

FEDECRAIL

UPDATE No 10

MARCH 2010

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 Keith Twyman know (contact details on page 9).

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

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



PRESIDENT'S REPORT

I expected 2009 to be a year of retrenchment or cut backs in the museum and tourist train sector. I was wrong; by and large, the sector proved remarkably resilient. Certainly in the UK, heritage railways have enjoyed an increase in both passengers, visitors and, importantly, income, despite a reduction in some areas of international tourism.

That is not to say that it has been plain sailing for all our member railways. Those in Eastern Europe have probably faced the most demanding challenges. Those in Romania and Ukraine have faced particular difficulties and there was an unfortunate accident on the Radebeul steam railway.

It was gratifying, however, to see the formation of a Polish umbrella organisation in November last year, against the background, it has to be said, of the threatened closure of the Warsaw Railway Museum. At a conference held at the end of November, representatives of a large number of Polish museum and tourist lines endorsed the setting up of the new Polish Federation of Museum, Tourist and Local Railways. Welcome aboard!

On the legislation front, Brian Simpson MEP once again succeeded in getting an amendment to an EU Directive through the European Parliament allowing national governments to permit use of paint strippers based on dichloromethane (DCM) in controlled circumstances eg professional use in well ventilated workshops, as reported in Issue 6 of *Update*.

At our last AGM in Luxembourg, we set up an Environmental Working Group under my chairmanship but led by Dr Reinhard W Serchinger, ScPhys, Munich. The Group has formulated a mission statement and circulated a questionnaire to members to establish priorities. The mission statement sets out what we believe to be a sound and sustainable basis from which to move forward:-

The EWG will assist FEDECRAIL's member railways to comply as closely as possible with current EU environmental regulations; however, whenever such compliance contradicts the primary mission of any museum – the preservation of artefactual historical sources – derogation will be sought.

Reinhard was one of the invited speakers at the World Congress on Railway Heritage: Opportunities and Challenges held at the Queensland Rail Workshops Museum at Ipswich near Brisbane in Australia. His presentation was very well received and recognised as addressing some of the burning issues (almost literally) facing steam train operations.

The Congress also endorsed the setting up of an international federation (previously referred to as TINHATT) and the working group set up to implement the decision have agreed the new name of **World Organisation Of Tourist Trams And Trains** (or **WATRRAIN**). I will be writing more about that in our next issue and those of you attending our Annual Conference and AGM in Budapest at the end of April will be informed of progress so far.

I look forward to seeing you then.

David T. Morgan, MBE, TD
President

(See pages 3 and 4 of this issue for further information on how WATRRAIN is developing.)



SAFETY AND OPERATING WORKING GROUP REPORT

Level Crossings. June 22 has been listed as European Level Crossing Awareness Day with the aim of educating users in order to achieve an increasing level of safety. Further information will be made available in due course. A European Level Crossing Forum is now active and we have made enquiries to see if the work of the Forum will have any relevance to heritage and museum railways. The subject of level crossing will be on the agenda for the next meeting of the Group which will be on Thursday, April 24 in Budapest.

European Rail Agency. Nearly all the work of this Agency relates to the national networks but we do need to check from time to time in order to ensure that there is nothing which could affect tourist and museum railways. The Agency publishes a newsletter which is available on their website www.era.europa.eu

Operating and Safety Guide. Work on the first edition (English only initially) has been completed and it should be available on the Fedecrail website in the near future. www.fedecrail.org

David Woodhouse
Chairman, Safety Working Group



FEDECRAIL “BUDAPEST 2010” CONFERENCE THURSDAY 22.4.10 - WEDNESDAY 28.4.10

A quick news update - a “day by day” Booking Form is now available for anyone who might like to make a “taster visit” for one or more days of the conference programme. Guests and speakers will include Brian Simpson MEP, President of the European Parliament Transport & Tourism Committee and Mark Smith, one of a panel of speakers on the principal conference theme of the economic benefit of heritage railways and railway museums. The Fedecrail General Assembly will include a report on the findings of the Environmental Issues survey to which many Fedecrail members have contributed. Details of the conference programme were published in *Update* No 9 (December 2009). A reminder of key deadline dates:

As soon as possible - Recommended deadline for booking at the two main conference hotels. Unbooked rooms have recently been released back to hotels and any late bookings will be on an “on request, subject to availability” basis.

Saturday 20.03 - Booking forms for all (or part) of the conference programme should be received by this date.

