILWAYS AROUND EUROPE  
NEWS ? VIEWS ? ARTICLES ? CURRENT EVENTS ? OPINIONS**

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*If you would like to receive your copy of Update in French or German, please let Keith Twyman know (contact details on page 9).*

*Si vous souhaitez recevoir une version française de Update, veuillez le notifier à Keith Twyman (coordonnés en page 9).*

*Wenn Sie das Update auf Französisch oder Deutsch erhalten wollen, wenden Sie sich bitte an Keith Twyman (Adresse siehe Seite 9).*

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### **PRESIDENT'S REPORT**

In the lead up to the FEDECRAIL Annual Conference much of our attention is drawn to the organising of that meeting and the visit programme which follows. This year the add on programme will include a visit to some fascinating narrow gauge railways and long distance tramways which are well worth a visit. Furthermore, some of the organisations running those are facing a difficult time and need as much support as we can give them.

The main topics to be covered this year include the value of museum railways as tourist attractions, issues relating to recruiting and retaining volunteers and environmental matters.

There was some misunderstanding between officers at the end of last year when the Editor circulated a statement that FEDECRAIL had joined WATTRAIN (the World Association of Tourist Trams and Trains) which is not completely true. The Council had agreed in principle to join it but this will be a decision taken at the AGM and in view of the small subscription being demanded it is unlikely to pose any problem. Indeed, several individual member railways and our own member organisations have applied to join separately. Since it has come into being largely because of the respect for FEDECRAIL and what it has achieved over the years, it would indeed be ironic if members felt that it was not compatible. I am a little old-fashioned in believing that we should help those less fortunate than ourselves, quite apart from the benefits derived from the exchange of information, advice and expertise that will go both ways.

I am pleased to report that the financial position of FEDECRAIL has much improved, largely thanks to the build up in support for our Annual Conference and visit programme organised by Peter Ovenstone and John and Liz Fuller, and due to the hard work put in by our new Treasurer, Marie-Thérèse Beunckens. However, we cannot afford to be complacent as with the coming recession there may be a greater need to promote our members' interests and lobby the various European organisations based in Brussels and elsewhere. To that end you will find elsewhere in this newsletter information about the new FEDECRAIL Passport which was discussed last year and put together with the help of Gordon Rushton. In Britain and Ireland, the Heritage Railway Association (HRA) now finds that over 60% of its income is received from the sale of its own internal Interrail Pass, on which the passport is based. It is of course voluntary but those railways that join will be helping to reduce any impact on subscriptions of increased costs, will help to publicise their own railways and will enable their own directors and senior officers and volunteers to

acquire the passport at the very cheap rate of €10. I am grateful to those railways which have already agreed to join the scheme. *(Please find on page 8 of this issue a letter from the President in which he outlines the benefits of the scheme; and on page 9 is an application form which you should complete and send to Gordon Rushton if you would like to join the scheme.)*

It should be noted that all those attending the Annual Conference will find that the Passport is included in their Conference fee.

I hope to see many of you in Dresden. In the meantime, I have a daughter to marry off and I am looking forward to Dresden as a period of recovery!

**David T. Morgan, MBE, TD**  
President

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### **FEDECRAIL “DRESDEN 2011” CONFERENCE THURSDAY 7-WEDNESDAY 13 APRIL 2011**

As this issue of *Update* goes to press, we are fast approaching booking deadline dates for this year's Conference in Dresden, the regional capital of Saxony, in Germany. Our hosts include the regional transport authority, VVO Verkehrsverbund Oberelbe and the Verkehrsmuseum, Dresden's well-known transport museum.

A reminder that the business sessions on Friday 8.4-Saturday 9.4 will include presentations on marketing and tourism themes, including successful lobbying to raise the profile of railway heritage with the Ministry of Tourism in France; recognition of the value of heritage railways and tramways to the tourism economy of Saxony; regional marketing initiatives for railway heritage; and a further update on environmental issues provided by Dr. Reinhard Serchinger. Update reports will be given by the three current Fedecrail Working Groups (Safety & Operating; Environmental; Main Line Operations), and on the plans for this year's international Youth Camp. The business sessions will conclude with the FEDECRAIL General Assembly.

