



# Wattrain

The World Alliance of  
Tourist Trams & Trains



## WATTRAIN November 2018 Newsletter.

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Editorial:

Ladies and gentlemen,

*It is a privilege to introduce this November 2018 edition of the WATTRAIN Newsletter. The WATTRAIN FRISCO 2018 Conference will no doubt spur us on to greater things as a unified body in the future as we tackle the formidable challenges identified in the key items at the Conference.*

*This newsletter..somewhat larger this time (apologies!)..and comes with a large attachment (in comparison to the newsletter, that is) which contains 7 items. As noted at the end of the Newsletter, . "In due course the presentations will be available on the WATTRAIN website under the "WATTRAIN FRISCO 2018 label." ..in English and Spanish."*

*You will notice an extensive item on tourist trains in Colombia. WATTRAIN believes that the number and the importance of tourist trains in Latin America,(and our hope is that they will take the opportunities offered by WATTRAIN, along with our appreciation towards their activity,) deserves having an article about one of them in the Newsletter. Hasta pronto!*

*A variety of photographs are included to add to the memories of a landmark conference.*

## 1. The President's Letter

**Dear Wattrain Members, dear Friends,**

The World Alliance of Tourist Trams and Trains held its third Conference in Frisco, Texas, USA, November 1-3, 2018. It was attended by members from UK, Germany, Italy, United States, Argentina, Chile, Colombia, Australia. The Annual General Meeting held on November 2nd, 2018 took stock with great sorrow of the decision of our President, David T. Morgan, to step down after having founded and served during 12 years as President/Chairman of Wattrain. He will be staying on the Board to support the team. The Board had previously accepted his proposal that I become the next President; the AGM agreed on his proposal. The AGM also agreed on my proposal that David Morgan become President Emeritus, taking into consideration his courage, his vision, his capacity to motivate people all over the world, his ability to start Wattrain, make it a reality and enabling it to sail successfully. Wattrain counts on David's continuing advice and his experience.

I am proud to become the second President of Wattrain, and I will do my best, with the help of the Board and the Members, to make sure that our Organisation fulfills its goals and its mission.

The successful outcome of our Conference should be ascribed to Bob LaPrelle, CEO of the Museum of American Railroad in Frisco, who presented our Conference, and Ms Kellie Murphy, who works in the same organisation. Without them, we would not have been able to ensure the perfect development of our venue in Frisco. Also, heartfelt thanks to McRail Insurance and Tripp Salisbury, who sponsored the Conference. Special thanks are due to Gabriela Galizia, Member of the Board, who kept track of the general organisation of the event and made sure that the translations of the presentations were ready in time and, moreover, guaranteed during the Conference that the non anglophone participants could follow the proceedings at all times in their language.

Thanks to the Manager and the Personnel of the Drury Hotel in Frisco for their co-operation, patience and assistance.

The presentations of the participants – both those attending in person and those who sent their contributions in electronic form – are being attached to this Newsletter, as a number of photos of the participants. Of course, all comments are most welcome.

During the Conference, the presence of a number of qualified representatives of Latin American Heritage railways suggested we start what we called the Latin American Project (LAP), intended to take stock of the extant Heritage Institutions in Latin America and to help them work better, by making possible the exchange of experiences about available equipment and connected technical documentation, about repairs, about increasing their overall capacity to tackle incoming issues. Our patron Courtney Wilson agreed to serve as a turning table for the information. I take this opportunity to thank those who will help realize this endeavour, including some of our American Friends in the Heritage line of work, who immediately volunteered to offer the documentation and expertise available. An online library is among the suggestions that are being considered.

Taking into consideration a suggestion floated during one of the usual bi-monthly Skype meetings of the Board, I informed the AGM that Wattrain 's next Conference will take place in Italy in 2021, thus respecting the three-year cycle we are following. Also, we are evaluating locations for the 2024 Conference.

I believe that Wattrain should continue to enhance the co-operation between its Members; deepen its relationship with UIC, Fedecrail and Heritage Railway Association; increase its constituency all over the world; explore the possibility of memberships in countries which have not yet been fully taken into consideration; lobby on behalf of its Members, where appropriate, all over the world; among many other proposals, we will vouch the possibility of uploading to the Wattrain site the introductory videos of the Members railways and Museums.

