

# FEDECRAIL

## UPDATE No 9

DECEMBER 2009

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 14).*

*Si vous souhaitez recevoir une version française de Update, veuillez le notifier à Keith Twyman (coordonnés en page 14).*

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### PRESIDENT'S REPORT

FEDECRAIL was the first heritage railway federation to represent a continent and it was as its President that I was invited by the Cuban Minister of Transport to speak at a railway conference, ECOVAPOR, in Havana in 1999. It was there that I met Quique Diaz, who owns and runs The Train at the End of the World in Tierra del Fuego in the south of Argentina. "We should form a world organisation" he said. "You must be crazy," I thought. "What purpose would that serve?"

He invited me and my family to Argentina the following year and I realised how much we could learn from him and his compatriots. One of these was Livio Dante Porta, who had expounded on the advantages of Biomass, a vegetable based fuel, in Cuba. He was, in my view, the last great steam engineer. He was 77 when I met him for the second time in Buenos Aires. "I have only 10 years' useful life left." Sadly, he wasn't to live that long, but he was still working on design improvements to the steam car when he died.

Quique Diaz quickly persuaded me of the value of a world-wide federation ("Quique", incidentally, is a shortening of "Enrique"). So why has it taken nearly nine years? Originally, it had been planned to convene a congress in Ushueia in Tierra del Fuego, but the collapse of the peso and subsequent fall of the Argentine Government militated against that. Roger Waller of Wintherthur convened the first World Congress near Brienz in Switzerland, which established the fact that there was a demand for such an organisation, and then the second congress in Argentina in 2006 endorsed that and put some flesh on to the idea. Indeed, a name was proposed: "The International Association of Heritage and Tourist Trains and Trams", which was given the acronym TINHATT.

And so to the Queensland Workshops Rail Museum at Ipswich near Brisbane in October 2009. This congress was attended not only by several Australians and New Zealanders but also by delegates from Argentina, Germany, Japan, South Africa, Sweden and the United Kingdom. This time a small working group was tasked with setting up the organisation, possibly with a more descriptive acronym – after the fashion of FEDECRAIL, I was told. A report on the

Congress may be found on pages 5-9 of this issue. In the meantime, watch this space for further developments!

**David T. Morgan, MBE, TD**  
President



### NOTICE ABOUT THE TREASURY AND THE LEGAL SEAT OF FEDECRAIL

As agreed during the Annual General Meeting at Pétange (Luxembourg) on 25<sup>th</sup> April 2009, Marie-Thérèse Beunckens has been appointed as a new Council member of FEDECRAIL, following the retirement of Treasurer Rik Degruyter. Since then she has been appointed as our Treasurer at the following Council meeting on 11<sup>th</sup> July 2009 which was held at Bad Honnef (D). This may need an explanation. The Annual General Meeting appoints Council members as such, but FEDECRAIL's Council appoints President, Secretary and Treasurer from its members (see Art. 4-3 of the FEDECRAIL Constitution) after each AGM.

Marie-Thérèse lives at Drève de Nivelles 147 bte. 31, 1150 Brussels, Belgium.

At the same meeting our Council decided to change the legal seat of FEDECRAIL from Maldegem (where Rik Degruyter's railway is based) to the address of Marie-Thérèse. Such a decision can be taken by the Council of FEDECRAIL and needs to be published in the *Moniteur Belge* (Art. 1-3 of the Constitution).

We welcome the participation of Marie-Thérèse in the Council of FEDECRAIL.

**Livius Kooy**  
Secretary



### FEDECRAIL "BUDAPEST 2010" CONFERENCE THURSDAY 22.4.10 - WEDNESDAY 28.4.10

An initial summary of our plans for next year's Conference was given in *Update* No 8. The programme has now been firmed up and latest news follows :

**Thursday 22.4** - Key point for planning travel is that we will be making an earlier start to the programme than in previous years. The first item will be tours of the MAV Nosztalgia Hungarian Railway Heritage Park from early afternoon onwards, followed by the opening reception and dinner in the Heritage Park roundhouse.

**Friday 23.4** - Will as usual be the main business sessions day. The Conference venue will be at one of our two principal hotels, Danubius Helia Thermal Resort Hotel located on the Pest bank of the Danube. The main Conference Dinner will be held in the evening at the Transport Museum in the Varosliget Park.

**Saturday 24.4** - An early start for a full day tour travelling in reserved coaches on an MAV Nosztalgia historic excursion to a special railway event at Kosice in Slovakia. Both breakfast and dinner will be taken in historic restaurant cars on the journeys to/from Kosice.

**Sunday 25.4** - Final business session and the Fedecrail General Assembly will on this occasion be on the Sunday 25.4 morning at the Danubius Hotel Helia. One of the Conference themes will be youth participation in heritage railways and tramways so, appropriately, the afternoon and evening programme will be based at the well-known Children's Railway in the Buda Hills. A planned alternative option for the evening will be to attend an opera performance at the Budapest Opera House (limited number of tickets available); for further information on this option see page 4 of this issue.

**Monday 26.4** - A day excursion with a steam hauled MAV Noszalgia train of local rolling stock following the main “Danube bend” line to the north of Budapest. The programme will include side trips to two narrow gauge lines into the forests on the northern bank of the Danube. Free evening in Budapest.