The study tour programme Sunday 10.4-Wednesday 13.4 includes visits to most of the heritage railways and tramways featured in the business session, ranging from the Pressnitztalbahn Railway and Schwarzenberg Railway Museum in western Saxony to the Zittauer Schmalspurbahnen n.g. lines close to the Polish frontier. “Behind the scenes” visits will enable delegates to see some of the city's historic tram collection currently held in store during the rebuilding of the Tramway Museum and the collection store (in a former locomotive roundhouse) of our hosts the Verkehrsmuseum. We will have a special train on Sunday 10.4 and will utilise public transport for the remainder of the programme. Room allocations are being held at both three- and four-star hotels in the historic Altstadt area of the city.

Full details and booking forms were circulated to all members and Friends of FEDECRAIL in January - a particularly warm welcome is extended to anyone tempted to take part for the first time! In addition to the full programme, individual packages can be “tailored” for those who can join us only for a shorter period, whether for the business sessions or for all/part of the tour programme; please enquire.

If possible, completed booking forms for the Conference Programme (whole or part) should reach us by **Saturday 12.3.11**. To ensure your preferred hotel accommodation, early reservation is strongly recommended and hotel booking forms should be returned as quickly as possible - from the end of February, hotel rooms will be “on request” and subject to remaining availability.

To obtain full details and booking forms, please email [conference@fedecrail.org](mailto:conference@fedecrail.org) or contact the organising team, John and Liz Fuller, Tel/Fax + 44 1474 362208.

**POLAND : POST-CONFERENCE TOUR**  
**Wednesday 13.4.11-Sunday 17.4.11**

The new umbrella organisation in Poland, Polish Federation of Museum, Tourist & Local Railways (PFK) has invited Conference participants to take the opportunity to cross the border and get an overview of several heritage and tourist railways and other attractions (including an underground coal mine railway) which are now

developing in Poland.

The tour visits some locations that would not be on the normal programme for overseas visitors and will be led by Andrew Goltz, who is an expert on Polish Heritage Railways. Visits have been arranged to Zabrze Coal Mine railway, Bytom which is a section of the former Silesian narrow gauge network; Skierniewice depot; Rogow narrow gauge railway; Lodz vintage trams; the Lutomiersk rural inter-urban tram; and the Kalisz narrow gauge railway which is Poland's last n.g. freight operator. The visits finish on Sunday with a trip to Wolsztyn Depot followed by a journey back to Poznan on a scheduled train which is normally scheduled for steam operation. There are also opportunities for partners' non-railway visits.

A short post conference tour will start from Dresden late afternoon on Wednesday 13.4 following the end of the FEDECRAIL programme. The tour is available as both a "basic version" to Saturday 16.4 and a "full version" to Sunday 17.4 (the latter includes a visit to the well known Wolsztyn working steam depot). Once again, the booking deadline is approaching very fast - if you are interested, please contact John Fuller *as quickly as possible*. Again contact details are e-mail [conference@fedecrail.org](mailto:conference@fedecrail.org) or tel/fax + 44 1474 362208.

**Peter Ovenstone**  
Conference Organiser

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### **5th FEDECRAIL YOUTH EXCHANGE 2011 IN POLAND**

From 29th July until 7th August the youth of the European Heritage Railways are invited to be guests in Poland.

The exchange visit will be organised by FEDECRAIL. Hosts will be the member railways of the POLISH FEDERATION OF MUSEUM, TOURIST and LOCAL RAILWAYS (PFK): POMORSKIE TOWARZYSTWO MIŁOSNIKÓW KOLEI ŻELAZNYCH (Association of Friends of Pomeranian Railway, rail depot at Nowy Dwór Gd., 750 mm gauge, 35 km from famous Gdansk/Danzig); TOWARZYSTWO MIŁOSNIKÓW KOSZALINSKIEJ WASKOTORÓWKI (Association of Friends of Koszalin Narrow Gauge Railway, depot at Koszalin, 1000 mm gauge); and TOWARZYSTWO WYRZYSKA KOLEJKA POWIATOWA (Association Wyrzysk County Railway, depot at Bialosliwie, 600 mm gauge).

As in past years (Sweden 2007, Latvia 2008, Germany 2009, Hungary 2010), the participants can expect a mixed programme of work at the railways, culture and regional railway highlights and, most important, the intercultural exchange of experience. The visit starts at the heritage railway of Nowy Dwór Gd., being the main host, and is followed by a visit to the Koszalin Narrow Gauge Heritage Railway.

The last two days will be spent at the heritage railway of Bialosliwie and, again, at Nowy Dwór.