I would be remiss if I did not mention the fascinating insights that we had from Bob LaPrelle about the Frisco Heritage Museum and the Museum of the American Railroad, and the exciting trip on board the McKinney Avenue Trolley Car. Also, thanks to Bob and Kellie, we visited the Sixth Floor Museum at Elm Street in Dallas, we toured the Train Topia Model Train Exhibit at the Frisco Discovery Center, we rode on the Grapevine Vintage Railroad, we visited Fort Worth Stockyards. Tripp Salisbury invited the participants and their partners to dinner at Babe Chicken Dinner House: thank you!

After the Frisco Conference, some of us flew to Durango, Colorado, where Al Harper, through Rail Events and American Heritage Railways, offered us an unforgettable trip on the Durango & Silverton Narrow Gauge Railroad and hosted two dinners for us. Jeff Johnson, Sr. Vice President/General Manager of Rail Events, assisted us at all times. We then adjourned to Santa Fe, New Mexico, where we participated to the Heritage Railway Alliance fall Conference, which enabled us to increase our knowledge of the many problems their Members are confronted to – like ours -, and to disseminate information about Wattrain. G. Mark Ray, President of Heritage Railway Alliance, was instrumental in enabling Wattrain to explain its mission and its goal; the participants to the Conference expressed their sound appreciation to David Morgan. More on the HRA Conference whenever its proceedings will be available.

My personal gratitude to David for what he has done and will continue to do, my respects to Heather, my best wishes to them and their family, my best wishes to our Members.

**Stefano Benazzo, President**

**sbenazzo@gmail.com**

## **2. Report from David Morgan, President Emeritus**

Because of the cost of convening meetings of members who are spread across the globe, we have adhered to a rhythm of holding a congress combining our Annual General Meeting, which by very definition must be held every year, with a conference every three years, believing that our members will not wish to incur the costs or spend the time necessary to attend a business meeting lasting less than an hour. Another disincentive to holding a combined meeting and conference annually is the very time consuming need to prepare for such a meeting, to such an extent that it effectively hinders progress in other aspects of the organisation's business. However, members may wish to review this policy during our meeting in Frisco, Dallas, Texas on Friday 2nd November 2018.

So what should be our main focus on? There is no doubt in my mind that we need to give priority to the protection of our historic right to use our traditional fuels such as coal and oil, the importance of ensuring that the next generation is trained to restore, operate and

maintain our historic or traditional stock and equipment, and to improve the viability of our members by helping them to promote their services, thus increasing their revenue and to reduce or at least to contain their costs. We hope that both these initiatives will help to increase our membership.

We hope to address a number of these issues during our conference in Frisco but that does not mean that we have been sitting on our hands. We have set up a joint environmental working group with FEDECRAIL to research the fuel problem. We have disseminated the training programmes of the UK's BESTT (Boiling & Engineering Training Trust) and we have set up a link with UIC's TopRail Programme's website which will allow visitors to click onto the websites of those members who have paid the full membership subscription while those who have signed up for Directory membership will be listed on the WATTRAIN website. We have also intervened in Taiwan and Tasmania to support local rail heritage projects.

There have also been some changes in our own team. Ian Leigh stood down as Finance Director in November 2017 but has continued to act as Company Secretary and Bookkeeper until November 2018; Andrew Gill, our Membership Secretary has kindly agreed to take over these roles. Peter Lewis is now well installed as our Newsletter Editor and has taken over the role, previously played by Ian, as our webmaster.

Andy Masters, a UK subject who lives in California when he is not travelling, has agreed to carry out research for WATTRAIN and may contact members in the future to seek their views on a number of topics.

We continue to enjoy strong support from our Patrons. I met the Hon Tim Fischer twice this year when he visited the UK. In February, he was in London attending a meeting of an international charity hosted by the Prince of Wales and in July he returned with 64 fellow Australians touring steam railways in the UK. He was in fine fettle despite undergoing a long treatment for cancer and is sorry to miss Frisco but the programme of his treatment militates against such a visit. Lord Faulkner is also unable to attend due to the requirements of Parliamentary business. I am pleased to say that Courtney Wilson, who has now stepped down as CEO of the B&O Railroad Museum in Baltimore, will be speaking as well as Sergio Zubieta of Argentina who has hosted us in the past.

