



EUROPEANFEDERATION

OF MUSEUM&TOURIST RAILWAYS

Fédération Européenne des Chemins de Fer Touristiques et Historiques

Europäische Föderation der Museums- und Touristikbahnen

**UPDATE NR 24
September 2014**

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



If you would like to receive your copy of Update in French or German, please let Josef Sabor know (contact details on the last page).

Si vous souhaitez recevoir une version française de Update, veuillez le notifier à Josef Sabor (coordonnés en dernière page).

Wenn Sie das Update auf Französisch oder Deutsch erhalten wollen, wenden Sie sich bitte an Josef Sabor (Kontakt siehe letzte Seite).



FEDECRAIL 20 YEARS

The annual meeting of the European Federation of Museum and Touristic Railways (FEDECRAIL) 2014 in Budapest was a special one as the European umbrella organisation celebrated the 20th birthday. The delegates met in early April and had a program with conferences and excursions in Hungary. This was the opportunity to look back on the past two decades of FEDECRAIL and to consider what it has achieved.

For many years there has been cooperation between the museum and tourist railways in Europe. It all started with a Conference in 1989, organised by the British Association of Railway Preservation Societies, which was held in Utrecht to celebrate 150 years of Dutch Railways in Utrecht. What started as a first meeting of Europeans, repeated in Hameln (D) in 1991, took on added importance when a European Association was suggested. Representatives attending felt that in a developing Europe, more cooperation was needed between operating museum and tourist railways.

After a period of discussions, investigation and preparation by a steering group commissioned by the Hamelin meeting, FEDECRAIL was founded in 1994 at Leuven (B) under Belgian law. The Constitution states that cooperation and mutual support, study and resolution of common problems and representation of interests on a European Union level are the main aims.

Development was slow during the early years, but soon the impact of European Union Regulations

and Guidelines went high up on the agenda. Also, the number of member countries topped 27, a figure which sees little change. The organisations in Eastern Europe were informed about FEDECRAIL thanks to the British New Europe Railway Heritage Trust (NERHT).

Over the years, FEDECRAIL achieved, largely through the good offices of Brian Simpson (Member of the European Parliament), changes to 14 draft EU directives, not forgetting the very first campaign which resulted in the withdrawal of the notorious “Hot surfaces” directive, which would have required us to lag (insulate) all steam pipes and paint all protruding paintwork and equipment in high visibility yellow.

Brian Simpson MEP also arranged a derogation from EU regulations for local stand-alone railways such as urban transport and heritage railways, so long as these obeyed national law. In particular, he negotiated a derogation from EU regulations for the separation of Infrastructure Management & Train Operation on museum and tourist railways, as well as a derogation from EU regulations for heritage railway workshops and for train driving licences. Additionally he succeeded in obtaining a derogation from EU regulations for minimum insurance cover for heritage train main line operation and for distant selling. FEDECRAIL successfully lobbied against a ban on the use of creosote treated wooden railway sleepers and an absolute ban against certain DCM paint-strippers. Moreover, Brian Simpson, who recently became chairman of the European Parliament’s Transport & Tourism Committee, arranged a derogation from EU regulations for package travel.

Most importantly, the MEP arranged a meeting with ERA (European Railway Agency) and FEDECRAIL, and ensured that the European umbrella organisation received the status of Representative Body in ERA. This means that FEDECRAIL must officially be consulted in the preparation of any draft EU railway regulations introduced by ERA. This is in part due to the higher profile enjoyed by the Federation, largely as a result of its exposure in the Report of the European Parliament’s Transport & Tourism Committee on Industrial Heritage – Rural Tourism.

Furthermore, FEDECRAIL office holders have intervened on at least eight occasions on national matters at the request of our members, including some outside the EU. In 2002 a decision was taken in Riga (Latvia) to draft a Cultural Charter, named the Riga Charter. This outlines how to deal with historic rolling stock when we restore and maintain this in running order in such a way that the cultural values are well preserved. The Riga Charter has proved a useful tool in the communication with international and other cultural institutions.

In addition to the above, FEDECRAIL has a number of other achievements to its credit, including the creation of working groups, the establishment of an annual youth camp, the publication of a newsletter, recognition by the European Rail Agency as a consultative body, representation on the Industrial & Engineering Heritage Committee of Europa Nostra and invitations to attend and speak at EU and other seminars.

Over the years FEDECRAIL has widened the range of countries from which the volunteers are drawn. Council comprises members from seven different countries. In the early years, it is true to say that the British dominated the make-up of FEDECRAIL officers, if only because the UK accounted for over 30% of the heritage and museum railway sector in Europe, but today the officers come from Sweden, Great Britain, France, Germany, Luxemburg, Latvia and Austria.

FEDECRAIL is a truly volunteer organisation and employs no paid staff. And last but not least there is the input of the working groups, particularly the Heritage Operations Group, who

succeeded in clinching the deal with the ERA.

While FEDECRAIL believes that the organisation have achieved much in support of their members and, equally importantly, their members, and, indeed, all museum and tourist railways throughout Europe, there is no room for complacency, particularly as we have yet to face several new challenges.

Ingrid Schütte

April 2014 - Fedecrail Conference and Visits in Hungary

More than 130 delegates and friends arrived in Hungary's capital city for this year's Fedecrail meeting. Most came by plane to Budapest's Ferihegy Airport, whilst a few adventurers utilised various rail and sail alternatives. EU citizens over 65 are able to travel free on most elements of public transport in Hungary (with passport or national ID card); this was an additional benefit for a number of delegates!

