



EUROPEAN FEDERATION

OF MUSEUM & TOURIST RAILWAYS

Fédération Européenne des Chemins de Fer Touristiques et  
Historiques

I. V. Z. W. Europäische Föderation der Museums- und Touristikbahnen

## **UPDATE NR 32**

November 2017

### **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 English 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 Deutsch erhalten wollen, wenden Sie sich bitte an Josef Sabor (Kontakt siehe letzte Seite).*

### **FEDECRAIL – PRESIDENT'S REPORT – 27.06.2017**

Following the election of Jaap Nieweg to the Council at the AGM in May, it is intended that he should take over the Presidency from me at the conclusion of our Council meeting on 1<sup>st</sup> July, as I explained at the meeting in Antwerp. Therefore this will be the last President's Report filed by me. I intend to remain on the Council until our next AGM in Scotland next April.

It was during the celebration of 150 years of Nederlands Spoorwegen in 1989 that the idea of establishing a pan-European Federation of museum and tourist railways was first mooted, so it is fitting that my successor should be a Dutchman. Several years followed with meetings of a founding group set up at a conference held in Hameln in Germany in 1991.

FEDECRAIL was finally established with its present constitution in 1994 when the King of the Belgians signed the appropriate decree. Since then, it has grown and developed, as can be shown from the increase in members, the growth of the number of guests attending every year, the high rate of success in the Federation's lobbying over the years and the recognition we now enjoy by such bodies as the European Union Agency for Rail (ERA!) and the Union Internationale des Chemins de Fer (UIC).

To achieve this, we have had to be more active. We have increased the number of officers, all unpaid volunteers, and we have increased the number of Council members to eight, although this was done in the light of Sten Erson-Wester's illness and his extended leave of absence. We have now drawn up a strategic plan, which also addresses environmental issues and the threat to the continued use of coal. All of this comes at a cost. To date, we have succeeded in limiting any increase in subscriptions, thanks to the skilful organisation of our annual congress and visit programme by Peter Ovenstone and Liz and John Fuller. In exercising a cautious break-even level, we have benefitted from the number of delegates attending the visit programme exceeding that level, resulting in a surplus which has made a useful contribution to meet our growing expenses..

At a recent meeting of a member organisation I was angered by one senior officer of that organisation who suggested that John & Liz Fuller organise our conferences as a private business, despite having no evidence to support that claim. The conference organising team (like the FEDECRAIL Council Members and other Officers) give their time and efforts entirely as unpaid volunteers; indeed, the team have always worked hard to keep costs to a minimum. I can assure members that there is no truth in the allegation which was clearly motivated by political issues.

Looking forward, FEDECRAIL Council adopted in May its Strategic Plan developed by Jaap Nieweg, our President elect, Heimo Echensperger, Treasurer and Vice-President, Kees Wijnnobel, Secretary, Guido Rossi, former Council Member and myself. This is being circulated to all members, whose comments will be very welcome. This is a living document which will need to be continually developed. Members have already been circulated with a draft of the Plan but further copies may be obtained on request to the Hon Secretary Kees Wijnnobel, after 12<sup>th</sup> July.

The Strategic Plan clearly sets out the direction of travel, having taken into account not only the views of FEDECRAIL Council Members but also the priorities put forward by the chairmen of the national member organisations during the three meetings to which they were invited in 2013 and 2014. It will come as no surprise, therefore, to find that top priority has been given to representing our members seeking to protect and to promote them by monitoring developments in regulation and lobbying where necessary.

We have also recognised the importance of retaining, exchanging and transferring knowledge, particularly with reference to the training of the younger generation.

We have added the need to develop a strategic approach in attracting people, whether as passengers or merely as visitors and in pursuance of this, we have recently signed up to a Memorandum of Understanding with the International Union of Railways (UIC) to promote tourism by rail.

As explained above, we are reluctant to increase the subscription payable by members, so the Plan explores other methods of increasing its funding.

On a less confident note, one area in which we need to improve is communication, particularly with our own members and to cascade that information, where appropriate, to their members. As most of our information is distributed electronically, this should not cause any difficulty but we do rely on our member organisations to disseminate such information by cascading it further.