I will myself be standing down as Chairman / President of WATTRAIN at our AGM in November but will be staying on the Board to support the team. Stefano Benazzo will take over the helm and I am confident he will lead the organisation forward to achieve greater things.

Lastly, I hope you will let us have your views during our conference. If you are unable to attend, feel free to email me on [davidtmorgan@outlook.com](mailto:davidtmorgan@outlook.com).

**DAVID MORGAN MBE TD**  
**President / Chairman**

### 3. Tren Turistico de la Sabana, Colombia, A narrative from Eduardo Rodriguez Ardila, President

Turistren runs a tourism train in Colombia's capital Bogota, that transports tourists through the "Sabana de Bogota", a mountain savanna in the Andes highlands in Central Colombia. (Altitude 8500 feet, 2600 meters). A family owned company with the purpose of rescuing the heritage of old passenger trains powered by steam locomotives in Colombia, this company has been operating the "TREN TURISTICO DE LA SABANA" for the last 25 years without interruption and has grown to handle special purpose trains that run. Started operations with 1 steam locomotive and 8 passenger coaches.



#### Steam Locomotives

With the liquidation of Colombian National Railways, all the passenger rolling stock and all the steam locomotives were abandoned and then auctioned to scrappers. In these were found various brands and models as Kitson and Hawthorn from England, Baldwin and American from the United States, Berliner Maschinenbau from Germany, Tubize and Haine-Saint Pierre from Belgium and Skoda from Czechoslovakia.

Bought 9 abandoned steam locomotives from yards all around the country, chose Baldwin for ease of maintenance and because were the newer and most popular.

Also acquired the tools machinery from Flandes Workshop (largest steam locomotives workshop in Colombia) needed to maintain and refurbish other locomotives.

The workshop, located at Bogota's Central Station allows the manufacture of spare parts, reparation, maintenance and reconstruction of all of the rolling stock, steam and diesel-powered equipment.

Of these, five steam locomotives were reconstructed and are in working condition.

These are:

# 72 Baldwin 2-8-2	1947
# 75 Baldwin 2-8-2	1947
# 76 Baldwin 4-8-0	1946 "Montaña" Specially designed for Colombian Mountains.
# 85 Baldwin 2-8-2	1947
# 8 Baldwin 2-6-0	1920

#### Diesel Electric Locomotives and Railcars

Since the beginnings of the company, it was identified the need to have at least one Diesel powered locomotive. First, in 2010, Turistren was able to lease 1 locomotive. In 2013, it acquired 2 totally

dismantled locomotives (in pieces) and through 2013 and 2014 both were rebuilt at the workshops. In 2016, the third one was rebuilt, the condition of this one was better than the other two.

### **Locomotives #711, 723, 601 General Electric U10B 1969**

In the stock of equipment to be rebuilt, they were 5 units of railcars that worked with the Colombian National Railways since 1959. In 2011 begun the project of rebuilding with local technology the first railcar. To the date, three of these ones have been rebuilt providing an equipment for shorter trains. Head unit and 4 coaches are around 240 passengers.

### **Coaches**

Turistren bought from various places around Colombia all available passenger coaches in whatever condition they were found. From this today, there are a total of 40 coaches, 32 of these in working condition, 2 more in reconstruction process programmed to enter service this December, 1 cargo box car and a restaurant car.

Capacities differ between 44 and 52 seats in tourism coaches and 64 to 72 in seats in university coaches.

### **The Experience in the Train Turistico de la Sabana**

The product offered is a day trip to nearby colonial towns of Zipaquirá and Cajicá located 34 miles north of Bogotá. The train departs La Sabana train station in downtown Bogotá at 8:15am and from Usaquén station at 9:15 am, running through almost half the city and then through the suburbs and countryside for a total round trip of 106km (67 miles).

