

FEDECRAIL

UPDATE No 12

SEPTEMBER 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

Since the highly successful Annual Conference in Budapest this April, Peter Ovenstone and I attended the Annual Meeting of the Europa Nostra held in Istanbul from 6-9 June. FEDECRAIL is a corporate member of this international cultural body and last year an Industrial and Engineering Heritage Working Group was established under the chairmanship of Pierre Laconte, previously Director General of UITP (Union Internationale des Transports Pulbiques). The Secretary is Rienko Wilton, who spoke at FEDECRAIL's Conference in Luxembourg last year.

On the first day of the Conference, there was a special programme of visits for those interested in Industrial Heritage, notably to a preserved power station now hosting certain cultural events but having retained much of its original machinery and equipment; and, of greater interest to Peter and myself, a visit to the Kos Transport Museum, housed on land formerly occupied by an old shipyard and anchor foundry. The museum is run by a Foundation set up and funded by Mr Kos and employs 100 people, 40 of whom work full-time on restoration. It covers all forms of transport including cars and trains, although the locomotive 'shed' is rather smaller than the other departments.

We are anxious to see that Europa Nostra uses its influence to persuade the European Commission to devote rather more funds to heritage in place of the giant's share going to the performing arts. The Annual Meeting itself was fairly uneventful, save for the announcement that Placido Domingo has agreed to be its Honorary President.

I returned to Budapest at the beginning of August, partly to record two interviews for Hungarian television and a museum archive and, more importantly, to attend the closing days of the FEDECRAIL International Youth Camp. Twenty seven young people from nine countries attended and I believe that it was the most successful camp yet, largely thanks to the support and facilities provided by our Hungarian hosts. The young volunteers succeeded in repairing, restoring and repainting a pre-war covered goods wagon, the type used by many refugee families as a home at the end of the Second World War. Indeed, they fitted out the interior as a refugee home, which for me was evocative of my late teenage years when I worked as a

volunteer in an Austrian home for approximately 80 refugee boys who had fled Hungary in 1956.

Indicative of the spirit which bonded our young guests was the song "Nine Flags" they jointly composed in English, which tended to be the common language, they having discarded the idea of each nationality singing its own song as being too divisive. I was sufficiently impressed to obtain a copy for publication in this edition of *Update* (see page 3). They were just great. A more detailed résumé of the Youth Camp activities has been written by Sten Erson-Wester, who set up this initiative in the first place and has attended every camp so far.

Lastly, I am pleased to report that the World Association of Tourist Trams & Trains (WATTRAIN) has now been set up and the Steering Group has agreed a business plan which is now being implemented. I will be writing more about its activities in the next issue.

David T. Morgan, MBE, TD
President



STOP PRESS

FEDERAIL CONFERENCE 2011 : CHANGE OF VENUE

As announced at this year's General Assembly in Budapest, our plan for 2011 was to hold the Conference in Switzerland at the kind invitation of one of our founder members, Chemin de Fer Musée Blonay-Chamby. Full planning began three months ago and it became clear that costs would be a significant factor. In particular, the Fedecrail Conference Team and our hosts have been monitoring the CHF/Euro exchange rates. Over the last three months the exchange rate has fallen by around 10%, and our joint view is that there seems to be little chance of currency stability being restored in the short term.

This has led, reluctantly, to the shared decision of Fedecrail and our hosts that a Conference at a viable price could not be achieved in 2011. In addition to the potential financial risk to Fedecrail from further falls in the exchange rate, our hosts felt it would be inappropriate to host a Conference with the likelihood of a lower attendance than usual and overshadowed by concerns over costs. Accordingly, the invitation to Switzerland has been postponed to a future occasion when the international economic situation will hopefully be more stable to enable a safe and realistic cost base for a Conference and related programme to be established.

The "Plan B" now proposed is that the Conference should be held on the planned dates **Thursday 7.4.11 – Wednesday 13.4.11** in Dresden, Germany. An invitation had been extended some time ago for a Dresden-based Conference; thus, effectively, we are bringing this forward to "fill the gap" for next year. As those who have previously visited the city will know, there are many museum and tourist railways and other locations of railway and tramway heritage interest in the city and the surrounding areas of Saxony. These will provide plenty of material for creating a comprehensive and interesting programme. An outline programme and other information will be circulated to Members and Friends of Fedecrail in due course.