**Tuesday 27.4** - A ‘behind the scenes tour’ of the MAV Noszalgia stores and workshops at Istvantelek will be followed by a visit to the historic town of Szentendre. The newly-created railway the “Skansen” museum at Szentendre has been featured in an article in the September issue of the UK magazine *Today’s Railways Europe*. We will also visit the Budapest local transport HEV museum at Szentendre before returning by boat to the Danubius Hotel Helia pier on the bank of the Danube. An “End of Conference” dinner will be held in central Budapest.

**Wednesday 28.4** - A MAV Noszalgia historic emu will take us to southern Hungary via the “Bugacpuszta” narrow-gauge line at Kecskemet to the attractive city of Szeged where activities will include travel on heritage trams. Participants will have the option of staying overnight (to facilitate continuation for a proposed post-Conference visit to Serbia) or, if preferred, returning in the evening to Budapest with dinner on our special train. Start return journeys on Thursday 29.4 (afternoon or evening flights if staying Wednesday night at Szeged).

**Programme and Booking Form Mailing** - Good progress has been made with both planning and pricing of the elements of the Conference programme. As a result, it is envisaged that the full programme details and booking forms will be available for circulation earlier than in previous years - the conference team are working to an **early December 2009** electronic mailshot to members, Friends and other previous participants. This also reflects a need to make hotel bookings earlier as we will be in Budapest at the spring “peak conference season”.

Enquiries to either [conference@fedecrail.org](mailto:conference@fedecrail.org) or to a member of the organising team, John and Liz Fuller Email [fuller@fedecrail.org](mailto:fuller@fedecrail.org) Tel: + 44 (0) 1474 362208 or Peter Ovenstone Email [ovenstone@fedecrail.org](mailto:ovenstone@fedecrail.org) Tel: + 44 (0) 7740 289702 or + 44 (0) 131 225 1486.

**Peter Ovenstone**  
Conference Organiser



### **FEDECRAIL WORKING GROUP MEETINGS : BUDAPEST CONFERENCE**

With three Working Groups currently active, an early alert to Working Group members that, in the light of problems encountered with the pre-Conference meetings this year in Luxembourg, it has been decided to make some changes to arrangements for the Working Group meetings prior to next year’s Conference in Budapest.

As some of the team are members of more than one Working Group, it is proposed to make an *earlier start* to the meetings on Thursday 22.04.10. The objective will be to ensure that there is not an overlap between meeting times for the Main Line Working Group and the Safety & Operating Working Group. Final start times will be confirmed nearer the Conference date, but it is envisaged that two of the meetings will start at lunchtime/early afternoon (rather than the previous practice of starting at 15 00 hrs or later). To facilitate this change, the Council Meeting will now start on the Wednesday afternoon and continue with a morning session on the Thursday.

Full details of Working Group arrangements and agendas will be circulated by the secretary of each working group nearer the Conference date. It is felt that early notice of the change will be helpful for those who may wish to book air or rail tickets well in advance.

**Peter Ovenstone**



## 2010 CONFERENCE PROGRAMME : A “VARIATION ON A THEME”

We are aware that our “conference regulars” include several “opera buffs” - on a free evening in Prague, a party of 17 attended a memorable performance of *Turandot*. Requests have been made to include an opera outing in subsequent years but, even when we have been in locations where this might have been possible, we have been out of luck. Either no performance or “all tickets sold” - for example, in Copenhagen in 2007, a website check 4 or 5 months beforehand came up with “no seats” for the appropriate dates.

Budapest has a magnificent 19<sup>th</sup> century “dual monarchy” era Opera House opened in 1884 by Franz Joseph I. On a personal visit a few years ago, an enquiry at the box office got the response that about 90% of tickets are sold on subscription, leaving the remainder like “gold dust”! Our MAV Nostalgalia hosts suggest that we include an opera outing as an option in 2010 and that at least a limited quantity of tickets could be acquired. Compared with “major houses” in western Europe, ticket prices are good value and our hosts recommend stalls seats - the Opera House website indicates prices for the relevant date of around HUF 8,000 - HUF 10,900 (approximately €30 to €41). More information (in English) about the opera house itself and the performances can be found on the Opera House website [www.opera.hu](http://www.opera.hu)

The performance proposed is of *Rosenkavalier* by Richard Strauss sung in the original German. The performance starts on Sunday 25.04 evening at 18 00 so it will be necessary to break off early from the Sunday afternoon visit to the Children’s Railway in the Buda hills to ensure that we will arrive in good time. Separate arrangements will also be made for a post-opera supper (at own expense) at a nearby restaurant, as the main group’s evening meal will also be at the Children’s Railway.

Our hosts need to purchase the tickets *very soon* - by applying almost immediately when they are put on sale. We need now quickly to get a clear idea of likely numbers. If you plan to participate in the conference and might wish to come to *Rosenkavalier*, please let Peter Ovenstone know by phone/voicemail to + 44 (0) 7740 289702 or by email to [ovenstone@fedecrail.org](mailto:ovenstone@fedecrail.org) as soon as possible. No payments needed at the moment - we will seek an authorisation from you for a credit card payment at a later stage. In view of the heavy demand for tickets, it is not envisaged that there would be any problems in re-selling your ticket if - regrettably - you subsequently find that you are unable to make it to Budapest.