Are you between 15 and 24 years old and working at a heritage railway?

Are you interested in youth exchange?

Then get further information at [youthcamp@fedecrail.org](mailto:youthcamp@fedecrail.org)!

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### **THEFTS OF COPPER**

Some members may have heard of the recent theft at the Electric Museum Tram of Amsterdam. Copper thieves had a free play during one or more nights and stripped several historic trams, up to a worth of say €200. However, the damage was estimated at maybe as much as €100,000. This is typical for the kind of relation between stolen (copper) material and the situation left behind.

Several members will have installed burglar and fire alarms. In the past I used to think that a burglar may "just" be taking away a valuable item with the "good" intention to sell the same, so a burglar alarm would be less needed than a fire alarm. Fires destroy; they do not offer anything back to the market. But given the amount of damage

and the negative intentions of copper thieves towards the historic and cultural values, I think that both alarms are equally relevant.

Furthermore you may want to inspect your premises also in their remote corners on a very regular basis so as to spot thefts at an early stage.

I hope this could be the last example but life is not always so easy- I can only wish you an alert eye and lots of good luck!

**Livius J. Kooy**

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### **FEDECRAIL AT WORK**



A committee of the Main Line Working Group met on 26/27 February 2011 at the VSM Headquarters in Apeldoorn, Netherlands. Ground-breaking work was done for ERTMS on heritage locomotives running over the main lines of Europe.

Left to right: Erwin van Meel (VSM); Albert Wolter, Group Secretary; Steve Wood, Group Chairman; Edwin Bottelier (VSM), who was prepared to assist our work with his professional knowledge.

Photo: Livius J. Kooy

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### **THE NEED FOR LOBBYING BY FEDECRAIL**

You may have heard this in the past: in order to have an effective lobby we need to have data. Our Dutch member HRN had asked me to explain this, and I want to give you a short version of that report for *Update*.

The EU has adopted Tourism as a sector, but it is mainly interested in hotels and restaurants because the EU has collected data about hotel nights, turnover and staff numbers. Railway heritage remains unknown territory, “terra incognita”.

What we need are data like *track length, numbers of passengers, paid and unpaid staff, annual turnover, number of locomotives*. It's fairly basic, but the figures must do their work.

Why do we need a lobby then? If there are new laws being made, you want to see whether they work for or against you and what you can do in order to protect your position. In case of problems, all may get excited and expect FEDECRAIL to turn the situation into the right direction. But if we're "invisible" and not recognized, then our powers are weak.

I may explain the need for good information with the following examples. It will show you that all people have their expectations of what they are going to see, but in reality it may be different...

First example: one day years ago I said that my museum railway had carried 2,500 passengers on one busy day. A Frenchman said then: "Mon Dieu! We carry that in a whole year!" (the Chemin de Fer de la Mure touched 600,000 in one year).

Second example: five years ago I took my family to a small but recommended museum, the Hourglass Museum. People in the street had never heard of it, much to our astonishment. After a short walk we rang the bell of a small workman's house of the type twelve in a row. We were surprised because we didn't see the museum building. On the door we found only the Director's own nameplate.

The door was opened by his mother, who kindly welcomed us in, to the front room sofas. We were seated with coffee, lemonade, cookies. Then the Director gave his long presentation about the history of the collection. In the meantime we had thirty minutes to look out of the window into the back garden where we hoped to see a big Museum Building for the large collection of 1,700 items- maybe the building was in another street? We hadn't seen anything higher than the tiny houses.

Time went by, we learnt the amusing story of the late parrot of the family who could show compassion with the old lady's sore back; and finally, when our impatience had grown mountain-high, we were invited to see the collection. Now we were going to see the museum, we were excited!

In the back garden we had seen two emptied pigeon houses and a bicycle shed. In two of these the whole collection was neatly displayed; the oil stove kept us warm. The Museum could do with just a few square metres.... The building was an anti-climax. But nevertheless the whole experience was perfect and most entertaining.

When we go to the European Union without figures, do you think they have a good idea about what we are? Do we carry 2,500 passengers per year on average, or 250,000 – we do need to tell them or else we will end up with confusion. Do we need small buildings like the Hourglass Museum, or much bigger? Do we run in a circle as scale h0 model trains, or do we operate in a different way? (many people have no notion).

It is not safe to rely on the assumption that all people know and understand the value of our work. Our own pride is not a guarantee that others know us. Did I know what I was going to see in the Hourglass Museum? No, my expectations were very much different!