Post-Conference Tours - operated independently of Fedecrail. Details and prices have now been confirmed and booking forms can be obtained from conference@fedecrail.org. MAV Nosztalgia are operating the **Wolsztyn Express**, a 5 day return excursion using historic rolling stock from their collection to a major steam festival in Poland. Period:- Thursday 29.04 (morning) - Monday 3.05 (evening). Prices: € 599 per person in double sleeper compartment; €350 single occupancy supplement. The **Serbian Adventure** (operated by Astra Travel, Belgrade) offers a fascinating tour with a combination of special train and road transport to the acclaimed Mokra Gora spectacular narrow-gauge heritage railway in western Serbia with opportunities to see also other railway heritage locations of interest in the country. An extension of the tour will cover railway heritage attractions in Bosnia. Period:- "Short Tour" 3 full days Thursday 29.04 - Saturday 1.05 (evening); "Full Tour" 6 full days Thursday 29.04 - Wednesday 5.05 (morning). Prices: "Short Tour" €459 (hotel single room supplement €46); "Full Tour" €695 (hotel single room supplement €89). Bookings for last-minute places on either tour should be made **as soon as possible**.

For conference bookings and enquiries, please email conference@fedecrail.org or contact a member of the organising team: John and Liz Fuller Tel: + 44 (0) 1474 362208 or Peter Ovenstone, Tel: + 44 (0) 7740 289702 or + 44 (0) 131 225 1486.

Peter Ovenstone
Conference Organiser



4th FEDECRAIL YOUTH EXCHANGE 2010 IN HUNGARY

2010 will mark the fourth year of operation of the Fedecrail International Youth Exchange scheme. This year's event will be held in Budapest between 30 July and 8 August hosted by the Budapest Children's Railway and MAV Nosztalgia, the Hungarian national railway heritage company. Participation in the Youth Camps, held in Sweden (2007), Latvia (2008) and Germany (2009), has built up steadily and 19 young people from 6 European countries took part in the very successful 2009 event hosted by VDMT and several heritage railways. Full details of this year's Youth Camp are distributed with this edition of *Update*. The deadline for applications is **Sunday 4 April 2010**.



TINHATT BECOMES WATRRAIN

Welcome to the first of what I hope will become a series of regular reports to inform you of progress with our international body.

The first important news is that the TINHATT title, which many thought was not suitable, has been discarded in favour of WATRRAIN, which is **World Association of Tourist Trams and Trains**. WATRRAIN will be our "trading name" which we hope you will agree sounds better than TINHATT! At the present time, work is proceeding on incorporating the new organisation under the above title and we hope to be able to announce the completion of this task in the near future, at which time we should have the registered address of the company and will feed this out.

Another major initiative is the proposed website, which is beginning to take shape, guided by our Argentinian colleagues. As with all these things, it will take a little while to fully open the website, but be assured that before too long there will be a website up and running and it will be constantly updated to reflect activities being undertaken.

The 2012 Conference is going to take place in the United Kingdom and already some plans have been made for an interesting programme. The Conference itself should take place in York, home of the National Railway Museum, but the “base” hotel may be sited elsewhere for ease of travel to local attractions and also to assist with the costs as York is extremely expensive to stay in. Again, details will go on to the website as things develop.

That’s all for now, but look out for more news as we forge ahead!

Ian Smith



JANUARY 2010 FEDECRAIL COUNCIL MEETING

Last 9th of January a meeting of FEDECRAIL Council took place in Savigliano, province of Cuneo, Italy in the premises of the Museo Ferroviario Piemontese (MFP). The meeting started on the 8th evening and ended on the 10th midday; it included short visits to the MFP which has in Savigliano its main exhibition site, to the ALSTOM works where the tilting trains are built (shown around by ingegner Galfrè, MFP Board member and Alstom executive) and to the Moretta works where restoration of some rolling stock has been done (shown around by the CEO ingegner Perassa). A welcome address was given by the city administration: the Mayor had already been acquainted with some Council members. Partners visited the town during the Council works under the responsibility of the ASAMF (Museum Friends) and led by city administration tourist guides.

Being one of those responsible for organising the meeting, I will let others speak of its quality, but will point out that many people of the volunteers of the Museum, the Mayor of Savigliano and obviously the Council members, the officers and partners took part to the dinner offered by the President of the MFP.