**Peter Ovenstone**



### SERBIAN ADVENTURE STEAM IN SERBIA AND BOSNIA ON NARROW AND STANDARD GAUGES

After the FEDECRAIL conference in Belgrade, when the special train delivers delegates to Szeged, and well before any pleasant glow from the whole affair subsides, we have an offer of something really special to banish the pangs of actually going home! The very next day there will be a short/medium tour (your choice which) to visit some previously hidden and little known railway gems. We shall take you to the magnificent spiral at Šargans. This piece of mountain railway has been restored, and an authentic Austro-Hungarian Class 83 0-8-2 will blast up the 8 spirals, through 22 tunnels and over 4 bridges, 350m up from Mokra Gora, in a train of restored original carriages. You will also see the 600mm line at Mokra Gora. The next day we shall go the other way to Višegrad, in Bosnia – and this involves a proper non-EU crossing of a frontier, and a trip along a railway set in a deep gorge. We shall take you to Požega, the museum not far away from Mokra Gora. In the narrow gauge museum there you will see a once hidden Péchot-Bourdon 0-4+4-0T, 600mm double-Fairlie, one of only two left in the world. Exhibited there is also the last of the massive 2-6-6-0 Serbian Mallets, built for the 760mm gauge. We shall go to visit an industrial site, where up to 6 0-6-0T USA tanks are still operated, and we shall enjoy many more railway and tourist sights, with the chance to ride on the late President Tito’s special train. The tour will run, as it is already booked for a French party from FACS. You may join for a three or eight day add-on. The application form and full description are in the course of preparation. It is difficult to estimate precise

costs until the full tour itinerary has been arranged, together with hotels, but a shot estimate is €100 per day, all-in, excluding air fare return. Exit point will be Belgrade, with the chance to see this city and to enjoy its metre gauge tramway network. This is an extraordinary opportunity, and the descriptions above are our aspirations.

Booking forms will be available with the Budapest Conference booking form in December 2009, but the tour is also open to others who may wish to take part. A practical note (particularly for those from “Schengen Countries”) is that a full passport will be required for crossing the Serbian and Bosnian frontiers and not just an EU identity card. We shall put details up on the web, so you can have more detail of what there is to see, and it will be possible to book from there as well. The tour will be run by ASTRA TRAVEL, a company in Belgrade with proper accreditation and plenty of experience in operating tours with a railway flavour.

**Gordon Rushton**



### **FEDECRAIL PASSPORT**

As was discussed at the FEDECRAIL conference this year in Luxembourg, PASSPORT continues to develop, as delegates to the Budapest Conference will find. In the meantime we are looking for some railways and museums who would be willing to act as “pilot participant hosts” to welcome PASSPORT holders.

1. Those who believe that a railway or museum of their acquaintance will be favourably disposed to offer a special welcome to PASSPORT holders as described in the presentation at this year’s conference should make contact with the railway or museum, solicit an affirmative, and pass the contact on to Gordon Rushton. ([ajgrushton@aol.com](mailto:ajgrushton@aol.com))
2. Better still if most of the “pilot participant host” railways and museums would be kind enough to offer some practical concessions to PASSPORT holders. The concession requested is the acceptance of a Child fare or, if better, their own members' benefit to the PASSPORT holder. The condition required in exchange is that the PASSPORT holder make contact with a specific person, preferably in advance of the visit. (Though not all organisations will require this.)
3. PASSPORT will be issued to attendees at the Budapest Conference, as it was in Luxembourg.
4. This time there will be a list of the “pilot participant host” railways and museums, with a location map and a brief description of each, describing the organisation, the level of concession offered and the contact to be made for a visit.

**Gordon Rushton**



### **TINHATT CONFERENCE, IPSWICH, QUEENSLAND, AUSTRALIA 15-17 OCTOBER 2009**

*This item begins with an account of the Conference and some of the add-on excursion through the eyes of Friend of FEDECRAIL Nigel Hunt :*

Three years ago a group of rail and tram enthusiasts, including several from Europe, congregated in Argentina for a World Heritage Congress. In line with proposals from that meeting, Australia would be hosting the next assembly.

In October 2009 the setting for our Railway Heritage Conference was the Workshops Railway Museum at Ipswich, a small commuter town near Brisbane, which was the terminus of the first passenger railway in

Queensland, to Grandchester, opened in 1865. The town has retained some of its early charm and architecture, and the venue not only has a spacious museum but retains operational workshops for Queensland Rail, albeit working at a very much reduced level than it once was, a fate which has also befallen the once important local coal-mining industry.

Around 100 delegates representing 8 countries assembled for a 3-day Conference programme which was divided into a number of themes associated with the heritage industry, ranging from the effects of heritage railways on the environment, recognition and designation of artefacts, training, operations, financial stability and economics to the development of the International Heritage and Tourist Trains Association. Amongst the opening speeches we had words of wisdom from Tim Fischer on video link from the Vatican and a pre-recorded greeting from Lord Faulkner in London. Scope and experience of presenters varied from Government representatives, through highly experienced amateurs and professionals, to the humble volunteer still at school. Many topics were covered, some naturally more exciting than others. Reinhard Serchinger's technical report on the challenges and practicalities of making steam railway operation more environmentally friendly was well received, whilst an update on legal and insurance problems associated with trying to reach a conclusion after a fatal accident involving an Australian heritage train some years ago made us realise that there are more things in life than just running trains. The meeting also added agreement to those of the previous two conference decisions to progress development of a world association, currently running under the acronym of TINHATT. The plan is to have papers available on the Museum's website; this has not happened at the time of writing these notes.

The Conference dinner was the opportunity for ATHRA to present their annual awards to a number of well-deserving groups and individuals, and David Morgan presented a special award to Des Egan to mark his contribution to the success of the National Railway Museum in Adelaide. Also in our itinerary was a very enjoyable visit to the Pioneer Railway, where not only did we have a late evening trip along the line but were treated to an excellent barbeque and opportunity for footplate rides.