During our stay many of us made time to travel on Budapest's assortment of transport – bus, tram, trolley-bus, HÉV suburban (Helyiérdekű Vasút – 'railway of local interest') and local MÁV rail services. The recently opened Metro line M4 (green) was an attraction, not only with new trains but also buildings that are much more spacious when compared to the original line M1 (yellow). We hear that consideration is being given to integrating the 4 HÉV lines into the Metro network. We followed many of the city's tourist routes – Castle, Parliament Building, Chain Bridge, parks and museums, etc. Alternative trips to Herend Porcelain factory, the town of Veszprém and Nagytétény Castle were available for colleagues not attending the Conference. The warm weather encouraged trees to blossom and spring flower displays to brighten various scenarios.

Revisiting a country relatively soon after a previous trip (2010) can sometimes be a challenge. However our hosts, MÁV Nosztalgia, ensured that delegates to the 2014 Conference (April 3rd – 9th) were offered a varied programme of events. Conference and official activities (Thurs April 3rd – Sat 5th) are covered in Steve Wood's resume, whilst the following notes cover post-Conference study-tours (Sun 6th – Weds 9th).



On Sunday morning delegates had an opportunity to visit the memorabilia shop at Budapest's Nyugati station before boarding MÁV Nosztalgia's special 3-coach excursion train hauled by 4-6-0 steam locomotive no.109.109 (built in 1917). After winding through Budapest's suburbs we were soon travelling eastwards, leaving a smoky trail behind us. Onwards through a hilly region with patches of woodland along a main-line which eventually follows the divide between Northern Uplands and Great Plain – the latter a very important agricultural region with large fields and a flat vista. A couple of pathing stops allowed a few of our colleagues the exhilarating experience of monitoring our progress from the footplate of the locomotive, speed limited to a maximum 100kph (60mph). One of our stops was at Gödöllő where the station-buildings have been expertly restored to former glory, the town once hosting summer residence of the Habsburg dynasty. Our destination this morning was Gyöngyös, a small town at the end of a branch-line amidst the foothills of the Mátra Hills which is an important wine-producing region – notably white wine. It was a short walk to the terminus of the Mátravasút narrow-gauge railway. After brief introductions we boarded a 2-coach train and were soon on our way, diesel locomotive (Mk48.409) grumbling along at the head of the train. Wood-burning stoves heated the coaches very effectively. Having diverged from the line to Mátrafüred we inched our way northwards before stopping half-way along the route to allow a single-coach diesel-hauled service train to pass. Going into hilly country we entered woodland and continued to climb slowly on a line which twisted and turned within the confines of a valley before stopping for an excellent lunch at Lajosháza. The restaurant is set in a clearing in the woods with a stream trickling along the valley below the railway. Having acknowledged the family pets after lunch our journey continued through the woodlands to the terminus at Szalajkaház. The station is a focal point for recreational activities amongst the hills and woodlands. Having absorbed the atmosphere we retraced the 13km route to Gyöngyös, where we took the opportunity to have refreshments at the local shop. The owner seemed surprised at the size of our party, but no doubt happy for our contributions to the local economy! After inspecting the narrow-gauge railway's depot (steam locomotive 490.2005 stored), and watching Mk48.411 shunt the carriage off the Mátrafüred service, we drifted back to the mainline station and awaited departure of the service train.

On the way home our locomotive initially ran tender-first; this journey was punctuated for a few minutes at Hatvan. Whilst the locomotive was being turned we had time to investigate the entrance and booking-hall, typically spacious relics from an era when buildings reflected importance of towns and railways, decorated with murals depicting previous history and a small memorial to railwaymen who died in September 1944. With the locomotive turned and facing Budapest we made steady progress, surprising passengers at wayside stations who watched us pass as we headed towards Nyugati station. On arrival in Budapest we quickly detrained, much to the amusement of local travellers awaiting their diesel and electric trains. Buses were waiting to take us to our hotels. After a quick 'wash and brush-up' we were taken to the Helia Landing-Stage from whence an evening cruise on the River Danube started, many boats already absorbing floodlit scenes. Aboard the m.v. 'Primus' we enjoyed an excellent meal, after which we were invited to use the upper decks for sightseeing - Castle, bridges, Parliament Building as well as political venues, this being the day of a general election in Hungary. Reflections on the water added to the colourful vista.

On Monday morning we returned to Nyugati station to board another of Nosztalgia's 3-coach special trains, hauled on this occasion by electric locomotive V43.1001. One of the coaches was a dining-car, included in the train to provide us with sustenance. Having endured an early start today a simple menu was a welcome addition to catering arrangements. Threading our way out of the city along railway byways we noticed many threadbare bases created by less fortunate members of society, mostly set on derelict railway land amidst dense undergrowth. Our ultimate destination was Sopron in a region known as Transdanubia, which is in the far west of the country. Travelling via Győr we reached Fertőboz where we detrained. 2 derelict mainline steam locomotives (from classes 424 and 540) are stored opposite the station. It was a short walk to the depot of the Nagycenki Széchenyi Múzeumvasút, another of the country's children's narrow-gauge railways, which was opened in 1972. Unfortunately winter maintenance was incomplete with the result that 2014's operating licence had not been issued. No train trip! We were able to see the rolling-stock and shed where a diesel-locomotive was stored and maintenance of steam locomotive 'András' was being undertaken. Buses took us to the terminus of the line, Kastély

station (Nagycekn), which is set amidst a rural vista with a backdrop of a plantation of lime trees. Behind the station is a small open-air collection of narrow-gauge locomotives and carriages from across the country. The Nagycekn narrow-gauge railway operates within the Széchenyi estate, grounds and castle of which are well known tourist attractions in the region. For rail enthusiasts we have to thank the Széchenyi family for not only building the little line to Fertőboz but also for the foresight of laying the foundation of the Hungarian National Railway Collection in Budapest. Whilst resting and eating our packed lunches a small group of GySEV employees arrived to fettle sections of track. Whilst this activity was going on we were advised that our proposed visit in the afternoon to GySEV's workshops and depot in Sopron had been cancelled for health and safety reasons. What a pity for late notification. GySEV (Győr – Sopron – Ebenfurth Vasút) is the regional train-operator; the rest of the country is served by trains operated by Magyar Államvasútak (MÁV).