In the train, the ride is accompanied by three live musical groups that move from coach to coach performing for the passengers also there's food service at the restaurant car and waiters that get you food to your seat. The train runs on Saturdays, Sundays and holidays with an average occupation of 500 passengers on Saturdays and 850 passengers on Sundays at its full capacity.

At its destination, the passenger can visit either the Zipaquirá Salt Cathedral or Nemocon Salt Mine.

### **University Trains**

Bogotá's, population is around 9 million and is ranked sixth on the global traffic ranking (2017) with a public transport model based on a bus model system that has collapsed.

University campuses have moved from the city to the suburbs at Bogotá's north. In 2011, the opportunity to transport students to a campus located over the railway in Cajicá opened a new service and an option to use during the weekdays the equipment. Nowadays, under the same model, Turistren is running three daily trains to three different Universities.

### **Christmas Train**

Every December since 2011, we run a totally lighted Christmas Night Train for 30 days, composed of a steam locomotive and 14 coaches with 600 passengers, more than 3 miles(4.8 kms) of led illumination and around 300,000 bulbs.

TURISTREN moved 436,000 passengers in 2017 in 1268 services. Of these, 181,000 were strictly tourism and 255,000 were special services passengers. For 2018 is expected to reach half a million passengers.

### **Tomorrow's Challenges**

In these 25 years there have been several challenges that had to be faced. However, with innovation, creativity and lots of work nowadays the company is in a solid position with growing numbers of trains and passengers.

#### **Some challenges faced:**

Converted steam locomotives from fuel oil to coal. Reduced by five the operating fuel costs.

Introduced Diesel powered locomotives and railcars bringing reliability and facing environmental issues of operating steam engines.

By introducing non-touristic services, we are generating revenue from other clients.

Marketing alliances for special purpose trains. i.e.

Christmas Train with Davivienda

Stereopicnic Train with Redd's beer

Oktoberfest with German Chamber of Commerce

Around Bogota with Café Sello Rojo

Focused on customer satisfaction with three goals:

Total quality maintenance. No downtimes affecting the passenger.

Staff training for providing an outstanding service.

Management focused on efficiency and reliability, providing the tools for the correct functioning of the company.

Financial strength

Increasing rolling stock and motive equipment

New generation of staff in all the areas of the company. (learn the trade)

**This a short summary of what Turistren has done in Colombia with tourism trains and how we have faced the challenges, opportunities and adversities presented.**

## **4. Summary of Third WATTRAIN Conference**

**Drury Hotel, Frisco, Texas, 2-4 November 2018**

**(November 16, 2018)**

The following Wattrain Members and Guests/Friends attended the Conference: President Emeritus David T. Morgan, President Stefano Benazzo, Gabriela Galizia, Stephen Ryan, Bob LaPrelle, G. Mark Ray, Courtney Wilson, Tripp Salisbury, Clive Moore, Sergio Rodriguez Zubieta, Eduardo Rodriguez, Andres Rodriguez, Gabriel Asenjo, Chris LeMarshall, Andrew Moritz, Eugenio Tueve, Nigel Hunt, Andy Masters, Heimo Eschensperger, Domingo Kauak, José Tomàs Breton.

The following Wattrain Members or Guests/Friends could not attend the Conference but sent their presentations: Shaun McMahon, Peter Lewis, Nadia Ricci (on behalf of Senator Eduardo Costa).

The following presentations were made at the Wattrain Conference; some were accompanied by videos and/or Power Point presentations. This summary is only stressing some of the points made during the presentations. Only the contents of some of the presentations are mentioned in this summary. I am sorry if I have not been able to note all the important points of all of them. I strongly recommend to read them through the relevant links. They are highly interesting, and I thank all those who prepared and read (and translated/interpreted) them.