Many Australian delegates emphasised the strong influence of State Governments, which often created a healthy rivalry with the Federal Government based in Canberra. Although lack of a standardised gauge for the nation's railways has resulted, each state maintaining its routes and gauges, which tend to radiate from major towns and cities, there has been agreement to create or re-gauge some routes to provide a standard gauge railway for long-distance passenger services to run without a break of gauge. We were also advised of plans for the broad-gauge suburban lines around Adelaide to be converted to standard gauge, but uncertain of the time-scale.

To give overseas delegates an opportunity to see and enjoy a taste of what Australia has on offer for rail and tram heritage, a programme of trips and visits was offered on either side of the Conference. Delegates had varying degrees of knowledge of the country where geography and geology have been important in economic development, and which often determined location and growth of towns and cities in the nineteenth century. Some of the expansion followed transshipment of convicts from Britain, and colonial influences were seen in the names of many places we either visited or passed through on our various journeys of discovery.

Delegates had differing plans on either side of the core activity, with the result that between us we covered all four corners of the country and had a variety of memories to bring home. An intense programme of organised travel or visitations each day – a few early starts, but not too many. The focus of our trips was transport development in and around the major cities, in pursuit of which we covered vast distances. It was noticeable that public transport was comprehensive in each city, with a few circular city-centre routes being free of charge. We were generally impressed with the punctuality and cleanliness of trains, trams and stations, but Australia is not immune from the curse of graffiti.

Most of the fifteen European delegates congregated in Adelaide, some arriving by air, a few stalwarts travelling via Darwin to experience the *Ghan* service, and two colleagues rode on the *Indian-Pacific* train from Perth. Reports suggest that on-train services were not quite as slick as might have been expected on these trains. Herr Serchinger decided to use rail services to and from Sydney, which he reported as being

excellent, and he managed to enlighten on-train staff by comparing and discussing the virtues of various types of carriage keys. Where will the academic mind strike next?

Adelaide gave the impression of being one of the more relaxed cities, with wide streets and plenty of parkland, backed up with a selection of trees and architecture to nurture the feeling of a planned city which cared for the environment. The surviving tram route, from the nearby coastal town of Glenelg, has recently been extended to terminate near the city's railway station, but extensions are being planned and built as part of a scheme that will see it eventually terminate in Port Adelaide. Our programme here included the National Railway Museum and associated Semaphore narrow-gauge coastal line; Steam-Ranger, diesel-powered due to essential maintenance on the steam loco; and St Kilda Tramway Museum. Unfortunately, the Pichi-Richi Railway at Quorn, on the original alignment and gauge of the *Ghan*, is a significant distance from Adelaide; Messrs Serchinger and Butters eventually managed to resolve this conundrum and visited the line on our behalf, most of us being tied by hotel arrangements. Their solution was to use the daily public bus service; a pity we were not aware of this alternative earlier in our planning process.

Leaving Adelaide after a very early start, we had a day-long trip on *The Overland* train, arriving in Melbourne at the height of the evening rush hour, nowhere as bad as in London, but the locals still complained! Over 4 days we were entertained by the Bellarine and Victoria Goldfields Railways, Puffing Billy, the Tram Museum and the Newport depots of Steamrail and Australia Railway Heritage Museum's open-air collection of locomotives. We also made a brief visit to the Fire-Brigade Collection. The Puffing Billy experience was enhanced by the use of a private train entwined within the daily public service timetable, an excellent guided tour of the workshops, photo-stops and footplate rides. Bellarine has recently erected a wonderful large shed in which to store rolling stock, and Steamrail had a loco in steam on the day of our visit prior to it venturing on to the main line. A few days after visiting the Goldfields Railway, fragility of heritage projects was brought home when we heard that the nineteenth-century Maldon station buildings had been badly damaged by fire.

After the Conference most of the European delegates headed for Sydney. Here was a chance for visits to the Zig-Zag Railway to see the novel solution to an engineering problem; the remains of Everleigh railway workshops (and various preservation projects located at a site threatened with redevelopment); the new railway museum at Thirlmere (not easy to reach by public transport); and a chance to experience some main line travel behind a vintage diesel loco.

Whilst colleagues were in Sydney, three of us headed north to the coastal town of Cairns in northern Queensland, base for the daily Karunda Scenic Railway and over the trees Skyrail experience, both of which are well worth a visit. However, we had accepted an alternative offer of a four-day trip into the Outback aboard the *Savannahlander*. More about this experience on another occasion, but suffice it to say that this outing probably taught us more about Australia than much of what we had seen and heard over the previous three weeks. On my way back to UK through Sydney I was able to reach Zig-Zag on an extremely wet day in the Blue Mountains, and also made a brief visit to the Sydney Tram Museum.

We were only able to see a small proportion of the many heritage rail and tram projects, which vary in size and scope. Please remember distances between museums and railways invariably mean detailed planning is essential, and some states and cities promote their heritage more readily than others. Trying to locate projects may be a problem if you were to do a general search on the internet, which is where a TINHATT database may eventually be of assistance.

Now that we are all safely home, it is time to send thanks to Chris Le Marshall and Warren Doubleday for acting as our links in Australia and laying much of the groundwork with skeletal plans for our visits, and to Andrew Moritz and his team for making the Conference an enjoyable experience. Our gratitude is also extended to the multitude of museum, tram and rail enthusiasts who helped to make our visit such a pleasurable and memorable experience. Finally it would be remiss not to give a great vote of thanks to Ian Smith for taking on the rôle of Euro-linkman amidst delegates' anguish at trying individually to book

their way around the tour programme; you helped move things along more smoothly than might have been the case on a number of occasions. Here's to 2012!