The meeting got very much attention by local press so that two weekly papers, IL SAVIGLIANESE and CORRIERE DI SAVIGLIANO, published articles on it publicising the existence of FEDECRAIL and its activity, in a very skilled but somehow imprecise way as it is frequently done by journalists, even the best. Last, I would like to draw your attention to the pictures below and to the quality of the restoration done at Moretta works, especially the hand painting of marks.

Guido Rossi

Council Member



ALn772 Diesel Railcar in late fifties livery restored at Moretta



Mixed Baggage and Third Class six-wheel coach in early thirties livery restored at Moretta



View of MFP roundhouse



90TH ANNIVERSARY OF LEIGHTON BUZZARD RAILWAY (UK)

“We’re going to be 90 next year”, said the Chairman. “What are we going to do about it? Ideas to me and as soon as possible.” With thought processes thus set in motion, here is what we did.

Background

Demand for high quality Leighton Buzzard sand shot up during World War 1. Transported by horse and cart from the quarries to the Grand Union Canal or the London and North Western Railway sidings, the road repair bill was running at about £1,000 per month. As soon as the Armistice was declared, the War Department told the quarry owners, “The repair bills in future are down to you.” Thus was born a railway - to avoid a road repair bill!!

Constructed using War Dept. surplus materials including rail and locomotives, it was formally opened on the 20th November 1919. Two Hudswell Clarke ‘Ganges’ class steam locos were bought, but the sand got in their motion, and within 14 months they were disposed of and petrol internal combustion locomotives were acquired.

This type had been built by a Bedford company – Motor Rail and Tramcar Co Ltd – and included four ‘Armoured’ locos, a type of which the Company only built 27 – for supply to the War Dept. Two events followed from this. Firstly, the truth of the saying “they shall beat their swords into ploughshares” and secondly, Leighton Buzzard Railway became the first railway in the World to abjure steam locomotion and turn to internal combustion.

Overlap

The Preservation Society started in 1967. By negotiation with the sole owners of the original LB Light Railway, it was agreed that the Society could have exclusive use of the line at weekends; the Company

during mid-week. This joint usage, believed to be unique in railway preservation, lasted for 15 years before the Society took over as sole operators of the line.

Development

The steam locomotive fleet increased to eleven; the internal combustion fleet to fifty three. Passenger carrying rolling stock was built and passenger journeys built up to over 25,000 per year. The Society attained charitable status – its entirely volunteer membership having now sustained the operation for forty-two years. Museum registration was achieved and, later, full accreditation.

One of the key planks of the Railway's activities has been, since its introduction in 1992, the Industry Trains Displays. These displays show the rich variety of locomotives – in action – together with their prototypical wagon stock from the industry in which they had been used together with a commentary given to inform our visitors what it is they are seeing. This serves to fulfil our educational function whilst, more recently, the social economic background of the quarrying operations, and the railway that served them for so long as a major employer in the sand industry, has become an increasingly important archival source.

In 2001, the Society 'twinned' with the 'le P'tit train du Haut Somme' – a French narrow gauge system originally built for supplying ordnance to the front lines, and afterwards being used for reparation activities and then with a civilian function as part of the local sugar beet industry. Like the Railway at Leighton Buzzard, it had its genesis in WW1.

Coincidence

One of the locomotives acquired by the fledgling Society was Barclay AB1641/1919 "Doll", formerly used in the steel foundry business. In 2009, it would be 90 years old. It was also the 90th anniversary of the end of WW1. Around these two events, the spectacular activities for 2009 were based.

Concept

This was three fold. Firstly, the Spring Bank Holiday would see locomotives of WW1 – in steam and representing the four nations involved – British, French, American and German. It would mean ten days of continuous operation – another first for this entirely volunteer run operating railway museum - transporting in the French loco Decauville Aine 1652/1916 from our colleagues in France and the German loco Henschel and Sohn 15968/1918 from colleagues at Toddington, Gloucs. The English loco was Hunslet HE1215/1916 [WDLR303] from Moseley Railway Trust and the American was Baldwin BLW44656/1917 [WDR778], a restoration success story for the Greensand Railway Museum Trust for this loco, of which the Americans built 495 – in 12 months – to assist the British war effort.

Secondly, over the August Bank Holiday and the first weekend in September there would be extended 90th birthday celebrations for 'Doll'. What came as an unexpected bonus was the arrival of her just re-built sister loco Barclay AB1578/1918 'Gertrude'. Since the last time they were together and seen in action was fifty years ago, for them to both be with us after so long – and both in action – made their 90th birthdays very special.