The buses took us to Sopron where we had extra time to relax and investigate the town. Station buildings have been rebuilt in recent years and much of the character has been replaced by more modest and functional facilities. A look around the station revealed one of the steam locomotives which are displayed on some stations and which have been cosmetically restored. This one is 324.1518. During our stay we were advised that departure-time of our train had been revised. We must remember that our special trains were all routed on busy main-lines and therefore booked to run between service-trains. Frantic phone-calls were made to try to notify everyone. Although not all phones picked up signals there was sufficient communication to ensure that we had everyone on board for a departure some 10 minutes earlier than previously announced. On the return journey we enjoyed a late lunch, or was it an early tea? Food was excellent and helped alleviate disappointments from earlier in the day. Bill Askew and Tim Emblem-English played with their electronic gizmos – Bill with his GPS system and Tim with his 'speedometer' – we travelled at 60 – 70 mph. On arrival in Budapest we returned to hotel, the evening spent enjoying Fedecrail's 'mutual improvement' classes.

Blessed with yet another warm and sunny day, our passage on Tuesday was of a slightly different nature. We were housed in 2 of Nosztalgia's coaches which this time were attached to a service train! The 0823 Inter-city train no.567 made rapid progress eastwards, stopping only at main stations before delivering us to Hungary's 2nd largest city, Debrecen. The city acts as regional focus for the economically important Great Plain and which once upon a time hosted the country's largest livestock fair. During the journey we had once again been able to savour the delights of breakfast cooked in the galley of one our coaches – our 2 vehicles were inaccessible from the rest of the train. Arriving at Debrecen (1052) we quickly alighted from the train. Gathering our possessions we ventured via the subway to the front of the station where vintage trams were waiting to take us on a tour of the city. First impressions are not favourable but migrating to older parts of the city attitudes change. Until recently the city had only one tram route (6 were closed in the 1970's); a new route opened earlier this year to serve residential developments. The tram depot is still being extended and renovated, 2 guys brushing and cleaning sections of track recently completed. We were able to see not only trams from the operating fleets but also a variety of heritage vehicles – some restored, others awaiting their fate. We were escorted to the new maintenance and workshop areas with underfloor access to vehicles and walkways to reach upper sections of the trams. 3 trams from the new fleet had already been damaged in accidents and were awaiting repair. The depot also housed a few buses and trolley-buses.



One of the buses conveyed us across town to Hétvezér station of the 'Zsuzsi' narrow-gauge railway, a line owned by the city of Debrecen. A small diesel locomotive (Mk48.2002) hauled our 2-coach train up the 17km line to the terminus at Hármashegyfalja. We were able to stretch our legs and enjoy some of the woodland scenery, a relaxing change from the hustle and bustle of the city. An ecological centre has been built here, primarily for local schools – there are days when 300 children arrive by train! The railway has over 30,000 visitors per year. On the return journey we stopped a couple of times for photographs and on the second occasion surprised some cyclists at a level-crossing located in a photogenic location. The train ran back to the Fatelep depot where we alighted to inspect a variety of rolling-stock, including small steam-locomotive 394.2003 awaiting restoration. It was interesting to learn that the line was originally built to a 950mm gauge, but was regauged to 750mm in the 1970's. Some of the land once associated with this railway is being redeveloped by a supermarket. In due course road transport took us back to the main railway-station. With time to spare some of us went in search of sustenance whilst others recorded the local transport scene, including steam locomotive 326.136 plinthed at the back of one of the platforms. In advance of the arrival of the Inter-city train we had been advised our coaches would be attached to the rear of the train. We had to board quickly – trains normally only stop for 1-2 minutes – allowing the train to depart on time (1804). We sat back in our comfortable seats to enjoy a smooth ride home, with refreshments available to ease the tiring mind. The journey passed quickly as we progressed swiftly through the countryside and made an on-time arrival at Nyugati station (2034). The rest of the evening was spent relaxing and seeing some of the city's nightlife.

53 delegates joined Wednesday's 3-coach excursion hauled by Nohab diesel M61.001. Nostalgalia's coaches have all been restored to a high standard, some vehicles with facilities for providing a service of drinks and light refreshments. A slightly different combination of vehicles was provided each day. Heading eastwards we passed a few places we had seen on previous trips, our train attracting varying degrees of attention. Progress was punctuated by sections of single-line working where lines and stations were being rebuilt, in some instances passing loops and through lines being created. Hungary is situated at cross-roads of several trans-European rail routes, freight being especially important. During Conference we were advised that a vast proportion of Hungary's rail network is single-track and that there are plans to increase the amount of money spent on both renewals and increased capacity. Warren Doubleday enjoyed an extended ride in the Nohab's cab and was surprised at the different types of track-layout as seen

from a driver's perspective. We also noted acres of redundant railway land, some of which had been extensive sidings, which reflected changes in the economy. Along the northern edge of the Great Plain we followed a patch of heavy rain which dulled our appreciation of the views before arriving at the industrial town of Miskolc, Hungary's 4th largest city. The city has a history of heavy industry, but much of this has succumbed to economic changes. Rain had abated as we left the station and boarded vintage trams for a ride around the city. Running between scheduled services we paused at tram-stops where customers who tried to board our trams were told to catch the one behind! In due course we arrived at the terminus at Diósgyőr. This is alongside the Lillafüred narrow-gauge railway's depot where a collection of diesel locomotives and carriages are maintained and where a Russian-era 0-8-0 steam locomotive has been put on display. After introductions we boarded a pair of 1960's-vintage carriages hauled by another of the Mk48 diesel locomotives also built in the 1960's (Mk48.2010). Drawing away from the city, and having passed the abandoned branch-line to Mahóca, the main line climbs steeply on a ledge carved into the side of the valley. Settlements along the valley-floor, dwarfed by the hill-sides, presented interesting views between the trees. Halfway along the line we arrived at Lillafüred where we detrained for lunch. The Hunguest Hotel Palota, opened in 1930 to attract high society, is set on a plateau a short distance from the station, in a dominant position with terraced gardens above the valley. The area is named after the daughter of a wealthy industrialist who was besotted with the beauty and serenity of the region. After lunch we returned to the train and continued our journey, climbing further into the hills, passing industrial sites used to load timber onto rail wagons, a process which no longer happens. The 14km line ends at Garadna which is set in dense beech woodland and another location for ecological activities. A trout-farm is locally important. We were in the Bukk Hills, a region of sparse population and an area ideal for hiking and other recreational pursuits.