*Delegates clearly found these visits of great interest. As Nigel says, however, significant progress was also made in the development of the world association, one of the aspirations of the Conference, immediately after which **DAVID MORGAN** issued the following press release :*

Former Deputy Prime Minister, Tim Fischer, opened the World Congress on Railway Heritage: Opportunities and Challenges held at the Rail Workshop Museum at Ipswich near Brisbane, albeit via a videolink from home where he is now Australia's first ambassador to the Holy See at the Vatican. The seminar spread over three days covered a number of topics including regulation, environmental issues and the financial impact of tourist trains on the economy of the region they serve. The delegates also endorsed the formal launch of a world wide organisation of owners and operators of Heritage and Tourist Trains and Trams.

At the conference dinner, Queensland Minister of Transport, the Hon Rachel Nolan, presented the 2009 ATHRA awards for excellence.

The conference was also addressed by Lord Faulkner of Worcester, a British Government Minister of Transport, by recorded video, who explained the importance and the value of partnership between Government and the heritage railway sector.

A working party comprising Enrique (Quique) Diaz of Argentina, Chris Le Marshall of Australia and David Morgan of the UK were tasked with implementing the establishment of the organisation along the lines of principles approved at the seminar.

*The following resolution was passed by Conference :*

TINHATT Resolution as proposed by Dr John Radcliffe on 17 October 2009 at Rail Workshops Museum, Ipswich, Queensland.

“This meeting endorses decisions made at the previous two World Congresses to form a world-wide organisation to promote the interests of the owners and operators of heritage and tourist trains and trams and that the three proposers ie Quique Diaz (Latin America), Chris LeMarshall (Australia) and David Morgan (Europe) be invited to establish an organisation along the principles set out in their paper. Furthermore, they should report back to all potential and interested candidates for membership at least three months before the next plenary session in 2012.”

The principles set out in the paper referred to were as follows:

The Statement of Objectives should include :

1. to facilitate the exchange of information amongst member organisations for their betterment;
2. to promote, represent and act as an advocate for the Heritage and Tourist sector to ensure optimal outcomes in the international arena;
3. to develop an internet-based information source to provide members with a full range of information relevant to their needs (Alexandria Library);
4. to assist development of the sector to facilitate exchange of individuals between members so they improve their understanding of the Heritage and Tourist operations especially;
5. at the request of members, to provide specific advice and information as a respected consultancy;
6. to facilitate twinning arrangements between Heritage and Tourist operations to improve understanding;



7. to create and develop a database of specialist suppliers of goods and services utilised by the Heritage and Tourist sector with a facility to access feedback;
8. to gather and, where necessary, commission research into financial/economic benefits of operations, environment and other important issues relevant to the sector;
9. to negotiate on behalf of the sector arrangements for insurance and other key services or products to secure favourable terms as a result of bulk purchasing arrangements;
10. at the request of members, to assist in formulation of policy positions and to assist where requested in the presentation of those positions to government and others; and
11. to promote conservation on the basis of Riga Charter.

**Membership** should be open to all Tourist and Heritage operators in the sector, including their representative bodies.

It is suggested that **Affiliate Membership** be open to commercial suppliers and interested bodies (no vote).

**Associate Membership** should be open to individuals interested in the Association (no vote).

To authorise a working group (directorate of 3 people) to progress the formation of a company limited by guarantee to be set up by mid-2010 in time for 2 years of operations prior to the next international conference.

The Working Group to be Directors for the first three years. After the first three years, annually, one Director in rotation will resign with an election to be held to elect a new Director.

There will be Board meetings as required by the Directors to progress the development of the organisation. These meetings will utilise technology such as Skype to allow for electronic conferencing. Directors will physically meet, at their own cost, at least once a year.

There will be no more than one Director from each country, with a minimum board of three Directors and a maximum of seven.

A world conference to be held every 3 years with the next to be in the UK in 2012, and thereafter in the Asia or Pacific Region in 2015.

To operate in a manner whose budget allows subscriptions to be fixed at an affordable rate. Subscriptions will be weighted to reflect the size of the organisation and the nature of the operation.

The administration of the operations of the organisation to be based in the United Kingdom.

Passed unanimously.

*It is clear that much useful progress was made in the development of the world association. As David Morgan says in his Report earlier in this issue: "Watch this space.....!"*



**HERITAGE RAILWAY ASSOCIATION (UK) AUTUMN GENERAL MEETING  
DUBLIN, IRELAND : 11-14 SEPTEMBER 2009**

This year's Autumn Meeting was held in Dublin, the capital of the Republic of Ireland. Although a previous meeting has been held in Belfast, Northern Ireland, this was the first occasion such a meeting has been held in the Republic. Although this was an HRA meeting it had somewhat of a FEDECRAIL flavour, and indeed we were delighted to welcome Livius Kooy, FEDECRAIL Secretary, and Andris Biedriņš and colleagues from Latvia who are familiar faces at the conferences.

To start the weekend we received a very welcome surprise from the Irish Railway Procurement Agency, 7-day complimentary tickets for unrestricted travel on the LUAS tramway system.

Events started on Friday morning, with a visit to the National Transport Museum at Howth, hosted by Liam Kelly. The Museum houses many interesting exhibits from road vehicles and buses to trams, one of which is in the latter stages of restoration. This was reached by the DART (Dublin Area Rapid Transport), which is a very impressive system, and has been in operation for an astonishing 25 years.