**Thursday, November 1st, 2018**

President Emeritus David T. Morgan

DM noted the advantages of holding the Wattrain Conference every 3 years; he stressed the need to give priority to the protection of our historic right to use our traditional fuels such as coal and oil, the importance of ensuring that the next generation is trained to restore, operate and maintain our historic and traditional stock and equipment, and to improve the viability of our members by helping them to promote their services, thus increasing their revenues and to produce or at least to contain their costs. He mentioned the activity of Wattrain in enacting the Joint environmental working group with Fedecrail on fuel problems, disseminating the training programs of UK' BESTT, setting up a link with UIC and Toprail, supporting local rail heritage projects. He mentioned and thanked Ian Leigh who stood down as Finance Director, being replaced by Andrew Gill, Membership Secretary; he thanked and congratulated Peter Lewis, Newsletter Editor, and - replacing Ian Leigh - new Webmaster. He acknowledged the support that will be given by Andy Masters. He thanked our Patrons: Hon Tim Fischer, Lord Faulkner, Courtney Wilson, Sergio Zubieta. He informed the Conference of his decision to stand down as Chairman/President of Wattrain, staying on the Board to support the team. He mentioned his successor, Stefano Benazzo, wishing him well as the new President. He thanked Tripp Salisbury for sponsoring the Wattrain Conference.

#### **President Stefano Benazzo**

SB thanked DM for his words and his trust; he thanked Wattrain Members for supporting him in his new functions, the Patrons, the Sponsors. He mentioned his activity as Photographer of stranded Shipwrecks, noting the similarity with the respect all tourist railways fans have towards the duty of memory of the men who built them, maintained them, managed and drove them. He welcomed the attendees who flew over from Australia, Latin America and Germany. He confirmed that he would respect and enact Wattrain's goals and mission; he confirmed his intention to foster Wattrain connections with UIC, Fedecrail, HRA, etc. Having a long love story with American railroads, he expressed his gratitude to HRA for inviting Wattrain to participate to its next Conference in Santa Fe, New Mexico. He mentioned his intention to submit to the Board the possibility of an increase of the Wattrain relationship with China, Russia, India, etc.

#### **Stephen Ryan: Museum Design, Relevancy, Attracting Visitors**

Apart from the comments in the attached Power Point, SR stressed the importance of using museums as a venue to push visitors to think not only about the past but also about themselves and their future; museums should insist on talking about people and their stories; the future of museums is made of the people who are not coming to museums today; need to create "multiple access points", in order to put together a "continuum of human enterprise"; effort needed to try and also get the interest of ladies (specifically young ladies), not only of white males; railways touch upon every aspect of human activity; they have been, and often still are, crossroads of commerce and trade.

#### **Bob LaPrelle: Moving a Rail Museum, The Challenges & Tribulations**

BLP noted that his museum has one of the 5 or 6 most important collections of US railway equipment of historical significance.