After sufficient time to absorb the tranquillity of the area we were called back to the train for the return trip which was punctuated with another stop at Lillafüred. This time the railway's small museum collection housed within the station buildings was specially opened for us. After a brief pause we passed the triangle for turning trains which only run to Lillafüred and continued the return journey to the terminus of the line at Dorottya station. Crossing a main road we soon boarded a service tram for which took us through town and back to the forecourt of the station, where we arrived very much later than originally planned. The main station building is an enormous structure and presents an imposing approach from the town. At this juncture the party split into 2 sections. A group of 35 delegates re-boarded our special train and continued to Slovakia for an add-on trip lasting 3 days – this train departed 30 minutes late. The remaining 18 colleagues were booked onto the 1723 Inter-city service No.503 to Budapest (Keleti) travelling in the comfort of 1st-class carriage. With the fine weather we had enjoyed recently we noted that fields of rape-seed were coming into bloom, brightening a patchwork of fields in many parts of the countryside. In Budapest we reached the front of Keleti station which is a dominant structure and a backdrop to a large piazza, an imposing building amidst the hustle and bustle of the city. Trolley-bus journeys to our hotels, where traditional nightcap sessions brought an end to our sojourn in Hungary, the end of the 20th Fedecrail Conference.

Since 1994 Fedecrail has encouraged us to participate in the promotion and development of heritage tourism, with a particular emphasis on rail and tram operations. We have visited myriad destinations and enjoyed numerous cultural visits, perhaps discovering places we might not otherwise have seen. 1996 Birmingham Conference (UK) was our initial contact with Aston University's Modern Languages Department, a contact which has been perpetuated through Emmanuelle Labeau and her ever cheerful team of translators. We are very fortunate to have such a loyal band of supporters.

In conclusion and on behalf of my colleagues I would like to thank András Szendrey for making MÁV Nosztalgia rolling-stock available and who in conjunction with Edit Mészáros arranged diverse trips and venues for our enjoyment. András Szigeti acted as our courier, ensuring our trips went as smoothly as possible; thank you and we wish you good luck in your new venture elsewhere in the Hungarian railway industry. Agnes and Viktor must be congratulated for their additional duties in ensuring the less mobile members of our team were not forgotten. Last but not least our thanks go to John and Liz Fuller, Peter Ovenstone and Bob Newcombe for their co-ordination, research, admin, guidance and communication. Without their attention to detail, and associated paperwork, our enjoyment would be so much diminished. "The paperless office is as likely

as the paperless toilet!
John Fuller

FEDECRAIL CONFERENCE THURSDAY 3rd – WEDNESDAY 9th
April 2014 – BUDAPEST HUNGARY

REPORT BY STEVE WOOD

This year we were based for the main conference in Budapest Hungary, following an invitation by MAV Nostalgia to return following the successful conference in 2010, in order to celebrate the 20th anniversary of Fedecrail. In all there were representatives from 16 different countries.

The Heritage Railway Group (HOG) met following the Fedecrail council meeting on Thursday afternoon see Albert Wolter's separate HOG Group report.

The opening reception was held in the magnificent surroundings of the Royal Waiting Room at Nyugati station. Following this there was a free evening to view the sights of Budapest.

Friday Business Sessions Day

The business sessions were held in the Conference room of the Danubius Resort Helia Hotel, Karpat Utca 62-64, 1133 Budapest Hungary. The sessions are summarised as follows:

A warm welcome was made by Andras Szendrey, Executive Director of MAV Nosztalgia. He said it was an honour to host the 20th anniversary Fedecrail conference. During the following days there would be the chance to observe Hungarian tourism during the many interesting Hungarian visits, as well as being able to sample the heritage fleet of MAV Nosztalgia on journeys through Hungary and Slovakia. Finally Andras wished everybody a successful conference.

Session 1 – European Museum Forum

Dr Miklos Cseri, Director Open Air Ethnography Museum explained that the museum railway is two KM long with six stops and operates one of the prototype diesels in Hungary.

Next he focused on what the Forum does. It has focused on excellence for more than thirty seven years. It is registered in the UK with an office at the ICOM headquarters, and works under the Council of Europe. EMF serves as an information centre and shares best practise. There are workshops and mutual co-operation. An award is made for Museum of the Year, and there are awards in support of museums.

The mission is to provide quality for the public, and act as a bridge between museums and the public. It also negotiates with Governments.

Values – Excellence of the year through the Museum of the Year. Exchange of ideas and best practise across Europe.

The forum holds a unique position, the scheme and brand is protected after thirty seven years in the European cultural field.

The various awards were described, but the most important is the European Museum of the Year, which is awarded to both small and large museums. This was awarded to the Riverside Museum Glasgow in 2013.

The criteria for the Council of Europe Museum Prize was explained. Special awards are made in respect of new innovative aspects of public performance.

One threat is spending cuts.

Finally looking forward, there are workshops for representatives, and partnerships with other organisations. The forum is open to working together, with joint projects, strategic partnerships, and networking. There are professionals, volunteers, and supporters. There is international co-operation with Europa Nostra. IT development must progress.