The afternoon was spent as guests of Oliver Doyle of Iarnród Eireann (Irish Railways) at Dublin Connolly. Ensnared in the Board Room at Connolly station, we were given a most interesting talk on the history of Irish Railways and present signalling control methods. This was followed by a tour of the station where remaining heritage features were pointed out and described. It is worth making the point here as to the tremendous strides Irish Railways have made in recent years: almost total renewal of the rolling stock fleet, CTC control at Dublin, extensive track renewal, re-opening of closed lines, all of which would have been unheard of a few years ago. There is even a project in progress to four-track the line out of Dublin Heuston, with more in the pipeline.

The evening saw a reception at the Irish Railway Record Society meeting room, which is situated in the old station goods office at Dublin Heuston. The reception was hosted by Tony O'Shaughnessy, the IRRS Chairman. This place is almost indescribable. I have never seen such a collection of archives and records in one place, superbly looked after and meticulously catalogued and restored. This is besides the extensive railway book collection. If there is anything you want to know about any minutiae of Irish railway history it is here. Make sure you have plenty of time though; it is totally absorbing.

Saturday morning and we were privileged to tour the LUAS tramway system. This is much more akin to a continental tramway system as opposed to trams in certain British cities. There are two lines, which are not connected, and we started on the Red Line, which runs from Connolly station to Tallaght, and alighted at Red Cow, where the depot for the Red Line is situated. After a tour of the depot, where we saw everything from bogie wheelsets to the driver's controls of trams, we had an excellent explanation of present day operations and future plans for the system. We were also able to view the control room for the system. The Green Line is being extended, and we were taken by double decker bus to inspect the route of the extension and the new terminus at Cherrywood before continuing on to the new depot at Sandyford and the storage site for the new tram stock. It's nice to see work in progress, as opposed to just talking about it. Then it was back on the entire length of the Green Line from Sandyford to St Stephen's Green in Dublin for the afternoon official meeting.

The meeting was held in Wynn's Hotel, located right by a Red Line tram stop, and a summary of the meeting is as follows :

David Morgan (Chairman, HRA) welcomed everybody from Ireland and "over the water". Wesley Chapman, Chairman, HRA Ireland, also welcomed everybody and thanked Clifton Flewitt for all his hard work.

It was reported that the Finance Director is setting up a Euro account, mainly for FEDECRAIL, but which can be used by Irish members. Subscription payments by debit/credit card and BACS should be available shortly, hopefully in early 2010. A new membership application leaflet has also been produced, with prices shown in Euros.

Following apologies for absence, Bill Hillier gave a presentation on the annual statistical returns.

The first focus subject was presented by John Welsby, Commissioner, Railway Safety Commission. After charting his career to date he explained the legislative development, and how the IRMS was set up as a result of accidents. The Railway Safety Act 2005 saw the establishment of the Commission, which oversees the requirements for safety and safety adequacy. It also provides guidance. The growth of the Inspectorate was charted and it was explained that it is a service provider to railway undertakings. It shapes policy and liaises with stakeholders. It also liaises with peer organisations, eg Northern Ireland,

and other undertakings such as Iarnród Eireann, CIE and HRA, and others such as the Police. It governs how railways are regulated, and what can be done through the legislative process. Achievements to date include inspection of Heritage Railways twice a year. For the future, additional guidance will be provided, and it is hoped all railways will work together.

The second focus subject was a highly entertaining presentation by Jim Deenihan TD, Chairman of the unique Lartigue Monorail at Listowel in Co Kerry, which has seen a 500-metre section of track restored and a purpose-built replica diesel locomotive built by Alan Keef. Funding has been received from the Millennium Fund, together with grants of €2 million. Surviving film footage of the line was shown. This explained that the line, including stations, crossings etc, was built by French Engineer Lartigue in five months. It was a raised monorail, with locomotives and coaches that straddled the rail and had to be finely balanced to prevent them from tipping over. The railway survived from 1880-1924 but was damaged during the civil war. The organisation hopes to become a member of HRA.

Brian Simpson, MEP and HRA Vice President, then gave an update on European Legislation, which included paint strippers and workshop regulations, Italy pushing for better rail safety and, finally, passenger compensation, from which Brian confirmed Heritage Railways are exempt.

The final focus subject was presented by Selwyn Johnson, Director of the Headhunters Railway Museum at Enniskillen, Northern Ireland, a current HRA applicant. This is a novel museum which, as its name implies, is housed in a barber's shop in Enniskillen. Selwyn gave an excellent and amusing account of how the Museum came about. There are a total of three rooms of artefacts. The Museum is a registered charity and is applying for full museum accreditation. Further aims are to tell the story of railways to young people, many of whom in this area have never been on a train. Two DVDs outlining the history and current operation of the Museum were shown. An excellent idea which deserves its success.

The meeting closed following an update on Marketing activities and any other business.

The evening dinner was also held at Wynn's Hotel and, following an excellent meal, short speeches were made. David Morgan welcomed everybody to the dinner and all other associated activities. Garret Fitzgerald, former Irish Prime Minister and a Vice President of RPSI, gave a very amusing speech of welcome. The response was given by Dick Fearn, Chief Executive of Iarnród Eireann (formerly with British Rail) who talked about Irish Rail today and plans for the future. Brian Simpson MEP responded on behalf of the guests. HRA guest Sir William McAlpine was presented with a HRA Lifetime Award for Railway Preservation by Garret Fitzgerald. Sir William and his wife Judy thanked everybody for the award which, he said, was a great honour. The evening was rounded off by Johnny Glendinning, Chairman of RPSI, who thanked everybody for attending and HRA for all their efforts to make the weekend a success.