Not only should our messages should find their way better to our members and their adherents (the members of our members), but to act more effectively in the interest of our members, we have to develop a more direct interaction between the council and the members vice versa, so

that the most recent developments around the member organisations, their urgent needs and threads, can become an important part of the day to day agenda of the FEDECRAIL council. Our members' interests should be the prime element in the FEDECRAIL executive policy.

Lastly, I would like to thank you all for your support over the years.

**David Morgan**  
**President**

### **David Morgan passes on the presidency to Jaap Nieweg**



Jaap Nieweg (on the left) and David Morgan in Antwerp

In July 2017, for the first time in its 20-year history, FEDECRAIL has seen a change of president. Since the founding of the organisation in 1994, David Morgan (UK) has successfully headed up the European Federation of Museum and Tourist Railways. At the board meeting in Hoorn (Netherlands), Morgan, who is well respected and dedicates himself to many pro bono causes, has passed the role on to a younger holder: Jaap Nieweg (Netherlands), who was the managing director of the “Stoomtram Hoorn-Medemblik” before his retirement, has taken on the presidency.

Since his childhood, Jaap Nieweg has had a close connection with the railway. Having grown up around a typically Dutch regional tramway in Doetinchem, it was a disaster for 7-year old Nieweg

when the tram was discontinued in 1957 and the vehicles were scrapped. Even as a 4-year old, Nieweg wanted to be a steam engine driver – an aspiration which he swiftly made a reality. Since 1976 he is the owner of a steam train driving licence.

Nieweg's studies of History and his subsequent teacher training in the subjects of History and Social Studies took him north of Amsterdam and in the vicinity of the "Stoomtram Hoorn-Medemblik". Here he started his career in the museum railway sector as a volunteer, but eventually progressed into a full-time managerial role. In 1981 he moved into a management career in the communication and tourism industry, became deputy manager of Europe's largest maritime zoo, taught at the International Institute of Hotel Management and Tourism in The Hague, and eventually founded his own consulting firm whose clients included the Ministry for

In 1993, Jaap Nieweg returned to the "Stoomtram Hoorn-Medemblik" and, as its managing director, led it through difficult times back to success. One year later, he founded the Dutch umbrella organisation of museum and tourist railways "Historisch RailvervoerNederland" (HRN), and in 2000 established the "Mobile Collectie der Nederlanden" (MCN), an association of all transport organisations with historic traffic which has the aim of increasing the political influence of its members.

Nieweg has been campaigning for the causes of museums and of Fedecrail for years and in a number of capacities. In addition, he is committed to create more links between mobile and immobile items of cultural heritage in order to boost their weight on a local, regional and international level.

David Morgan first had the idea of a European umbrella organisation for museum and tourist railways on the occasion of the 150-year anniversary of the "NederlandsSpoorwegen" in 1989. The so-called "Morgan Commission" prepared the founding of FEDECRAIL. Since then, the federation has continuously increased its membership and influence. Its growing importance was indicated when FEDECRAIL was recognised by the European Union Agency for Rail (ERA) and the "Union Internationale des Chemins de Fer" (UIC – International Railway Association).

David Morgan's immense interest in and overwhelming commitment to the preservation of mobile cultural heritage is not only apparent in his founding of FEDECRAIL and the worldwide association WATTRAIN in 2010, but also in the various board memberships he has held or still holds in the historic tourist railway as well as the historic sea transport sector. Alongside FEDECRAIL, organisations include WATTRAIN, HRA (Heritage Railway Association), Great Central Railway, West Somerset Railway, North Norfolk Railway, the Maritime Heritage Trust, Heritage Afloat, the Cutty Sark Trust and Transport Trust as well as his membership of the Europa Nostra Industrial and Engineering Heritage Committee.

The origin of his involvement with the boards of railway organisations was to give legal advice – no surprise given his profession as a lawyer. While he retired from this career in 2013, he has maintained his personal commitment to cultural heritage. Until the next general assembly in the spring of 2018, David Morgan will remain a member of the FEDECRAIL board.

## **President progress report : 1.7.2017 - 3.10.2017**

### **1. New president elected in Hoorn during C88.**

During C88, on July 1 2017 in Hoorn, I was elected as president of FEDECRAIL. David Morgan stepped down and stays on as council member until the 2018 AGM in Edinburgh. He was lying in a London hospital where they were treating his pacemaker. Hoorn is my hometown and before our council-meeting in the Parktheatre started, we went to the Museumstoomtram Hoorn – Medemblik and took part in the inauguration festivity of Hohenzollern 1887 built steamlocomotive Nr. 6513.