Session 2 – MAV Infrastructure

The Director General of MAV Infrastructure Piroska Volentre Sarvari gave a presentation on the current state regarding MAV Infrastructure.

There are 38,000 people overall in MAV. Basic work can be done to look after preservation, however re-organisations are likely in the future. MAV is state owned with 7,500 KM of track. Infrastructure employs 17,000 people. The structure of MAV START was explained. There are 14,500 employees in the START group with 3227 carriages and 900 locomotives. Grant regulations and funding has been extended until 2023.

Participants are the Regulator, MAV Infrastructure allocates rail capacity, and MAV START provides passenger services (public service), traction maintenance and repair.

There are 37 private railway companies, who are separately responsible for infrastructure in management terms.

The current condition of railway infrastructure and assets was explained. Basically it is in need of much attention. Rejuvenation has started with capital investment, schemes to eliminate bottlenecks and speed restrictions. Further electrification and improvement to stations is proposed. Co-operation with third parties is envisaged. Development of CTC, GSM-R, and ten international corridors is underway.

MAV Nosztalgia co-ordinates vehicle restoration. MAV is investing in railway restoration. The company was formed in 1993, and also runs rail tours. It is also particularly proud of the Hungarian Railway Museum. It is the central point for the national collection, and further development is envisaged in the near future. There is the famous 11 KM long children's railway completed in 1948 which MAV operate, and is now prestigious once again. Today there is particular emphasis on safety.

There are 20 narrow gauge railways, including the one at Lake Balaton which MAV START also operate. It is very popular with tourist and enthusiasts alike. There followed a very interesting question and answer session.

Session 3 – Hungarian Rail Association

Hungrail -This is concerned with narrow gauge railways. The President Dr Laslo Mosoczi began on the Children's railway. It was established in 2006. It is open for competition in all sectors. Members belong to the Association of Narrow Gauge Railways. There is co-operation with other bodies.

The organisational structure consists of Chairman – working body and working groups. There are various EU railway acts right up to the 4th Railway Package. The new act for railways should differentiate between big and small railways, narrow gauge should have different rules.

Safety and competence are the main priorities, whilst minimising bureaucracy.

Costs of these operations should be considered, with rationalisation of costs of operation should be considered.

❖ **Session 4 – European Rail Agency: New Active Role for Fedecrail**

Steve Wood, Chairman of the Heritage Operations Group (HOG) gave a presentation of the steps taken to obtain Representative Status with the European Railway Agency (ERA). If successful Fedecrail would be consulted on all legislation that may affect heritage railways.

First introductions were made to HOG and the ERA. It was decided to approach ERA at the 2013 conference in Albi (F)

The results of the meeting with the ERA held on the 15th May in Valenciennes (F) were reported. It should be emphasised that ERA invited Fedecrail to apply for representative status.

The process of application was described.

We were notified at the Railway Safety and Interoperability Committee held in Brussels on 29th and 30th January 2014 that Fedecrail had been successful, and the decision had immediate effect.

What the status means to Fedecrail, most importantly the ERA MUST consult Fedecrail.

The Working Groups which we could sit on were considered. Next steps were outlined, including recruitment of Fedecrail members for delegates on the working groups.

Finally public acknowledgement must be made to Brian Simpson MEP, without whose help this would never have happened.

(If anybody would like a copy of the full presentation, please email me on wood@fedecrail.org)

❖ **Session 5 – European Union Funding Grants: 2014-2020**

John Jones Fedecrail EU Funding Advisor advised on grants available, and the methods that should be adopted to obtain them.

There are four headings:

- 1) Horizon 2020 – a framework which is 100% funded
- 2) Life
- 3) European Territorial Cooperation (ETC)
- 4) DGENT (Enterprise)

Keywords which should be used should include smart, green and integrated transport. Inclusive, innovative and reflective societies. Cultural Heritage. SME business model innovation. Low carbon. Groupings by zones. Partnerships.

Applicants should know their public authorities. See yourselves as others might. Understand what the funding can be used for. Review budgets. Cross frontier and area groupings should be considered.

❖ **Session 6 – EC DG New Tourism Update**

Vice President Jacques Daffis, and Jean Michel Gasc gave details of tourism opportunities at the EU. At present they are lobbying for tourism, whilst representing tourist railways. It is hoped to

obtain funding for the development of Fedecrail. Naturally they are emotional about railways.

The results of these actions will be presented at next year's conference.

A meeting has been held in Brussels, at which ways of funding were discussed. Discussions were held with the Director, who is Belgian, at which tourism, economy and volunteers, also the image (stay all day, food and drink etc.) were reviewed. It was noted that Fedecrail is in charge of tourist railways.

It is hoped a peace train to commemorate world war one can be funded, as this links countries. A film is also proposed. The next step is to prepare a budget.

Jacques emphasised the need for more data when lobbying the EU. Information is essential, and it was noted that not all members had responded to the questionnaire. Heritage railways get more visitors than Euro Disney, so data must be provided for a document that shows what Fedecrail is.

Finally a database of photographs were shown.

❖ **Session 7 – FedecYouth – Youth Camps and developing the FedecYouth Group**

Youth exchange participants Andrew Brown and Peter Kaloczkai gave an overview of their experiences.

During the camp several sites are visited, to experience how foreign railways work. It enables exchange of cultures, and the chance to visit different places.

FedecYouth is being developed utilising social media. A working group consisting of Bruno Rebblemund, Liz Fuller, Sten Erson-Wester, and participants of past exchanges has been formed. Guidelines have been published. The aim is to raise the international awareness of Fedecrail.

It was stated that The Youth Camp is from now on to be known as Youth Exchange.

This year's youth exchange is to be held in The Netherlands.