Sunday dawned bright and clear and, after a short run on the LUAS to Connolly station, a full day's excursion was planned on an RPSI special to Mullingar with our host David Houston, RPSI Vice Chairman. This is what the RPSI does best, running steam on the main line. Our train was hauled by Great Southern and Western Railway 0-6-0 No 186, and formed of CIE Craven coaches (which I remember from my youth) and, bringing up the rear, the superbly restored GS&WR Royal Saloon No 351, which we all had the opportunity to ride in during the day. After a brief photo stop at Clonsilla we arrived at Mullingar at 11 23.

Here some participants went on a steam shuttle to Enfield and back, others went to Belvedere House, a nearby stately home, and the rest remained at Mullinger itself, a lovely typical Irish town. The visitors to Belvedere had an added bonus, a live repartee between the guide and David Morgan.

Our return to Dublin was a little delayed due to "operating difficulties", ie the locomotive taking water from the closed side of Mullingar station, but this resulted in a spirited run back to Dublin by the venerable old lady No 186. Incidentally, it is proposed that Mullingar will become a museum; a certain amount of restoration work has already been done, and the signal box remains in situ and operational.

Monday the final day arrived and most participants went via the LUAS and coach to visit the Steam Museum at Straffan, hosted by Robert Guinness and his wife. The Museum is housed in a chapel building transported from the Guinness Brewery brick by brick and re-erected in its current location alongside an amazing garden. The Museum houses an extensive collection of model steam engines as well as a fine collection of heritage steam engines and associated plant and equipment rescued from former institutions and industrial locations. The tour of the Museum was followed by a splendid buffet lunch capped by homemade cake. From Straffan the main group continued on to Stradbally. Three of us went direct by main line train to Stradbally, which is the home to Clifton Flewitt's 3ft gauge narrow gauge railway of the Irish Steam Preservation Society. The line was constructed and is entirely maintained by volunteers, and is in the form of a balloon loop. The steam locomotive, a sister to *Tom Rolt* on the Talyllyn Railway (UK), has recently received a new boiler. There are also two diesel locomotives. The opportunity was also taken to visit the steam collection in the town's museum, which contains many agricultural exhibits.

So ended the official programme, and a fantastic weekend which did much to enhance HRA Ireland's profile, and hopefully HRA will have gained new members. All that remains is to thank the whole of the Irish team, and in particular Clifton Flewitt and Johnny Glendinning, for their organisation and hospitality; and also Bill Askew, HRA's Meetings Organiser, who did a brilliant job as usual.

**Steve Wood**

FEDECRAIL UK Representative/HRA Board Member



**WORKSHOP ON RESTORATION, CONSERVATION AND CURATORIAL  
CRAFTSMANSHIP HELD AT THE SWEDISH RAILWAY MUSEUM, GÄVLE, SWEDEN  
13-16 OCTOBER 2009**

**Day 1 : Tuesday 13 October**

The Workshop was attended by 17 people, many of whom are FEDECRAIL members. The Workshop began with a tour of the Swedish Railway Museum, which has not changed greatly in recent years; it now welcomes about 40,000 visitors each year, and the Friends organisation has about 1,100 members. The group then moved on to the Museum's Workshop/Store. The well-equipped workshop and extensive secure storage are impressive. Also impressive was the connection between the Museum and the Workshop/Store. These are each about 1½ miles from the busy railway station, in opposite directions; transport between the two was by one of the Museum's "heritage" railcars, one-man operated, running under the Museum's own Operator's Licence, which is otherwise used for the Museum's main-line "heritage train" operations.

**Day 2 : Wednesday 14 October**

The day started at 08 00 at the County Museum of Gävleborg, where the group was welcomed by Kristina Lindkvist, Chief Curator. The Museum, built in 1940 as the town museum, is now a regional museum. Uniquely, it shows Swedish art from 1660 onwards.

This was followed by a presentation by Leif Malmberg, Head of Museum Ships at the Swedish National Maritime Museum. The Museum has responsibility for three sites, the National Maritime Museum and the *Vasa* Museum in Stockholm, and the Naval Museum in Karlskrona. The Collection comprises five large ships, together with *Vasa* and about 200 boats. Annual turnover is about €20M. There are major problems in conserving so many vessels: there are not many shipyards left; skilled craftsmen are hard to find; and there are no facilities surviving for riveting ("millions of rivets"). Over the last few years vessels have been "farmed out" to specialist organisations, but not without problems; for example, Minesweeper M20, which we saw later, is operational, but those looking after it are almost all former crew members and are now aged 65 to 70 years. 90/100 vessels are recognised as "listed ships"; this produces a plaque and prestige, but no money! Leif saw the future as having more networks and partnerships – and probably fewer ships within the Swedish Maritime Museum. "Things are no very sustainable at all.....," he concluded.

Stathis Tsolis, Conservator, National Railway Museum, York (UK) then spoke on “The NRM philosophy on Conservation”. He described the change of philosophy from the period 1975 to the mid-1990s, which he identified as “[restoration to] operable standard, whether or not intended to operate”, with appearance and “authenticity” emphasised, rather than the preservation of original material. This changed in the 1990s towards *conservation* of original material, with every vehicle having its own conservation plan.