Peter Ovenstone
Conference Organiser

John Fuller
Conference Manager



YOUTH CAMP 2010

We hope to bring you a report on this year's very successful Youth Camp in a later issue of *Update*. In the meantime, enjoy the song composed by the members of the Camp, referred to in the President's Address on page 2 above.

NINE FLAGS

[Intro]

(Ooh ooh ooh ooh ooh)

Give us a long bed,
give us some bread
Give us sweet soup,
give us langos

Give us pillows,
give us willows
Give us Wi-Fi,
we will Hi-Fi

Give us freedom,
give us showers
Go to Sweden,
give them Taurus

There's no paper, in the toilet
There's no water, in the boiler

Celebration, it's around us
Every nation, all around us

[Verse no. 1]

Trains forever be old
Loco's don't wanna be cold
Let's rejoice nostalgia trains
All together at the end of the days

We all say

[Refrain]

Trains will be older, we will be stronger
We call it freedom, just like a railway track

And then it goes back, to the depot and back
And then it goes back, to the station and

Trains will be older, we will be stronger
We call it freedom, just like a railway track

And then it goes back, and then it goes back
And then it goes back, and then it goes

(Ooh ooh ooh ooh ooh)

[Verse no. 2]

We love the trains,
more than the planes
We will sing our song,
on Lake Balaton

If Lilly could hear us,
Eszter would kill us
Tomash is a smoker,
and Peter is soldier

He's got a gun,
so we have to run
But rule number one:
[British solo]
Please, do not run!

[Refrain x 1]

(Ooh ooh ooh ooh ooh)

[Verse no. 3]

Serbian are painters
French guys are sleepers
British are just fine
Marco is a sunshine

Romanians are lovers
Germans are more there
Swedish are good guys
Ukrainians have bears

[Refrain x 1]

(Ooh ooh ooh ooh ooh)

[Verse no. 4]

Beds weren't so small,
we were just too tall
We just want to thank you,
And not to dismiss you

[Refrain x 1]



FEDECRAIL ENVIRONMENTAL WORKING GROUP SURVEY RESULTS : CONCLUSIONS

The results from this European-wide survey are both revealing and instructive. The different emphasis given by the national environmental agencies is marked – a European-wide ‘cure’ for all ills is unlikely.

The decision of the Environmental Working Group, based on the survey, has two focal points. First, to continue the work – led by Reinhard Serchinger – on Air Quality. This will involve issues of coal quality, complete combustion, a review of locomotive firing techniques and the possible re-design of some parts of the smoke-emissions equipment and procedures – allied to a financing programme aligned with EU Directive funding.

Secondly, the next two items – which are almost certainly inter-linked – are of line-side vegetation control and line-side fires. In the light of recent European directives withdrawing some of the more effective herbicides, this matter is of concern to both national railway operators and the heritage and tourist railways. We need to improve our effectiveness in dealing with vegetation. If left unattended, Mother Nature will always fight back and seek to rebuff the industrial intruder – whether or not it has good ‘heritage’ or ‘tourist’ railway credentials.

The Group wish to thank all those railways that responded to the questionnaire – and who, by so doing, gave us insights into the environmental problems they have.

But what about sustainability? And our ‘Carbon Footprint’?

Taking the second point first – from research via UK Government Environmental agencies, one significant fact becomes apparent. Taking the annual total of CO2 emissions from cars only (excluding those from lorries and articulated trailers) – the equivalent CO2 emission from coal burned on heritage railways is **1/1000th** of that of the cars. Put another way, it is 0.1% of all those nasty CO2 emissions from the national UK car fleet.

And what of Sustainability?

How much time are railways spending in considering this? Are we good recyclers? Do we co-operate with municipal authorities in their waste reduction programmes? Do we look to reduce our consumption of electrical power? Or source it in other ways? Are our railway corridors sanctuaries for flora and fauna – because of our management policies and actions? I only ask the questions – so please do not shoot the questioner!

If your railway has NOT asked these questions – perhaps now is the time to begin.