### **Most important subjects during the meeting:**

- The new president was voted unanimously by the council, as were the three existing vice presidents, Heimo Echensperger -who was also re-elected as treasurer-, Jacques Daffis and Sten Erson-Wester, and Kees Wijn Nobel as secretary.
- Under the title council matters we discussed additional contacts by modern digital meeting methods and decided that we shall try this out, and than we will make choices. We also exchanged ideas about the role of officers in the future and decided to put that on the agenda of C89 again.
- As part of carrying out the Strategic Plan we will work on a better communication structure between the council and the members and their adherents.
- The working groups did send their reports. Most of the subjects are related to the Strategic Plan and discussed as far as it was useful in connection to it.
- The treasurer gave information about the financial results of the first half year of 2017. He gave a quite optimistic report, especially because of the nice financial results of this year's Antwerp congress-AGM-excursion programme. The congress-AGM was evaluated and we were mostly happy. We discussed the 2018 edition and on the succession in 2019, because Liz and John Fuller decided to step down after 2018. I promised to talk with them and Peter Ovenstone about how to find new people for their posts. (The first talk took place on 15.9 in Portsmouth)

### **2. What else happened ?**

- The day after the council members left Hoorn, I flew to Stockholm to meet Sten Erson-Wester. He has been ill for already a long period. He did not look well at all. He is suffering from heavy headaches and his doctors are not too happy with his situation. I promised to keep in touch with him.
- Then I travelled to Visby on the island of Gotland. Invited by our Swedish member organizations JHRF&MRO. I gave two lectures (about the Dutch heritage railway cultural register and the second about the Strategic plan and Plan Paris) during the so called Almedal week, during which all the politicians of the Baltic area are on Gotland. This week is named after the Almedal park where in the 70s Swedish prime minister Olav Palme gave a speech (the Almedal speech) during one of his summer holidays on the island. I want to thank Anders Svensson and Jonas Svartlok who made the presence of FEDECRAIL possible. It was very interesting to see the local Gotlands Hesselby Järnväg, a beautiful heritage railway.
- On July 21<sup>st</sup> the chairman of our German member organization Günther Steinhauer died quite unexpectedly . I send a letter with our condolences and I attended his funeral on August 25<sup>th</sup> in Rheydt near Mönchengladbach. we also presented a funeeral wreath on behalf of FEDECRAIL Ingrid and Heimo were also present.

- Kees Wijn Nobel and I met twice near Delft, that's almost halfway between Goes (where he lives) and Hoorn (my hometown). The first time in July after his return from Africa so that we could look at the results of C88. The second time last Saturday when preparing C89.
- From 15<sup>th</sup> to 17<sup>th</sup> September, I visited Great Britain, invited by the HRA for their September board meeting on the Isle of Wight. It made it possible that on the Friday the 15<sup>th</sup> I met with Liz and John Fuller and Peter Ovenstone in Portsmouth, to discuss Liz and John's stepping back from congress organisation after 2018 and their possible role afterwards. What kind of people we are looking for to do the job after them if we continue with the same format after 2019. We were also looking into possible changes in presenting formats, by adding an extra AGM in autumn and by trying to make other programmes specially suited to the needs of board members of our members and their adherents. It was a first exchange of ideas.
- During my stay on the Isle of Wight I had ample time to talk with the HRA chairman Brian Simpson about the relation between FEDECRAIL and Great Britain after Brexit and after David Morgan has stepped down from council. It gave me also opportunity to spend some time with our HOG members in attendance, Steve Wood and Ian Leigh. I also seized the opportunity to give a short speech about the future ideas for FEDECRAIL and also about the relationship between HRA and FEDECRAIL at the impressive Isle of Wight Railway for the approx. 60 attending HRA board members. I think that most of us agree with the idea, that Great Britain will remain a part of Europe, even after Brexit. From that point of view it is the general idea that HRA stay a member of FEDECRAIL.  
Beautiful Island.
- On Tuesday 26<sup>th</sup> September I flew to Barcelona, invited by our Spanish member A.P.P.F.I, led by the very active Mr. Jordi Sasplugas Deu. On Wednesday 27<sup>th</sup> we attended an meeting of experts about heritage railways at the Catalan Museum of Science and Technique. Other speakers from 'our side', were Ian Leigh (development of Heritage railways in Great Britain) and Louis Poix (Loulou) the president of Honour of Unecto (développement des train touristiques and UNECTO). I made a speech supported by a power point presentation about the development of heritage railways in Europe after WW 2, the development of tourism and the reasons for founding FEDECRAIL in 1994 and what results we have achieved since. In the end I told something about our strategic plan. Our vice president Jacques Daffis made the invitations possible. I think that we made good presentations and – what is at least as important - good new contacts for FEDECRAIL as well as for our APPFI member. Jacques also acted as a very good interpreter. The last part of the visit brought us to Mora la Nova the home base of the APPFI, where we could see the impressive progress our member is making there and where we could meet the lord Mayor of Mora la Nova and the local press (journals, and television). Jacques was interviewed by several journalists. He speaks the Spanish and Catalan languages very well. Mora la Nova is the place where the youth exchange 2019 will be held. So we've got a good impression of this nice and attractive place. It was just a few days before the forbidden (by Madrid) referendum about an independent Catalonia.
- In the meantime the 2017 Youth Exchange was taking place in Italy. Pierluigi was sending us more or less on a daily base pictures of this event. Very well done. Heimo went to Italy to represent the council during the last weekend.
- In the same period the new law for tourist railways in Italy was accepted by the parliament. A very nice success for Pierluigi and his colleagues of the Italian heritage railway movement.
- In cooperation with the management of Bahnpark Augsburg, Heimo and I wrote a letter to oppose the closure of this Europe orientated Rail themepark. Reactions from press and from a German member of Euro Parliament suggests that closure may not happen. We offered my attendance to an all party meeting if it was felt useful .