There followed a presentation on “Vintage railway carriages, worth restoring?” by Stephen Middleton of Stately Trains (UK), who outlined the story of and the philosophy of his work with this organisation. He took Vintage Carriages Trust (UK) as an example of a respected and effective museum in which those actively taking part in “hands on” carriage restoration/conservation/maintenance are becoming more and more aged and are declining in number, and asked questions (unanswered!) as to how this situation could possibly be rectified.

After lunch the group moved to the Museum’s Workshop, where Soltesz Jos6f of the Hungarian Museum of Science and Transport addressed the subject of “Hungarian steam locomotive preservation”. His presentation was essentially an historical review of Hungarian locomotive types, with emphasis on those examples which have survived into Hungarian preservation.

“A new approach to handling a large collection” was then discussed by Joachim Breuninger of the DB Museum, N6rnberg. Space limitations mean that, of a total of some 400/500 within the overall Collection, only 25 vehicles are on display at the DB Museum at N6rnberg. These include the sectioned 1853 locomotive *Nordgau* and the two *Adler* replicas. Dresden had been collecting systematically since 1966. After reunification, in 1994 all working DR vehicles came under N6rnberg, all non-operating DR vehicles under Dresden. In 1999 all DB historic vehicles came under N6rnberg’s control and – for the first time – were listed. At this stage the vehicles were spread over 50 locations at an annual cost of approximately 65M. Today this has been reduced to 5 depots and about 60.9M. The core collection has been reduced to about 150 vehicles, with the rest (200+) on loan to private clubs etc. Some 50 to 60 vehicles have been scrapped, mainly by reason of duplication. There are now two Museum branches, at Koblenz and Halle (Saale), operated mainly by volunteers. Due to cost, the Museum has now abandoned steam operation.

The Museum operates a grading system for vehicles, with headings being essentially: age; uniqueness; typicality; speed; and innovation. The Museum must be consulted before work is carried out on any vehicle on loan. The restoration procedure follows several clearly-defined stages: decide which vehicle is to be restored; hire a professional “restorator”, of whom there are 20/30 within Germany, for the project; define the goal and plan the sequence of work, with no specified timescale; define milestones in the restoration process; organise special training sessions as necessary; and arrange a public presentation on completion of the work. Staffing requirements are similarly defined: ensure that there is at least one full-time employee; evaluate the capacity of the volunteers; do not overestimate volunteers’ abilities; ensure that all are well motivated; do not work to a specified timescale; make sure that the plan is in position before work commences; ensure that theory and practice are well explained; and arrange a public presentation on the conclusion of the restoration. Many volunteers are railway employees or ex-employees. There are currently some 20 to 30 “restorations” in Germany. In accordance with German law and also its own wishes, the Museum insists that items are not restored with a view to their being returned to operation.

On the subject of “Locomotives to serve the traffic”, Sten Holm of the Swedish Railway Museum described the main line operations within Sweden as a whole. Altogether there are approximately 35 steam, 20 electric and 10 diesel locomotives, and about 25 wooden-bodied and 75 steel-bodied carriages, available for service. In general, these are limited to speeds of less than 80 km/hr. The Museum’s working fleet comprises 12 steam, 10 diesel and 6 electric locomotives, together with 10 wooden-bodied and 3 steel-bodied coaches. For these, speed limits in general are greater than 80 km/hr. For the Museum, in 2008 train mileage was approximately 21,300 km and passenger mileage approximately 518,000 km.

Bertil Persson outlined the philosophy behind the Collection at Norrbottens Järnvägsmuseum, Malmbanan, located at Luleå, Swedish Lapland. This very extensive Collection consists primarily of goods wagons.

While at the Workshop the group looked in some detail at dining car SJ 2702, built in 1927 and undergoing full restoration to a very high standard. The budgeted cost of this is €600,000. Thom Olofsson works on this, assisted part-time by a skilled carpenter who from time to time works on the Royal Palace floors as mentioned below.

### **Day 3: Thursday 14 October**

The group set out on the 07 06 train to Stockholm, being transported from the station on a fine vintage bus – right-hand drive, accelerator under left foot – to the *Vasa* Museum. Arrival being well before the public opening hours, Leif Malmberg gave the group the rare privilege of boarding the *Vasa*, a Swedish warship which sank just outside Stockholm harbour at the start of its maiden voyage in 1628. Impressive! As well as the vessel itself, items of note were the Museum's sophisticated climate control systems and the dimension monitoring system. At the adjacent Maritime Museum the group boarded the ice breaker *Sankt Erik*, built in 1915, and the light vessel *Finngrundet*.

The next highlight was a visit to the Royal Castle to see the ongoing programme of restoring the wooden floors, panel by panel. Here the guide was Johan Medin of the Royal Court. The tour concluded with an unexpected but much appreciated glass or two of top-quality champagne. The group then moved on to the National Museum of Science and Technology, part of a complex of Museums not far from the *Vasa* Museum.

### **Day 4: Friday 15 October**

The group boarded the 08 45 railcar from the station to the Museum Workshop for practical sessions led by Thom Olofsson and Sten Holm. These sessions were very useful and very instructive. They included the use of Japanese back saws; effective dust extraction; the use of a heat gun and a small triangular scraper to remove old varnish; the use of a belt sander; and varnishing techniques.

Thus ended an effective, useful and positive Workshop which should be repeated from time to time. Suggestions for future Workshops are: 1) more “hands on” time; and 2) ensure that all presentations are relevant to the Workshop; on this occasion one or two, although of considerable interest, were not!

*Article compiled from information kindly provided by Michael Cope, Vintage Carriages Trust (UK)*



*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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