Even more so, when we were able to welcome a gentlemen without whose proactive purchase of both locos, to stop them being scrapped, the event would never have happened. The Society were delighted to present to Max Sinclair a specially commissioned collage of paintings by Jonathan Clay of seven of the locos 'saved' by him. Three of them, 'Doll', 'Gertrude' and 'Peter Pan' were in steam behind him during the presentation, forming an impressive backdrop to a very happy event.

Later, an evening 'Steam Glow' event was held at Page's Park with all the visitors in steam for the benefit of photographers wanting the chance to 'shoot' rare locos under floodlights. Another organisation, the Moseley Railway Trust, had recently repatriated from Ghana an example of the two Hudswell Clarke 'Ganges' class steam locos originally bought by the Light Railway. This was also on show, albeit not in steam; an unequalled exhibition of WW1 locomotives.

Opening ceremony repeated

Combining both the opening of the Light Railway and Remembrance Day, the weekend of 7th/8th November took on a special significance. The Saturday saw the running of a replica train with local authority dignitaries and invited guests, many in period dress, the train being hauled by MR4570/1929, an 80 year old petrol locomotive built in Bedford, the open carriages being bunting be-decked and with a large Union Jack proudly flying at the rear of the train – just as the first train travelled up the newly built line 90 years ago.

Sunday saw a similar passenger train – again hauled by petrol locomotives of the period - and including a stop at 11.00hrs for a two minutes silence. On arrival at Stonehenge Works, visitors were able to inspect all three types of Motor Rail locomotives supplied from 1916 as well as those subsequently used in transporting sand from the quarries to the canal and main-line railway.

The unexpected.....

Was the arrival of a film crew and John Sergeant responding to our invitation to look at ‘something different’, which has attracted both national and international interest over the years, for his Tourist Trail programme. It was shown on 24th November on UK television.

Would we do it again?

Well, perhaps not until our centenary year. However, what it has shown is that well motivated volunteers can mount a highly successful series of events. To have done so with original WW1 equipment, both petrol and steam locomotives, in action has given our visitors a unique insight into the sight, sounds and performance of these historic machines. The fact that so many had their origin as military equipment – yet saw so much service in civilian occupations after WW1 – has given us an unrivalled chance to bring this period of our history to life for a modern audience.

For forty two years, our members have risen to the challenge. It is to be hoped that they will be able to continue to do so in the face of threatened housing development that will, if permitted, almost certainly destroy the surroundings of this 90 year old social and industrial archaeological phenomenon – the Leighton Buzzard Railway.

And was there anything else ?

We think, for the first time in preservation, over the weekend of 11th 12th July, **one** railway – the Leighton Buzzard - had **seven** of its locos operating on **five** different railways. For the record these were O&K 5834/1913 ‘P C Allen’ at Amberley; de Winton 1877 ‘Chaloner’, Kerr Stuart 4256/1922 ‘Peter Pan’ and Hunslet 6008/1963 ‘Creepy’ were all at Wicksteed Park; Hunslet 2536/11941 ‘Somme’ was at CF Froissy Cappy Dompierre in France; Kerr Stuart 4260/1922 ‘Pixie’ was at the South Devon Railway and Barclay AB1641/1919 ‘Doll’ was holding the fort at its home railway.

A great example of Museum outreach with its collection.

Tony Tomkins

Vice President, Leighton Buzzard Railway



SEARCHING FOR THE ORIËNT EXPRESS

It was on the 9th of January that I went on my way, -14° at 05.00 hours. The 06.15 bus took me to the station, then my trains Enschede- Gronau- Münster- Hamm- Kassel/Wilhelmshöhe- München- Wien... took me to Budapest, former capital of a large Austro-Hungarian Empire, with its splendid Parliament at the mighty river Danube.

I wanted to do it all by rail in one day and sniff the atmosphere of the Oriënt Express or whatever there was left. Thanks to the Schengen treaty, passing borders would be much easier than before the Oriënt Express started, comfortable.

Weather was brilliant with billions of glittering ice crystals on thousands of white frosted trees in blazing sunlight, blue sky. I thought of the time when people had lobster for dinner in luxurious restaurant cars with comfortable seats.

The train from Hamm to Weimar had no buffet, only a compartment just with a man between dull thermos flasks and boxes. The ICE to München was slightly better, a modern BordBistro with sausage rolls and a little more. The announcements were all made in German and English. “We shall be *erreichend* Fulda in a few minutes...”