SURVEY RESULTS AS AT 22 APRIL 2010

Total number of Category ‘C’ railways		274	
Total number of survey replies		74	
Europe-wide response rate		27%	
The seven questions – in order of importance			
MOST IMPORTANT	1	Air quality	37.89
	2	Lineside fires	35.47
	3	Vegetation control	33.29
	4	Waste disposal	30.78
	5	Noise pollution	27.77
LEAST IMPORTANT	6	Groundwater contamination	26.84
	7	Burning fossil fuel	16.28

COUNTRY REPLY PERCENTAGE RESPONSE AS AT 20 APRIL 2010

Country	Cat 'C' number	Survey Replies	%age response
Austria	7	4	57
Belgium	6	2	33
Finland	7		
France	62	5	8
Germany	20	8	40
Luxembourg	1	1	100
Netherlands	8	3	37
Norway	5		
Poland	11	11	100
Romania	1	1	100
Switzerland	2	2	100
Sweden	29	See note 2 below	
UK+Irish Republic	115	37	32

- Notes: 1. Operating railway numbers as advised by Fedecrail Secretariat.
2. Post Conference, responses were received from Sweden in a conglomerated basis – thus not shown above.

With our thanks and appreciation to all those railways who took the trouble to respond.

Tony Tomkins

FEDECRAIL Environmental Working Group Member and HRA Environmental Adviser

This article was held over from Update No 11.



JACQUES ANDRIST

Members and Friends of FEDECRAIL will be saddened to learn the news of the sudden and unexpected death of Jacques Andrist on Sunday 29 August 2010 after suffering a stroke while on a cycle tour in Lausanne. Jacques had volunteered at the Blonay-Chamby right from the early days in 1967. His recent activities were the discreet but very welcome - and often neglected - work of keeping in good order the non-operative stock stored in the open air. He was just putting the finishing touches to a repaint and shaping-up of Olot-Gerona 2-6-2T 23 (MTM Barcelona, 1923).

Jacques was a strong supporter of FEDECRAIL from the earliest days and will be known to many regular Conference participants. Along with colleagues from Blonay-Chamby he attended several of our events, including this year's Conference in Budapest. Our deepest sympathies go to his family and, in particular, to his brother Jean-Francois Andrist and sister-in-law Annie, who are also very well-known to many of us - and, of course, to all of his colleagues at Blonay-Chamby, where his support will be sadly missed.

Peter Ovenstone

Conference Organiser



RIGA CHARTER

Please note that the Riga Charter is now available on the FEDECRAIL website www.fedecrail.org in Bulgarian.



FRONZ CONFERENCE 2010

FRONZ, the Federation of Rail Organisations of New Zealand, is the organisation representing the heritage and tourist railway sector in that country. It was founded in 1974 and has 70 members, which are network operators, heritage railways and tramways, museums, preservation groups, railfan organisations and government departments. The rôles of the organisation, as shown in its website, are to :

- Represent the members' interests to Government departments and public organisations;
- Monitor and make submissions on legislation affecting members;
- Negotiate access agreements to the National Rail Network System;
- Negotiate agreements and liaise with other major rail industry participants;
- Define industry standards and training;
- Provide technical information to members;
- Provide a forum for members to exchange ideas;
- Act as specialist convenors to provide advice and information to members;
- Provide public liability insurance for members; and
- Maintain affiliations with international like-minded organisations.

The annual conference this year was held from 5th to 7th June in Palmerston North, 140km north of Wellington in North Island. Most of the people from Auckland caught the "Overlander" train, which takes nine hours to the venue. The line was opened 1911, and the run across the mountains affords a very scenic view.

The session on the first day started with opening remarks by Russell Wiseman, President of Feilding & District Steam Rail Society, one of the hosts of this Conference. The keynote opening address by FRONZ president Paul Dillicar followed, and "Rail Safety Management and Rail Regulation" was then presented by The Rail Regulation Team. The next speaker, Nic Doncaster of the South Australian Rail Regulator's Office, discussed crew resource management. Paul Dillicar then spoke about the future of FRONZ and reported on a worldwide conference which was held in Ipswich, Australia last October. He also introduced a presentation about economic impact by Mark Smith and Gordon Rushton. The last presentation in the morning was about emission trading by Scott Osmond, FRONZ Executive Member.

After lunch, FRONZ Secretary Peter McCallum dealt with heritage train operation on the main line. The next speaker, Scott Osmond from Helensville Railway Station Trust, introduced the case of a commuter train "experiment" on his railway. The subject of the final presentation, by John Gurney, was a beautiful Banbury Arch restoration project.

After the tea break delegates separated into two groups. One stayed in the conference room, where the Network Heritage Operators' meeting was held. The writer joined the other group, boarded a chartered bus and visited the Esplanade Scenic Railway. This 260mm gauge railway was established in 1969 and travels through native bush and secluded areas of the Esplanade. The line is 2.2km long and operates diesel-hauled trains, and the ride takes 20 minutes. This lovely line runs every weekend and public holiday.