**G. Mark Ray:** Partnerships

**Courtney Wilson:** Reflecting on 30 years of Experience

**David Morgan:** Protecting Historical Items of Your Collection

**Tripp Salisbury:** Insurance

**Clive Moore:** Environment, Keep the Fire Burning

**Shaun McMahan:** Technical Developments Related to New Fuels



**Sergio Rodriguez Zubieta:** The Issue of Social Inclusion

**Eduardo Rodriguez:** Saving the Colombian Trains

**Gabriel Asenjo:** Volunteer Work & Passing Skills to Future Generations

**Chris LeMarshall:** Volunteering

#### **Friday, November 2nd, 2018**

**Andrew Moritz:** Transport Heritage NSW - Protection of Historical Collections

**Peter Lewis:** Ensuring Engineering Continuity for the Future

**Eugenio Tueve:** Tren del Recuerdo - the Tourist Train of Chile

**Nadia Ricci** (on behalf of Senator Eduardo Costa).

- Gabriela Galizia, Member of the Board, was instrumental in the translation and interpretation of the presentation written in Spanish. Wattrain's most heartfelt thanks to her.
- A Partners Program was organized. Wattrain's thanks to Kellie and Bob for doing that.
- The Drury Hotel was extremely helpful and co-operative. On behalf of Wattrain Members and Guests/Friends, I thank its General Manager and Staff.
- A Wattrain Board Meeting took place at 16.00 on Wednesday, October 31st, 2018 at the Museum of the American Railroad in Frisco. Wattrain thanks the Museum for hosting the meeting.
- The Wattrain (Annual) General Meeting took place at 11.30 on Friday, November 2nd, 2018 at Drury Hotel in Frisco. Its proceedings are reported in a separate document.
- Apart from the Wattrain Conference, the participants visited the Museum of the American Railroad in Frisco and the Topia Model Train Exhibit at the Frisco Discovery Center, rode the Grapevine Vintage Railroad, visited Fort Worth Stockyards, rode the McKinney Avenue Trolley loop in Dallas and toured the Sixth Floor Museum in Dallas. Wattrain thanks Kellie and Bob for organizing that program. They were guests of Tripp Salisbury, Chairman of McRail, at Babe's Chicken Dinner House on Saturday, November 3rd, 2018. Wattrain thanks Tripp for the treat.
- At the end of the Wattrain Conference, the Latin America Project was launched during a meeting held between Chris LeMarshall, Sergio Rodriguez Zubieta, Courtney B. Wilson, Eduardo Rodriguez, Andres Rodriguez, Eugenio Tueve, José Tomàs Breton, Gabriel Asenjo, Domingo Kauak, Gabriela Galizia, and Stefano Benazzo. The results are reported in a separate document.
- After the Wattrain Frisco Conference, some members and spouses/partners flew to Durango, Colorado, where they were hosted by Al Harper, Chairman of Rail Events Incorporated - who offered a ride on Monday November 5 on the iconic Durango & Silverton Railroad - and assisted by Jeff Johnson.



Some Members transferred on Tuesday November 6th by road to Santa Fe, New Mexico to join the Heritage Rail Alliance (of North America), which culminated in a ride on the famous Cumbres & Toltec Scenic Railroad, as guests of John Bush, and a stop in Antonito, Colorado to visit the C&T Shops. During the Santa Fe stay, some of us visited the Los Alamos, New Mexico, and the Bradbury Science Museum. Wattrain thanks G. Mark Ray, Chairman of HRA, for his hospitality, John Bush, President/General Manager of the C&TR, for hosting the ride, Al Harper of Rail Events for hosting the dinner on Friday November 9, Tripp Salisbury for hosting the breakfast on the same day.

The following seminars were held at the HRA Conference: Retail and Gift Shop; Strategic Planning; Historic Car Restoration; Locomotive 168 Restoration; Ticketing; Federal Railroad Administration Issues; Emergency Preparedness; Vendor Potpourri; Parts Roundtable; Digital Advertising; Social Media; Volunteers; Fund Raising and the Future; How to Attract the Movies; Insurance; Safety; Premium Services; National Landmark Status; Group Sales. David Morgan, Stefano Benazzo, Andrew Moritz and Nigel Hunt participated to the seminars.

The Wattrain Members and Friends who might be interested in the abstracts can ask Stefano Benazzo ([sbenazzo@gmail.com](mailto:sbenazzo@gmail.com)) who will ask them to the HRA. Some seminars were particularly interesting, in particular those concerning Restoration, Planning, Ticketing, Emergency Preparedness, Parts, Volunteers, Fund Raising, Insurance, Safety. Many documents produced by HRA stressed the importance of Safety.

I believe that the presence of the President Emeritus and the President to the HRA Conference was very useful to enhance the links with Wattrain, to learn more about the HRA activity (and propose the lessons learnt to Wattrain Members), to invite the HRA Members to participate to the next Wattrain Conference in Italy in 2021 (some HRA Members have already expressed their interest). Last but not least, we took note of the date and location of the next HRA Conference: Vancouver, Canada, September 18-21, 2019.

**(Written by Stefano Benazzo)**

**Editor's Note:**

Some documents are added to this newsletter as an attachment. In due course the presentations will be available on the WATTRAIN website under the "WATTRAIN FRISCO 2018 label." ..in English and Spanish.

**WATTRAIN November 2018 Newsletter ATTACHMENT.**

Items:

1. A Brief History of WATTRAIN
2. Remarks by Stefano Benazzo at Wattrain Frisco Conference, November 2th, 2018.
3. Stefano Benazzo CV for WATTRAIN (14/11/2018)
4. Minutes of the eighth (Annual) General Meeting
5. Stefano Benazzo Remarks at Heritage Railway Conference.(Santa Fe, November 6, 2018)
6. Latin America Project.
7. Provisional list of Tourist Railways, Museums, Associations, etc. in Latin America