Sunset came - I did not leave the train at Salzburg where I could look right into the old Marmorsaal restaurant of Oriënt Express times. Strange, it should have been pulled down for modern development. From Wien I had a Hungarian restaurant car where my meat was fried for me with smoke and steam and my salad tomatoes sliced on the spot – that was better I thought, although the meal was rather simple. I arrived at 22.49 - on time as usual.

Next day the Fedecrail Council had its 54th meeting at the Hungarian Railway Museum, a huge depot area with two big turntables and lots of locomotives. Lunch was served here... in an old Oriënt Express Wagon Lits coach! Panelled wood and a nice kitchen, all original and working, comfortable seats and meals served at our tables. - We had a guided tour of the museum on Sunday morning.

Sunday afternoon I went with Jacques Daffis and Madeleine to Budapest’s Children’s Railway. We caught the last train of 16.00 and in it we found 20 happy children, singing with two guitars and thick song books. The little train rumbled along gorges, a viaduct, a tunnel and between icy trees and some snow. It got dark but we had music. At each station a uniformed child with a red cap saluted to the departing train... just like the old times with great Oriënt expresses! Their day was closed with lowering the national colours under their salute, neatly lined up in three rows, 40 children.

On Monday morning we still had time to explore Castle Hill; then I left for the Keleti station. This is a huge temple of international train connections built around 1880. The old departure hall frescos and pillars had been restored, 40,000 gold sheets had been used. It was more than impressive, it was gigantic. The hall was about 8 metres high. In the old station restaurant I tapped the huge pillar next to my table. Its foot was made of marble but the pillar was all wood of course, painted dark red. The waiter gave me a leaflet showing that the restaurant had not changed since 1920/1930, only the lights and seats. “Meals are simple here” someone had remarked. But we had linen on the table, the service was friendly and capable, and the food tasted so good: for the next three hours I refused any drink just to preserve the good flavour.

The brand new wine-red Austrian high speed train Railjet left at 13.10. Like the Oriënt Express it had been built to pass through several countries: Hungary, Austria, Germany. I dozed when I heard my alarm clock - no, it was a smoke alarm, the guards hurried through my coach and we felt a sharp brake application. It went all right in my comfortable Railjet. Once in Austria its name changed into “Railchat”. The buffet had a good meal from the modern microwave on board for me in a modern interior. My steam train at Haaksbergen does it better, I thought, a restaurant car with staff in sky blue vests and white gloves at the red carpet – but against a much higher price.

The lights went out three times. It was a pity the train did not have its own fast track where the speed potential could be fully used. Finally we reached Salzburg again and the name of the train now became “Railchet”. München was *erreicht* at 20.34. Here I had to change trains, no Oriënt Express solution of trains crossing Hungary, Austria, and even the whole of Germany for me. I slept well on the sleeper service to the North after a sip of apricot “Palinka” brandy and woke up happily at 04 45. Great!

Next leg was Hannover to Dortmund where I took the slow train back to Enschede, Nederland. Time to reflect how we may be busy preserving trains and operating them on our own lines or on the public

network, but we really need the big mainline train companies to preserve these Marmorsaal restaurants, and huge buildings, temples of railway connections like Keleti Pályaudvar. The Marmorsaal at Salzburg had been saved at the last minute for its historic value; I heard during the Council meeting.

When we travel across countries in these brand new “Jets” we benefit if some good examples of railway history are left for the traveller. And just let us be honest, it is a job too big for our average member, even for many a train company, so we should all support any restoration of these historic items.

Livius Kooy

Livius was inspired to record his thoughts on past glories following his journey to Budapest for the FEDECRAIL Council meeting in January 2009, but his article had to be held over due to lack of space. It is perhaps appropriate that there is room in this edition, however, as Livius recalls his experience of the Children’s Railway, which features in the forthcoming Conference in Budapest.



TRAINSPOTTING : THE POWERHOUSE MUSEUM PHOTO COMPETITION 2010

The Powerhouse Museum, Sydney, Australia has launched an international photographic competition celebrating the museum’s large rail and steam collection and 25 years of the Hunter Valley Steamfest. The prize is AUD 5,000 and the opportunity to be exhibited at the museum. Entries should capture railway infrastructure or locomotives powered by steam, diesel electric or diesel. Entrants must be at least 18 years of age, and entries must be received by **Wednesday 31 March 2010** at 5pm Australian Eastern Standard Time. Winners will be announced at Steamfest on 17-18 April and exhibited at the Powerhouse from May 2010. For further details visit powerhousemuseum.com/photocompetition.



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

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UPDATE No 10

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