3. A first impression after 3 month of presidency.  
I promised my wife Annette to assess how much time I think to spend on FEDECRAIL. I will let you know when I have figured it out, but I have noticed the following in my first 3 months as chair.
- a. The preparation of speeches and meetings takes much of my time. It is new and our Strategic Plan gives new and inspiring directions I want to built in into those speeches.
  - b. Conceiving ideas in my head and sharing them with others so that they can br implemented, takes more time than I had expected.
  - c. After talking with many of you I have got the impression that it is time to make changes. Not just change for the sake of it, but to make our work in this fast changing world possible and effective.
  - d. In the meantime I am convinced that we need to be more often in contact to forward the development of useful ideas from which our members can benefit. This should partly be done for the short term, because that will give the members the feeling that we are with them. Of course it should also lead to a profitable heritage railway world for the foreseeable future.
  - e. Having been around for three months I have become more and more inspired to do the jobs we have to do, together with you. Many of the members, the council members and the officers have high expectations. Our Strategic plan gives a challenging route for the future and I am looking forward to travel this routeo which I hope you join me all.

Jaap Nieweg  
President of FEDECRAIL  
Hoorn 3.10.2017

**FEDECRAIL CONFERENCE THURSDAY 4<sup>TH</sup> MAY – TUESDAY 9<sup>TH</sup> MAY**  
**2017**  
**ANTWERP BELGIUM**

**SUMMARY REPORT BY STEVE WOOD**

This year we were based for the main conference in Antwerp Belgium, organised in collaboration with FEBELRAIL, the Belgium umbrella organisation, in all there were representatives from 15 different countries.

The Heritage Operations Group (HOG) met following the Fedecrail council meeting on Thursday afternoon, see Jonas Svartlok's separate HOG Group minutes.

The opening reception was held in the main conference hotel the Hotel Leopold.

**Friday Business Sessions Day**

The business sessions were held in the impressive surroundings of Antwerp University. The sessions covered the following subjects:

The theme was working together with other organisations, and a presentation was given by UIC on the TopRail project, which encourages tourism by rail.

We were fortunate in having Joseph Doppelbauer Executive Director of the European Union

Agency for Railways, who gave a very interesting presentation on the future of railways in Europe with particular reference to heritage operations. He also fielded a lively Q and A session. We were fortunate that he stayed for the rest of the day, having informal discussions with delegates. He has been very helpful to Fedecrail.

Next the host nations gave presentations on Train World in Brussels, the Association of historical railways, and lastly Jef Van Olmen President of FEBELRAIL who explained the current state of heritage railways and tramways in Belgium. It should be noted that Jef had been instrumental in helping set up the conference.