❖ **Conference Dinner**



Following the business sessions delegates were transferred to the MAV Nosztalgia Park to view the facilities. (Further details were provided in the 2010 report)

The main events were held in the roundhouse. Following the 2010 conference, we wondered how our hosts would follow one of the most extraordinary evenings certainly that I have ever experienced. Well they did. We were treated to an evening of song and dance which ranged from opera through to light hearted entertainment. Apparently the performers were former railway music students.

Then followed a sumptuous buffet, even accompanied by a free bar!

The surprises were not over yet. Following speeches, a diesel on a specially laid narrow gauge track, which had been under wraps, was started up, and it was hauling a wagon which was loaded with a special Fedecrail 20th anniversary cake, complete with a sparkling candle. Needless to say the delegates devoured the contents.

All we can say is a heartfelt thank you to Andras, Edit, and the whole MAV Nosztalgia team for a fantastic and memorable evening.

Saturday Business Sessions and AGM

EP Industrial Heritage & Rural Tourism Report and Work of EP Transport & Tourism Committee

Brian Simpson MEP, and Zeta Gurmai MEP addressed this.

Brian spoke first, and explained how the Industrial Heritage & Rural Tourism Report came about. He thanked Fedecrail for the invitation to speak. He is standing down from the EP at the forthcoming elections, but said it had been a privilege to serve in Parliament for twenty five years.

Fedecrail is now an established organisation. This is borne out by the fact that the UIC wanted us to join them, not the other way round, and the fact that Fedecrail has obtained representative body status at the ERA.

The image and importance of industrial heritage needs to be emphasised. It provides jobs, and the stimulus to local communities is significant. It is also important that somebody takes over the reins in the EP.

Brian explained that he is taking over from David Morgan as Chairman of HRA, and that Fedecrail will represent HRA.

Lastly Brian said there must be diversity to attract a wider audience, with a wider gender, and ethnic balance. Youth is so important, and in this respect members could well copy the activities of HRA.

Remember the Industrial Revolution changed everything.

Next Zita spoke and congratulated Fedecrail on their achievements to date. She is from a railway family. She also noted that we need young people. The achievements of the past should be remembered.

Europe is a top tourist destination, and continued peace is important. A report has been produced within the European Commission which supports better co-operation, information, transport etc. Quality service must be provided. Ways of attracting tourists out of high season, with consideration to weather conditions must be found. Identify and vision development is needed with a long term strategy. Finally the use of social media is so important.

Following the presentations Peter Ovenstone observed that rural tourism should not be forgotten **AGM**

President David Morgan welcomed everyone to the AGM. Apologies had been received from Jozef Van de Perre, (B) Guido Rossi (I), and Stefano Benazzo (I)

David welcomed Zita Gurmai MEP, and hoped she would be re-elected in the forthcoming European elections.

Minutes of the AGM held on Saturday 13th April 2013 at Moulins Albigeois Albi (F)

These were approved and signed.

Membership Application:

Application for membership received from Asociacion de Amigos del Ferrocarril de Madrid (E)

Founded in 1946 in Madrid. There are 400 members and is based in the Railway Museum in Madrid. There are volunteers. Main line trips are run twenty to forty trips per year, with 2,177 passengers, and run 10,000 KM. Last year two vehicles were restored, including loco 269.264. A 1980s train is also being restored. The Rio Eresma scheduled tourist train is being run between Madrid and Segovia.

They were elected nem con with 5 votes.

Report of the Council for the year 2013:

This was taken as read and carried nem con

Financial Accounts:

Heimo Echensperger presented the accounts and reported that there was a surplus from the Albi conference. Overall there is a profit of EUR 13,345. Memberships which have lapsed have been written off. No problem is envisaged over the next twelve months with the accounts

Report of the Auditors:

The auditors were unable to attend in person, but their report was read out, and they were satisfied with the accounts.

The accounts were approved, and the Council were discharged from financial and criminal liability. Proposed Jaap Nieweg (NL), Seconded Jonas Swartlok (S)

The Auditors reported that full access had been freely given to statements etc, by the Treasurer

Election of two Auditors:

Jean-Paul Lescat (F) and Paul Roodbol (NL) were proposed for re-election. Proposed Rik de Gruyter (B), seconded Roar Stenerson (N) Carried nem con and duly re-elected.

Approval of the budget for 2014 and the level of financial subscription:

Heimo Echensperger presented and explained the budget for the year. Ian Leigh asked about the reserves and observed that subscriptions should be raised in future years Proposed JHRF (S) and OMT (A) that the budget proposals are adopted. Carried nem con.

Election of Council Members:

Heimo Echensperger (D), Proposed Blonay-Chamby (CH), seconded VDMT (D) and Livius Kooy (NL) Proposed Blonay Chamby (CH), seconded Jaap Nieweg (NL) were re-elected for a further period of three years.

Our EU status of representative organisation in ERA

Report made yesterday, but David Morgan said he was pleased that two countries will be represented at the working parties. He also expressed satisfaction at being invited to join the UIC working party.

EU Funding Projects

John Jones clarified the situation following his presentation at the conference.

Report of the Working Groups:

- a) Heritage Operations Group
 - Steve Wood said the main topic was representative status with the ERA, and he reiterated the need to thank Brian Simpson
 - Anders Johansson gave an update on ERTMS installation in Sweden on the yellow fleet.
 - How exemptions are handled in different countries, and a simple questionnaire is to be prepared
 - It is thought that technical data should be shared between members, and that HOG can put this on the restricted area of the website which Heimo has created. Also we can use that to assist in Jacques data collection.
 - A busy year ahead, but will keep members informed.
- b) Environmental Working Group
Nothing to report.
- c) Youth WG

A report was given on the Austria exchange programme

d) Data Collection

Jacques Daffis again requested that member organisations provide appropriate data.

