



I. V. Z. W.

EUROPEAN FEDERATION OF MUSEUM & TOURIST RAILWAYS

Fédération Européenne des Chemins de Fer Touristiques et Historiques

Europäische Föderation der Museums- und Touristikbahnen

UPDATE No 18

JUNE 2012

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 7).

Si vous souhaitez recevoir une version française de Update, veuillez le notifier à Keith Twyman (coordonnés en page 7).

Wenn Sie das Update auf Französisch oder Deutsch erhalten wollen, wenden Sie sich bitte an Keith Twyman (Adresse siehe Seite 7).



PRESIDENT'S REPORT

Despite the economic problems currently affecting the world, there was a good turnout for our Annual Conference and General Meeting held in Helsingborg in southern Sweden. It was a good opportunity to develop our lobbying contacts with both Swedish politicians and agencies from other parts of Europe. We were fortunate to be hosted by a country with a very active and well-coordinated heritage train sector. I use the word "train" advisedly, as our hosts JHRF operate a wide variety of main-line stock over the national network, as those of us participating in the study programme of visits after the Conference were to discover.

The purpose of lobbying is, of course, to ensure that those in authority, and politicians in particular, hear our message and understand our concerns. The principal risk that arises from new legislation is that of unintended or unforeseen consequences. I think that it is fair to say that most governments now understand the benefit our museum and tourist railways (and tramways) bring to the locality they serve as a result of the tourism spend of their passengers and visitors. The First Minister of the Welsh Assembly has estimated that the opening of the Welsh Highland Railway, extending the Ffestioniog Railway by more than 30 kilometres, increased the income of the region it serves by more than 15 million euros last year. Indeed, the closure of the Severn Valley Railway for eight months a few years ago because of flood damage resulted in 12 local businesses closing, which was enough to persuade the European Commission to fast track a grant of €750,000.

Our French colleagues, led by the indomitable Louis Poix, President of UNECTO, have long realised the importance of gathering statistical information to support our lobbying campaigns, and at its last meeting FEDECRAIL Council agreed to collate information to enable us to pool our statistics so as to achieve this on a pan-European front. So please complete and return the questionnaire which we will be sending out in the near future; I have no wish to be roasted alive by our French friends should I appear empty-handed at the next FEDECRAIL Conference, which is to be held in Albi near Toulouse between 11th and 17th April 2013.

David T. Morgan, MBE, TD
President



SWEDISH TIMES

Perhaps it is still a bit early after the 2012 Annual General Meeting and Conference, but I want to pen down a few impressions of our time there. Please forgive me for being incomplete: the deadline was rather short.

Helsingborg was really a perfect town for having our Conference, well located at the Sont and an hour from Copenhagen Airport. Hundreds of restaurants were there, a nice old centre and of course Knutpunkten, the combined rail and ferry station opposite Denmark.

Others will detail the various visits we made, welcomes, speeches. Let me just say that we were happy to admit members from Denmark, Ukraine and Romania. Commercial steam hauled goods trains were planned by Rent a Lok, AZIZU was working hard on rail heritage in Ukraine and Friends of Mocanita hoped to run narrow gauge trains near Sibiu (RO).

Some Conference speakers were from Sweden itself; representatives from Parliament and Government addressed us. The hot item today is the charges for rail vehicle inspection. In Sweden, as you may have read before, the authority had been privatised, and all train operators had to pay the same fee per vehicle. However, this does not work for small museum operations. Halving the fee to half would not help, either (for the Ohs Bruk 600 mm gauge railway with 3,000 passengers per year the annual costs would then go down from 30% of their annual turnover to 15%, which is still unbearable). In the end, seeking further reductions would perhaps be a road without end; the best way could be to forget these fees *altogether* for all small operations. The meeting proved an ideal opportunity for our Swedish colleagues to ask the speakers for a solution right there and then; they were positive.

How was my impression of the tours after the AGM? When the plans for this year's Conference were made I expected little, because there aren't that many museum railways in the area. But don't be mistaken! We had shuttles with vintage buses, historic city trams, railway museum and depot visits, mainline steam at line speed, one mainline electric train with lunch on board, two narrow gauge steam railways and several trips with vintage DMUs of SMOK the motorvogn klubb. The little diesel trains even took us with luggage to Jönköping. Twice we had a lunch in a roundhouse and a light evening meal on board; trips of two hours each way were quite normal. I became enthusiastic of this mainline running, through often very pleasant scenery. But when our narrow gauge DMU from Hultsfred to Västervik chased a small herd of cows 3.5 kms back to their farm and its very happy farmer, who had missed 15 of them for three days, I can say my visit could not go wrong anymore. "Cowboy", I said with a surprised smile to our guard who had used his red flag at a level crossing for keeping the cows ON the track, not for chasing them out of the way. The useful little train must have gained a good reputation that day in farming circles! Just imagine what it means to have 15 valuable cows astray in the wilderness.