Following lunch, the afternoon sessions concentrated on the environment, with the Fedecrail view given by Jaap Nieweg. This was followed by presentations from Switzerland on reducing emissions, and the experience of the Stoomtram Hoorn – Medemblik.

Finally, the Chairman of HRN, the Dutch umbrella organisation gave an insight into protecting transport heritage in the Netherlands.

In the evening the conference dinner was held at the Felix Pakhuis, a pleasant location on the waterfront in Antwerp

### **AGM - Saturday morning 6<sup>th</sup> May**

Besides the regular business of the AGM being transacted, the following items were covered;

Three membership applications from Fundacion Ferrocarriles Espanoles, Dampfbahnverein Züricher Oberland, and Fedrail SA (affiliate members), were considered and approved

Jaap Nieweg from the Netherlands and former Director of Stoomtram Hoorn – Medemblick was formally elected to the Council.

The Fedecrail strategic plan was presented and approved. There will be regular reporting concerning this living document.

Reports from the various working groups were received, including the newly formed Tramway Operations group.

Next conference will be held in Edinburgh, Scotland (UK) in April 2018

The afternoon and evening were spent on the Stoomtrein Dendermonde – Puurs Railway, followed by dinner.

**Steve Wood,  
UK FEDECRAIL Representative,  
Ravenglass 24<sup>th</sup> May 2017**



## **Günther Steinhauer VDMT leaves a great gap behind**



Günther Steinhauer, May 2017. Photo: John Crane

The chairman of VDMT (Association of German Museum and Tourist Railways), Günther Steinhauer, has died on 21 July 2017 at the age of only 64, following a short illness. With his passing, the German museum railway community loses one of its most significant members. His expertise in technical and operational matters across all gauges was remarkable and highly esteemed in railway circles. Having previously been deputy chairman since 1999, Mr Steinhauer served as chairman of the VDMT since 2012. The basis of his dedication was his love for museum railways, which was his calling and, in the case of his Selfkantbahn near Aachen, his career and life's work. Günther Steinhauer leaves a void which will indeed be very difficult to fill. Our thoughts are with his family and friends.

## **Richard Tapper passed away**

The sad news reached us that Richard Tapper had died suddenly at home. Richard has been a life long promoter of Europe wide cooperation between heritage railways. I met him first in September 1985, and active as he was, in 1986 he came over to see my steam railway. In the following years we worked on the first international conference at Utrecht (NL) in 1989, and at Hameln (D) in 1991, where he attended.

Subsequently he became the Minutes Secretary of the Morgan Commission, which prepared the constitution of FEDECRAIL. As a true guest to practically every FEDECRAIL Conference he was well known for his sales of books about railways in former Communist countries, which he carried in large and heavy suitcases - of course carried by rail. The profit went to New Europe Railway Heritage Trust (NERHT). No one should be surprised that he became Board member of NERHT, where I met him last in May. We lost a real friend.

J.Kooy,  
NEHRT-Sekretär und früherer Sekretär von FEDECRAIL

## **The New Tramway Operating Group (TOG)**

The Tramway Operating group (TOG) is a new FEDECRAIL working group. Mimmi Mickelsen presented the results of the first TOG meeting, held on 4th May, with representatives from the Nordic Countries, Belgium, Germany, the Netherlands and the United Kingdom. The main objectives are:

1. To support initiatives to broaden the base of TOG participants
2. To collect and collate information about operators of heritage trams
3. To show the contribution of heritage trams to local cultural and economic activities
4. To support business activities that diversify the appeal of trams to different demographic groups, especially young people
5. To support a program of adoption of best practices by heritage tram operators and tram museums.

New participants in the Tramway Operating Group are welcome

## **The first Italian law on Touristic Railways**

The first Italian law on Touristic Railways was approved by Senato della Repubblica commission on 2nd August. The First approval from the Camera dei Deputati was given last January. After more than two Years of hard work (meeting with the Transport Commission in Rome) and Parliament lobbying, FIFTM (Federazione Italiana Ferrovie Turistiche e Museali) was able to apply some useful changes to the first text.