Youth Exchange:

This will be held in the Netherlands in August this year. Jaap Nieweg and Peter Duess outlined the programme which will be based on Hoorn – Medemblick and ZLSM at Simpelveld, and will follow a similar format as previous years.

Europa Nostra:

Fedecrail continues to take an active role.

WATTRAIN

The next conference will be held in Japan

Any Other Business:

MRO suggested that there should be an election commission to make nominations for Council. This to be considered further by Council

Next Meeting:

Padova/Padua, Italy (I) – 35 KM from Venice

Dates confirmed as Thursday 16th April to Saturday 18th April 2015, plus visits programme.

Following the official close of business a return visit was made to the Budapest children's railway. It was a particular pleasure to see this amazing railway again.

Further details are in the 2010 report, but we travelled the length of the line, after arriving at the terminus station by electric rack railway. Following a depot visit we enjoyed a lovely buffet meal in the railway's mess block

(Josef at this point you will need to cut and past Nigel's piece in as he covered the rest of the tours)

Once again heartfelt thanks to conference organisers John/Liz Fuller and Peter Ovenstone, for the smooth running of the conference. Thanks also to everybody from MAV Nostalgie for all the facilities, and the entertainment laid on. See you in Italy.

Steve Wood,

FEDECRAIL CONFERENCE HUNGARY 2014

ADD ON TOUR TO SLOVAKIA WEDNESDAY 9th APRIL – SATURDAY 12th APRIL

Additional report by Steve Wood

Wednesday 9th April

Following the tour of Miskolc it was back to the station and a parting of the ways. Delegates who were not coming to Slovakia returned to Budapest by service train. Those continuing to Slovakia re-joined the special train.

Our train, as Nigel mentioned consisted of Nohab diesel M61.001, one of the twenty built for MAV

in the 1960s from the classic Swedish design. There were three coaches, one composite day coach, a restaurant car, and a sleeping/mess coach for the staff. This was to be our “home” for the next three days.

After starting from Miskolc came a surprise. We were heading for Košice (where we visited the locomotive depot in 2010), but instead of going on the main line which was shut for engineering works, we went on a very interesting back route via Bánrève to cross into Slovakia, then onto Košice where we spent the night.

Thursday 10th April

Our train departed from Košice heading for Chvatimech which takes a very scenic route, complete with its own spiral, at which a photo stop was made. Some delegates elected to walk down to the lower level, whilst the rest stayed on the train. Personally I was pleasantly surprised to find what a beautiful country Slovakia is.

On arrival we transferred to a vintage railcar which took us on the narrow gauge 760mm line to Čierny Balog. Following lunch at the station, and a tour of the depot we returned by special steam train to the main line, where our special train arrived to take us on to Banská Bystrica, our destination for the night. It is always pleasant to see a mixture of trams and trolley buses in even quite small towns in the former Eastern bloc, and here was no exception

Friday 11th April

First port of call of the day was Vrútky, where part of the national collection is stored. It is an outbase of the National Museum at Bratislava. This was not without its adventures. Our train had been routed into the freight yard, so access to the museum was by crossing the main line which was busy with heavy freights. Not for the faint hearted! Mind you we must have made an amusing sight, thirty railway enthusiasts scrambling across the track. Imagine that in the UK, with very little in the way of protective clothing!

The depot housed various steam locomotive and Soviet era electrics, but the star of the show was a recently restored tank engine which was just returning to traffic.

Back on the train, fortunately from the station this time, and after a light lunch in the restaurant car we arrived at the station where a road coach would take over to take us to the Liptov Village Museum, which houses the Povazska Forestry Railway Museum.

The Museum houses examples of all types of forestry railway rolling stock including steam and diesel locomotives, and coaches. It is hoped to extend the operating railway down into the main village in due course. The outdoor museum is interesting and worth a visit in its own right.

Then it was return by coach to the main line at Liptovský Hrádok station, where we should have come to in the first place, but an engineering block earlier in the day prevented this. The track bashers were gnashing their teeth! Anyway our train had come ECS after the block, and we re-joined this for the short hop to Poprad Tatra, our base for the last night. Poprad Tatra is set in the high Tatra mountains. Some delegates participated in a guided walking tour of the world heritage town of Spišska Sobota.

Saturday 12th April

A day for exploring the railways of the Tatra mountains.

First highlight of the day was a guided visit to Poprad depot. Here we saw the vintage tram being restored, the older Tatra trams some still in departmental service, and examples of modern cars.

Then another surprise we were taken back up to the station in the ECS which would form our train

to Štrbské Pleso. Some rare track indeed!

We then travelled by the well filled narrow gauge service train to Štrbské Pleso. On arrival at this mountain resort there was plenty of time to explore the lake and various sights, and also various restaurant for lunch.

What an interesting station Štrbské Pleso is. A 1000mm rack railway comes in from the opposite direction which we joined for the run down the mountain to Štrba to join the main line. Our Swiss colleagues were very impressed to see that all the rolling stock was Swiss built. In fact you could have been on a Swiss rack line in the 1960/70s. Nostalgia indeed.

Return to Poprad Tatras was by scheduled express train which had originated in Bratislava. Side corridor stock with comfortable seats, windows that lined up with the seats. Now there's a concept.

So at Poprad Tatras we re-joined our special train for the last time for the run back to Budapest.

At Miskolc we were joined by Andras and Edit for a special farewell dinner in the restaurant car en route to Budapest.

So we finally came to a rest at the buffer stops at Budapest Nyugati station, a bit late as we had taken the same diversionary route as the outward journey, but no matter the end of a highly enjoyable and instructive tour.

Thanks must on this occasion go to András Szigeti, and all the team on the train for looking after us so well.