The dinner was at the conference hotel. After dinner, delegates gathered in the conference room and enjoyed a pleasant photo slideshow of last year's activities of each member. This is a great idea!

The FRONZ General Assembly was held on the second day. This was followed by a presentation about insurance by Peter Scholes from Aon New Zealand. Then Euan McQueen, Chairman of the Rail Heritage Trust of New Zealand, spoke about heritage operation on the Kiwi (New Zealand National) rail network. In the afternoon, Paul Dillicar made a presentation – illustrated with some beautiful pictures – on the Railfest celebrating the 130 years of the Taieri Gorge Railway. This was followed by "Our International Relationship", covering heritage railways and museums in Japan. Next, Brian Busch, Secretary of ATHRA, presented the situation in Australia. David Maciulaitis then spoke about the recruitment and

retention of young railfans, which appears to be a problem of world-wide dimensions. The final presentation was by Scott Osmond: "What can FRONZ do for the NON-operating Members?"

Following the end of the session, we took a chartered coach and went on a field trip, visiting Feilding & District Steam Rail Society's depot & workshop. They have three steam engines, three diesel engines and various coaches and vans. This collection is kept in good condition at the depot located beside Feilding station and items appear on the main line regularly in special trains including the "Overlander". After enjoying a great time at Feilding, we moved to the Rangitikei Club for the 2010 FRONZ Annual Awards and Conference Dinner. Awards were presented to ten groups which had achieved excellence at locomotive, coach, tramcar, freight wagon, signal box and turntable restoration. The top award was a marvellous trophy and \$2,000 prize.

On the last day a coach took us to Palmerston North station. Steam engine WAB 794 of Feilding & District Steam Rail took a special train from there to Pahiatua. Despite heavy rain, the engine ran well and we arrived on time. At Pahiatua station we were welcomed by the Pahiatua Railcar Society. They offered beautiful vintage railcar rides inside the station, and delegates enjoyed visiting the workshop. Most of us continued on the chartered coach. After dropping in at a small model railway museum, we visited Carterton Railway Museum, which uses a closed railway station building. The last item on the programme was a visit to Fell Locomotive Museum. This museum is based on the Rimutaka incline, which runs a distance of 4.8km from Cross Creek to Summit on a 1/13 gradient. The route was used with the Fell system from 1878 to 1955, trains being hauled by five steam engines to beat such a very steep line. The museum has a brilliant exhibition including steam engine H199 and brake van F210. Finally the coach took us to Featherston station and we caught the last train to Wellington, where the Conference ended.

After the Conference the writer continued on his travels, taking a ferry across the Cook Channel to Picton, where he joined the "TranzCoastal" train, which runs along the beautiful coastline to Christchurch. The other Kiwi train, the "TranzAlpine", departed next morning at 8am for Greymouth. The train went across steep mountains and looked the most scenic line in the country.

Greymouth is the biggest city on the west coast of South Island and was the hub of the local wood and coal industries. In the 1960s, Greymouth depot had a 19-line roundhouse, the biggest in New Zealand, but currently fewer freight services are operating from the surviving coal mines. The purpose of this journey was to visit a theme park called "Shantytown", located 10km south east of Greymouth and offering a steam train run every day as one of its exhibits. The 3' 6" gauge line runs for 1.2 km over part of a closed forestry railway network. Four steam tank engines, including a Climax, and one diesel, are managed by just five staff. Moreover, as "Shantytown Steam School" they are operating driver training courses. The manager of the railway department of Shantytown, Ian Tibbles, arranged that the writer drove one of their beautiful steam engines, *Kaitangata*, an 0-6-0 tank built by Sharp Stewart in 1896. It was great moment controlling the regulator to climb the steep gradient.

Returning to Christchurch by train, the writer flew to Auckland and met FRONZ President Paul Dillicar, who showed him round MOTAT and the Main Line Steam Heritage Trust. MOTAT, Auckland's Museum of Transport and Technology, is one of best museums in the country. It has a huge collection of railway rolling stock with some especially beautiful carriages, and tramcars including a steam tram now under restoration. Some of the vehicles are operational and are kept in the workshops. The museum is separated into two sites which are linked by a tram line, with vintage tramcar runs every 30 minutes as a part of the exhibition. A short railway line is used for steam- or diesel-hauled trains every third Sunday. Probably the most magnificent exhibit in this museum is a huge steam pump, 'Western Springs Pumphouse and Beam Engine'. The pump engine runs every Thursday afternoon and good interpretation is offered.