At the end of the presentation we heard that the Museum's success was growing. It had already had 13 guests. "Today?" I asked, friendly. A dangerous look went into my direction. "No, this year!" was the sour reply. It was then late January and I quickly calculated that my family had increased the visitors total from 8 to 13 = 62,5%! Just try that on my steam railway, and be welcome! And if you ever think you can judge a museum from a written text no longer than two lines, please remember the talking parrot...

**Livius J. Kooy**

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**AUSTRALIA – OCTOBER 2009  
THE SAVANNAHLANDER EXPERIENCE**

For many of us Australia is a far away country, economically important for mining, agriculture and encouraging sporting conflicts as well as producing a range of soap-operas and noted for releasing Rolf Harris and *Waltzing Matilda*.

During October 2009 a group of transport enthusiasts from around the world descended upon The Workshops Railway Museum at Ipswich, near Brisbane, for a World Heritage Conference. To broaden our knowledge of the country a programme of visits to a variety of transport venues was arranged, with opportunities to travel vast distances by train and 'plane to meet with enthusiastic members of a range of transport heritage projects and to enjoy hospitality for which Australians are noted. Most of the major cities were included in our itinerary.

An option for our final week included a 4-day excursion on 'The Savannahlander,' a special tourist-oriented service based in Cairns, running for some 42 weeks of the year to encourage tourists to enjoy a few days in the Outback. It also helps to support economic survival of the remaining townships in a region that suffers from a wide range of climatic effects. Track maintenance is contracted to Queensland Rail by the Queensland State Government, whilst the passenger service is operated on behalf of the State by a local company formed by a group of people dedicated to promoting the service using comfortable 1960s diesel-railcars which until recently had been powered by Rolls-Royce engines.

A 2-car diesel train provided our mobile base, running south-westwards for over 200 miles from the tropical coastline not far from the Great Barrier Reef. Having climbed over a thousand feet on a tortuous 15-mile route along the Barron Gorge through lush mountainous scenery of the Great Dividing Range to reach Kuranda, we continued through fertile farmland of the Atherton Tablelands and onwards into the arid Outback, where life is hard and farmsteads occupy vast areas to sustain poor quality grazing for Brahman cattle. Most travellers on our train were Australian, but they soon made the British contingent feel at home on what was an educational trip for all of us. We appreciated some of life's hardships and ingenuity of residents' promotion of heritage and natural features of the Mungana and Undara regions in one of the harshest of environments, a real contrast to ready-made life with which most of us are familiar.

The eastern end of the line is still used by 2 daily Kuranda trains and seasonal sugar-cane traffic, but for much of the route 'The Savannahlander' is the sole service. Several rail-lines were built mainly as a result of mining and agricultural industries and were important for scattered communities in a region where roads, until recent years, were virtually non-existent. A couple of lines have been mothballed, leaving the route through Almaden to a terminus at Forsyth as the last operational section in the region; the other routes have long since been dismantled. Almost all mining has ceased and road-transport is now essential for the local economy – some roads have tarmac surfaces but many are still little more than tracks. Welcome to the world of dust, dried-up creeks, timber bridges and the Flying Doctor Service.

Several stops were arranged each day, enabling us to stretch our legs and sample local hospitality, refreshments and pre-arranged lunches. Several photographic opportunities arose, one of which was a stop to encourage some wallabies to approach the train. Our 2-man crew gave a commentary as we went along, not intrusive, often educational and invariably with a touch of humour. Rate of progress was steady, more Worth Valley than Great Western Main Line. There are points along the line at which travellers might wish to drop in and out of the service – but careful planning and booking ahead are essential. Apart from being guided in hygiene, safety and time-keeping, the only house-rule was 'not to hog the second-man's seat', from where wild-life and features of line would be observed from alongside the driver.

Overnight stops were arranged at Chillagoe, Forsyth and Mount Surprise, with accommodation in comfortable cabins, evening meals being communal affairs. Birds and creatures invariably made their presence noted, with a great variety of squawking and squealing parrots and cockatoos, kookaburras, magpies and starlings, supplemented by cane-toads and echidnas, spasmodic views of freshwater crocodiles and frequent glimpses of kangaroos and wallabies skipping around. Wherever we went we were given a warm welcome and made to feel at home. This was a wonderfully relaxing, enlightening and evenly-paced experience which ended on our return to Cairns.