Finally it was the day of my departure from Jönköping. My service train was due to leave at 10.08. But surprise - there was a SMOK train on the indicator, due to leave at 09.50. Indeed, a tiny vintage EMU rounded the curve and let several of my colleagues on board for the JHRF organised after-tours. I saw Anders Johansen of SMOK - and the Mainline Working Group - in the rear cab. A lift was easily arranged and my trip to the X2000 service from Nässjö to Copenhagen went well, of course, with a last opportunity for discussing lobbying policies.

Thank you, Sweden, for the many things we have experienced and enjoyed; this was very well done!

Livius J. Kooy

Full reports on AGM, Conference and the post-Conference tour will appear in the next edition.



JACQUES DAFFIS SUPPORTS JUANJO OLAIZOLA IN VITORIA

At the end of March 2012, FEDECRAIL Vice-President Jacques Daffis followed up a convocation made by the Basque Parliament to go to Vitoria. A cross-party commission received supporters of Juanjo

Olaizola, previously Director of the Basque Railway Museum in Azpeitia, who had been relieved of his post for political reasons and subsequently made redundant by the Basque rail company Euskotren. Together with the President of the Friends of the Basque Railway Museum, the Secretary of the Portuguese National Association and the President of the Spanish Association of Railway Friends, Jacques Daffis supported him. Since Olaizola is no longer in post and no engine driver has been found to take over from him, the museum train between Lasao and Azpeitia has not been in use. Recently, a San Sebastian Tribunal declared Olaizola's dismissal last December to be illegal because it arose on the basis of an unlawful expression of opinion. Olaizola has had to be reinstated in his post. Further developments may occur.

Ingrid Schütte



THE FUTURE OF OUR GRANT AND OTHER APPLICATIONS

FEDECRAIL has grown over the years from its founding into a successful organisation representing over 640 organisations, Europe-wide. In these years we have learnt to deal with various matters such as lobbying, safety and operation, cultural aspects, marketing our product and so on.

Within our organisation we find various people with skills which are most beneficial to most of us. They can advise, lobby, organise. This is good because if there is one weakness of our industry it is the inclination of the average volunteer to focus on train restoration and operation. As a colleague said: they are not much interested in the many things behind their hobby which really need to be done; the hands-on experience appeals to them and they do not like to see the rest. Of course this poses a problem. Those doing these "other jobs" are all too often occupied with many things at a time. They are organisers behind the screens, but often over-stretched with work.

The world would have been so much easier if the political statement "We want to have de-regulation" were made true. But, on the contrary, the nanny-state is ever expanding. More and more matters are regarded as too unsafe to be left without new laws. Common sense and self-regulation do not always get enough freedom to do their work. Who said that freedom is the best gift one can have from the state?

In today's procedures for grant applications the situation is no better. We find more and more grant application systems which are written in a woolly language, demanding replies to very difficult questions. We may find them almost impossible to understand. It looks often as if lawyers have taken over what we used to call the work field. Control systems and political issues become more important than finding people who carry out the work that needs to be done.

To some extent the problem would have been small if those representing cultural institutions were all University Professors or other professional experts. But our truth is that we have to run our museums and museum railways with 99% volunteers who do not necessarily have the skills to prepare the grant application as requested by the source of funding.

The effect could be really negative. I heard a Board member of a museum railway suggest that the renewal of its museum status was becoming so complicated that he wondered whether the museum railway could keep its place on the list of museums in the Province.

If this is not the future but already the present time, then it is high time to draw conclusions. It would be too bad if volunteer work was made too difficult because of regulations which we did not need before and didn't ask for. Do we need to prove we're all right, or do we have the confidence unless the contrary can be indicated? The question is, as always, who has to prove his right, who has to deliver the evidence. This burden should not be turned upside down without our reaction. Perhaps other members have similar experiences. If so, I think we should join forces in the approach of policy makers and urge them to respect volunteer activity by allowing easier procedures. Your opinions are welcome: we want to be your voice.