The Main Line Steam Heritage Trust is devoted to the restoration and operation of historic main line steam locomotives. Many steam specials all over New Zealand are operated with beautiful Ka942, Ja1275, J1211, Jb1236 and Ab663 engines, and so on, which are based at Auckland, Wellington and Christchurch. The principal depot in Auckland is open to the public from Monday to Saturday. On this

site visitors can see many engines, including a South African GMAM Garratt and 25NC. Some engines are under restoration, currently Ja1240, which is fitted with Baker valve gear. The visitor who is interested in steam engine technology would enjoy talking with the engineering staff.

Great and impressive heritage railways, nice people, good food and not so expensive. A lovely country.

Kyoichi Oda

Friend of FEDECRAIL

Readers will be saddened to learn that on 29 June Paul Dillicar, President and Chief Executive Officer of FRONZ, who took a leading role in the Conference and also in Kyoichi's subsequent travels, suffered a stroke. We wish him a speedy recovery to full health.



LARTIGUE : A SHORT JOURNEY ON THE ZERO GAUGE

A week after my visit to Sofia my plane took me to Ireland. I had promised to visit the Irish Steam Preservation Society's narrow gauge woodlands line at Stradbally near Portlaoise. Clifton Flewitt had visited my railway while I was at Sofia (he didn't know this until he had booked) but we could still see each other while he was active selling tickets and operating the little organ on arrival of the trains. The visit was most enjoyable and the hospitality great, also at the Steam Museum in the village.

After this pleasant and sunny day I went to the West, to see the Lartigue Monorailway at Listowel, 30 bus minutes North of Tralee. It is well accessible and much worth a visit. You may wish to read their website www.lartiguemonorail.com and have more insight in what it means. Also, the pictures will give much pleasure. The system was developed by a French engineer who had seen camels transporting goods in the desert. He wanted to construct an elevated railway system, well above the shifting desert sands. Three lines were built, one of which, for an unknown reason, closed on the test day.

A demonstration track was built in London, but permission was not given to operate a real train service there. Apparently the extreme West of Ireland, rather than the capital city, was a much better place to see whether it would be a safe way of transport. The line went to Ballybunion on the coast; it operated from 1888 until 1924 as the first passenger-carrying monorailway in the world. It ran for about nine miles and had three stations, five stone over-bridges and seventeen "flying" bridges, double drawbridges for farmers who needed to cross the line.

Since 2003, a group of enthusiasts has recreated the essential parts of the system. The replica steam, now diesel, engine carries a boiler on each side of the monorail on which the train sits. Below there are two side rails for balancing the train. This is done with horizontal wheels which are pushed against the rail with springs. All the three rails are well above the ground. The intention of the present railway is to demonstrate how it went: shunting, driving and returning, shunting again over switches (not points...) which are all turntables with the three rails carried by one pivot. Those switches are sharply curved. If the curve is adverse you just have to turn 180 degrees further to get the curve right.

In order to balance the train, it used to carry its own rolling stairs so passengers could move from the platform at one side to the other side - the train needed them at both sides. Nice detail: if a cow had to be transported, it would be accompanied by two calves also sitting in the train coach but at the other side. Once the cow was gone, one of the calves would be taken to the other side of the train for balancing reasons and the two calves had then to return each in its own solitude. The fact that the wheels between the coach halves were at passenger body level meant that once at speed, the train was rather noisy to its passengers.

Right now the line is a 400-metre demonstration track: for extensions there would be a need for making new road bridges. In the past, every farmer could lower the bridge decks, thus halting an approaching train. There were many bridges; timekeeping was not very easy! There is a small museum with a

fascinating if not stunning video presentation. Some of this can be found on the internet, old British Pathé news film.

Visitors do not always appreciate that this is not a steam railway carrying them to the next village, but that they should watch carefully the whole construction, and all the complicated-looking shunting operations. Of course *Update* readers are much better informed, and will understand. In fact I would recommend to see it all twice!

During my visit I asked the staff whether they wanted to participate in the Main Line Working Group, but they laughed and thanked me kindly. They also could not tell me the gauge between the rails because there is only one. Therefore I called their line one of the zero gauge - a rare type of railway indeed, to which they fully agreed.

Visitors from all over the world come to see this special monorailway in Ireland; I can imagine you would like to follow soon.

Livius J. Kooy
Fedecrail Sekretaris



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 12

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