On behalf of the participants I thank the whole back-up team for organising a wonderful excursion. Special thanks go to Matt and Leigh for ensuring we enjoyed ourselves on the train, and to Kerrie for maintaining long-distance liaison to ensure the 'Poms' were able to participate in this experience. We hope to be back one day.

**Nigel Hunt**

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*We should like to produce an UPDATE every three months so that the news is still current when it reaches you, but we cannot do this unless we have items to include; so if you have anything which you think may be of interest to other FEDECRAIL members – an item of news, an article about Heritage Railways, a letter expressing your views, or anything else that you think is worth recording – please send it to me for inclusion in the next edition.*

Keith Twyman  
FEDECRAIL Membership Secretary  
65 Burley Road, Sittingbourne, Kent ME10 1JH, UK

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FROM THE PRESIDENT  
14 February 2011

Dear Member,

The FEDECRAIL Passport is a scheme designed to promote social, educational, and cultural exchange across heritage railways and museums in the Europe. Much talked about and now developed, it is time to open it to all the member museums and railways of FEDECRAIL and of its umbrella bodies.

The objective of Passport is to encourage holders to visit other member railways by arrangement, to see and

learn how others do things, to promote exchange visits, and to encourage advice and knowledge to flow between those technically minded.

As a 'Carte de Visite', courtesy recommends that arrangements should be made for visits beforehand by telephone or e-mail. Each Passport holder will be sent a list of participating museums and railways, outlining the facilities that the host can offer. The list will include a nominated person, address, telephone number and internet address for each venue, together with the venue's website. Please make contact and arrangements for your visit.

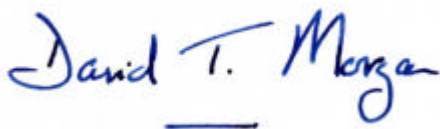
Passport is principally an invitation initially limited to attendees at the FEDECRAIL Conference and officers and other senior individuals in FEDECRAIL member organisations, to visit other museums and railways (by arrangement): to see behind the scenes, to talk about co-operation, technical matters, needs, fundraising, economic effects, obtaining difficult items, solving intractable problems, and generally enjoying the sharing of the delightful experience we all like.

Passports will be issued yearly, starting from the FEDECRAIL annual Conference. All who attend the Conference will automatically have a Passport included in the fee. For those not attending the Conference, there will be a charge of €10, which will go to FEDECRAIL, to be disbursed by the Council, for the good of the organisation, in the interests of its members, or to subsidise subscriptions.

We are now actively looking for railways and museums willing to welcome others by arrangement. The new Passport participants will be included in the revised list that will be issued at the conference in 2011. The FEDECRAIL Council very much hopes that your railway or museum will take part.

Your support for this scheme is very much sought after, and we would be most grateful to recruit you as a venue. Below is a form to fill in and return for this purpose, and we will be very happy to receive it back completed as an indication of your willingness to welcome others of like mind.

Yours sincerely



David Morgan TD  
President of FEDECRAIL



#### FEDECRAIL PASSPORT MEMBERSHIP FORM

Name of organisation: \_\_\_\_\_

Circle the choice/s that describe/s you best:    RAILWAY    MUSEUM    TRAMWAY

Address: \_\_\_\_\_

\_\_\_\_\_ Postcode: \_\_\_\_\_

Your nominated contact for a visit: \_\_\_\_\_

Contact telephone number (include international code) : \_\_\_\_\_

Email address of contact: \_\_\_\_\_

Website address of organisation: \_\_\_\_\_

Please send this form to:

Gordon Rushton  
Fedecrail Passport  
15 Rycroft  
Furzton  
MK4 1AH  
UK

Or email the form to :

[ajgrushton@aol.com](mailto:ajgrushton@aol.com)

PLEASE BE ASSURED THAT THIS WILL BE A WAY FOR YOU TO BE CONNECTED WITH SENIOR PEOPLE WHO DEAL WITH THE SAME PROBLEMS AS YOU DO, AND HAVE THE SAME INTERESTS THAT YOU HAVE. THIS IS A METHOD FOR SHARING IDEAS, EXPERTISE, EXPERIENCE, AND FOR PROMOTING GOOD FELLOWSHIP.

IF YOUR ORGANISATION IS ALREADY IN THE SCHEME YOU NEED NOT FILL IN THE FORM.