PRESS RELEASE

Brussels / The Hague, 26 May 2014 - The leading European heritage organisation Europa Nostra has been selected by the European Commission to be the organising partner of the annual European Union Prize for Cultural Heritage for a new period of 4 years, from 2015 to 2018. The selection was made following an open call for proposals launched at the beginning of this year on the basis of the new EU Creative Europe programme. The aim of the Prize is to highlight exemplary achievements related to heritage conservation, management, research, education and communication. In this way, the Prize will bring cultural heritage closer to European citizens and contribute to a stronger public recognition of cultural heritage as a strategic resource for Europe's society and economy. It will also promote audience development for heritage in Europe.

The partnership between Europa Nostra and the European Commission for the running of this Prize was initiated in 2002 and was renewed in 2007, with the support of the previous EU Culture programme. The call for entries for the 2015 edition of the EU Prize for Cultural Heritage / Europa Nostra Awards will be launched in mid-June 2014. The deadline for submissions in four different categories will be on 15 October.

“We – the European Commission and me personally – are happy to continue to manage the EU Prize for Cultural Heritage together with Europa Nostra. Thanks to your organisation, the Prize has become over the years prestigious, visible and convoked; a really solid example of European added value and a symbol of the dedication of the EU to its cultural heritage. With Europa Nostra we have the assurance to make it ever more attractive and efficient, for the sake of the diversity of European heritage, its preservation for future generations and also its economic benefits for the continent,” stated **Karel Bartak**, Head of Unit ‘Creative Europe programme - Culture’ of the European Commission.

“Europa Nostra is very proud to continue its fruitful partnership with the European Commission. Much has been achieved over the past 12 years: we have put a spotlight – both at European and national level - on almost 400 remarkable heritage achievements and have thus celebrated

excellence and promoted cross-border exchanges of best practices in the heritage field. But there is much more to be done. In the years to come, we shall work with even greater enthusiasm, creativity and commitment on further raising the reputation and outreach of our Awards scheme across Europe and beyond,” affirmed **Denis de Kergorlay**, Executive President of Europa Nostra.

Speaking at the 2014 European Heritage Awards Ceremony held on 5 May in Vienna, **Androulla Vassiliou**, European Commissioner for Education, Culture, Multilingualism and Youth, stressed: “Working in the field of cultural heritage, and in particular with Europa Nostra, has been one of the most rewarding experiences I had as Commissioner. I take this opportunity to warmly thank the President of the organisation, Maestro **Plácido Domingo**, and its Secretary General, **Sneška Quaedvlieg-Mihailović**, and, through them, Europa Nostra and its devoted members for our wonderful cooperation. I thank you for the inspiration you have given me and I wish you much success for the future.”

Background About the Prize

The [EU Prize for Cultural Heritage / Europa Nostra Awards](#) was launched in 2002 by the European Commission and has been organised by Europa Nostra since then. The Prize promotes excellence, inspires through the “power of example” and stimulates the exchange of best practices in the heritage field across Europe. It also aims to communicate to the general public the beauty and the economic and social value of our cultural heritage.

The Prize honours every year up to 30 outstanding heritage achievements from all parts of Europe. Up to seven are selected as Grand Prix laureates and one receives the Public Choice Award, chosen in an online poll. All the winners receive a certificate as well as a plaque or trophy. The Grand Prix laureates also receive €10,000 each.

The awards are given in four categories: Conservation; Education, Training and Awareness-Raising; Research and Digitization; and Dedicated Service by Individuals or Organisations. [Specialist juries made up of independent experts](#) assess the nominated projects and select the winners in the four categories.

The awards are presented to the winners at a major public event, which is hosted each year in a different European city. The 2014 European Heritage Awards Ceremony was held in Vienna, at the iconic Burgtheater, on 5 May. Athens hosted the ceremony in 2013, Lisbon in 2012 and Amsterdam in 2011.

The Prize has been supported by the [EU Culture Programme](#), which invested almost €40 million in helping to finance heritage-related projects between 2007 and 2013. Other EU programmes have also provided support to culture and heritage, in particular the European Regional Development Fund which has, in the same period, allocated €6 billion for the preservation of cultural heritage, development of cultural infrastructure and support for cultural services such as vocational training, arts and heritage education. The EU Programmes for Research and Technological Development have provided a further €150 million for heritage projects in the past 15 years.

The new [Creative Europe](#) programme, which has a budget of nearly €1.5 billion over the next seven years (9% more than previous levels), will continue to support the Prize and transnational cooperation projects in the heritage field.

In addition to its intrinsic value, cultural heritage brings a significant contribution to job creation and growth. Cultural heritage is also a key resource for sustainable development and social cohesion. It is estimated that spending on conservation of cultural heritage by public and private bodies is worth €5 billion a year. [Figures](#) published by the Organisation for Economic Co-

operation and Development (OECD) show that 40% of worldwide tourism has a cultural dimension.

About Europa Nostra

Europa Nostra - the Voice of Cultural Heritage in Europe - is a growing citizens' movement for the safeguarding of Europe's cultural and natural heritage. With its vast pan-European network of members (organisations and individuals), associates and partners, Europa Nostra is a highly influential lobby for cultural heritage. It also campaigns to save Europe's endangered monuments, sites and landscapes. In 2013, Europa Nostra celebrated its 50th anniversary.

CONTACTS

For Europa Nostra

Joana Pinheiro +31 6 34 36 59 85

Giuseppe Simone +31 70 302 40 59

Twitter: [@europanostra](https://twitter.com/europanostra)

For the European Commission

Dennis Abbott +32 2 295 92 58

Twitter: @DennisAbbott

Dina Avraam +32 2 295 96 67

TO FIND OUT MORE

www.europanostra.org

www.flickr.com/photos/europanostra

www.youtube.com/user/EuropaNostraChannel

European Commission: [Culture](#)

[Androulla Vassiliou's website](#)

Twitter: [@VassiliouEU](https://twitter.com/VassiliouEU)

Josef Sabor
UPDATE Editor

E-mail: sabor@fedecrail.org

UPDATE
No24
04092014