This is the result of the increasing interest in Italy for Touristic railways because the transport associations and politicians have realized the potential value of closed and abandoned railways for local territories. The law includes articles about the registration of touristic and heritage vehicles both for main lines and touristic line uses and the Ministry of Infrastructure can collaborate with FIFTM and Fondazione FS Italiane for classifying and drafting registers of engines and rolling stock.

Main line operations are considered strategic for touristic system and the law considers that the infrastructure manager must allow and support main line operations. The use of "velorail" is included and will be submit to special rules. About this point a commission of the Italian Board for Unification UNI approved an internal rule for "velorail" certification and FIFTM worked inside this group. The next step is the drafting of the working decrees to apply the law in all its aspects.

FIFTM is mentioned clearly in the legal text and this means that it is officially recognized by the Italian Republic with a position very close to the Government Ministry, Agencies and Offices. The approval of the law is very important goal for FIFTM because it establishes the high level of input, thanks to the collaboration with several FEDECRAIL members that have given help and advice by supplying their rules and laws as examples.

## **Three new FEDECRAIL members**

Three new members joined FEDECRAIL. They were introduced at the 24th annual general meeting, which took place at Hof van Liere-Conference Centre at the University of Antwerp/Belgium on 6 May 2017. The organisations' names are „Fundación de los Ferrocarriles Españoles“, „Dampfbahnverein Zürcher Oberland“ and „Fedrail SA“, the „Federation of Heritage Railways of Southern Africa“. This means FEDECRAIL now has 43 members representing 655 trains/trams.

## **FEDECRAIL support for the Augsburg Railway Park**

In a letter, sent to the highest ranking government authorities of the state, the region and the city as well as to the Member of the European Parliament Markus Ferber, FEDECRAIL has advocated the preservation of the Augsburg Railway Park, in its entirety, as a unique industrial monument. Breaking up this park in favour of investors' commercial interests, which is currently being considered, would destroy a valuable European industrial monument. In terms of content and function, both parts of the Augsburg Railway Park, "Roundhouse Europe" and "World of the Steam Engine" in the steam engine hall are inextricably linked to each other. The "Roundhouse Europe" is supported by nine European countries through valuable items on loan and teaches European transport history through historical ambassador locomotives. Especially in times of widespread Euroscepticism, it would be a fatal signal to endanger this significant European project.

## **Fedecrail Youth Exchange with 17 boys and girls**

The 11th Fedecrail Youth Exchange started in Turin (Italy) on July 29. Seventeen boys and girls from various European countries (Sweden, Italy, Austria, England, Romania, Ukraine and Germany) gathered in Italy to share 10 days of cultural and rail experiences organized with the support of FIFTM Italian Federation of Tourist and Museums Railways.

The first part - held in Turin - was organized by the volunteers of the Museo Ferroviario Piemontese. While staying in the region capital, the boys were able to visit Savigliano and the Railway Museum. There were days dedicated to the visit of the city of Turin with well-liked tram trips, including a trip to the historic Sassi-Superga rack tramway.

The workshop at Turin Museum's historic site was able to host working days during which the young people use their experience on the historic vehicles, working with the local volunteers.

On 2<sup>nd</sup> August, the group travelled by train to Primolano, where they were welcomed by volunteers of the Società veneta Ferrovie association. The next day they worked in the newly restored locomotive shed, starting the restoration of a freight wagon with the dismantling of wooden parts and taking a look at the carriage and steam locomotives recently overhauled.

In the next few days they went to Venice by train for a guided tour of the city and travelled to the narrow-gauge railway Trento-Marilleva and visited the shed.

On the final evening of Saturday 5<sup>th</sup> August, Fedecrail's vice president Heimo Echensperger handed out attendance certificates to all the participants bringing to an end a delightful experience that left the volunteers of the involved organizations with fond memories.

## **Petition for the Trieste – Opicina railway line**

The unique Trieste – Opicina railway line in Italy is on the verge of a definitive "end". Since an accident in August 2016, operations have been interrupted on the five-kilometer-long narrow-gauge line. Now Opicina's tram is in danger of not being reopened. The daily newspaper "Il Piccolo" has called for a petition to be signed in the hope that this unique example of public transport with a high tourist value can still be reopened. Here's the petition:

<https://www.change.org/p/salviamo-il-tram-di-opicina-la-petizione-del-piccolo>

November 2017

Josef Sabor

[josef.sabor@fedecrail.org](mailto:josef.sabor@fedecrail.org)