Livius J. Kooy

BRIAN SIMPSON : SUCCESS IN EUROPEAN PARLIAMENT

FEDECRAIL can look back on its successful lobbying in Brussels, where it has created a precedent for more official support for driving historic trains on the mainline from EU member state governments. Brian Simpson (UK), Chairman of the Transport and Tourism Committee of the European Parliament, has introduced a motion according to which, where museum trains use mainline tracks, railways are subject to special regulations in respect of the required insurance, taking into account national law.

The Council of Ministers still has to ratify the proposal. This is the first time reference has been made to the use of mainline track by historic trains.

Ingrid Schütte



WATTRAIN CONGRESS 2012
Sunday 30 September – Saturday 6 October 2012

PROGRAMME OVERVIEW

The Congress will be based in Leeds. The business sessions will take place at the National Railway Museum in York. The theme of the Congress is “Sustainability”, with speakers basing their sessions on the sub-headings of Technical Challenges, Environmental Matters, Financial and Commercial Impacts and People Issues, such as skills and training. Speakers have been drawn from the international field of heritage railways and museums and all five continents, ie Africa, America (North and South), Asia and Europe. The three WATTRAIN Patrons, The Hon Tim Fischer (Australia), Lord Faulkner of Worcester (UK) and Courtney Wilson (USA) will also be speaking.

DAY BY DAY SUMMARY: Outline details of the planned WATTRAIN programme for each day.

Saturday 29 September 2012 - Meeting of Congress working party and directors. A welcome drinks reception and registration in the early evening at the Sky Lounge in the *Hampton by Hilton* Hotel, for all participants to collect Congress information packs. Free evening in Leeds.

Sunday 30 September 2012 – Visit to Middleton Railway with steam and diesel locos in operation. To be followed by a main line “beer and music” train from Leeds station. A packed lunch will be provided. There will be a welcome evening dinner at the Hilton Hotel.

Monday 01 October 2012 – Visit to Keighley and Worth Valley Railway to include tour of workshops and Vintage Carriages Trust. Lunch will be served in the Pullman car. An evening reception will be hosted by the Lord Mayor of Leeds. Free evening in Leeds.

Tuesday 02 October 2012 – Travel to Crich Tramway Village and enjoy rides on the heritage trams, guided tours of the workshops, museums and archives. Lunch in the *Red Lion* pub. Then on to the Great Central Railway, Loughborough for an evening wine and dine steam-hauled special.

Wednesday 03 October 2012 – Business sessions in the Walker Suite of the National Railway Museum. Travel by scheduled service train to York. Main topic: Environmental and Commercial Aspects. Free evening in Leeds. Partners programme available to places of interest near Leeds.

Thursday 04 October 2012 – Business sessions in the Walker Suite of the National Railway Museum. Travel by scheduled service train to York. Main topic: People Issues Skills and Training. Free evening in York. Partners programme available in York, including guided tour.

Friday 05 October 2012 – Business sessions and Annual General Meeting in the Walker Suite of the National Railway Museum. Travel by scheduled service train to York. Main topic: Technical Challenges in the 21st Century. Partners programme available to visit historic venue in Leeds.

Close of Congress Dinner in the Great Hall of the National Railway Museum, York. Guests will travel by coach from the hotels in Leeds.

Saturday 06 October 2012 – Grand Finale

A spectacular steam-hauled trip from Leeds Station over the Settle-Carlisle line, which is probably the

most famous railway route in Britain. With 113 miles of breathtaking scenery, challenging gradients, the highest railway station in England and the chance to travel over the 24 arches of the stunning Ribbleshead Viaduct, it is a day not to be missed. We have taken the opportunity to reserve seats at a special cost for our party. Make sure to bring your camera.

End of WATTRAIN Congress.

Sunday 07 October 2012 – Check out of hotels.

ACCOMMODATION

Delegates are recommended to stay at one of our main conference hotels. **Base hotel** for the Congress is ***Double Tree by Hilton***. The other two are cheaper hotels, close by.

DoubleTree By Hilton (previously the *Mint Hotel*) * * * *

This modern, canal-side hotel will be the Conference main base hotel. It is approximately 5 minutes' walk from the station. Close to the town centre, with a magnificent view over Leeds from the Sky Lounge Bar. Rates per night bed and breakfast including taxes: Single occupancy GBP £75.00, Twin/double rooms £85.00, Single occupancy suites £125.00, and twin/double suites £135.00. All rooms have complimentary wireless internet access. Complimentary fitness centre.

Bewley's Hotel * * *

A modern hotel close to the City centre. Approximately 10-12 minutes' walk from the railway station. Rates per night bed and breakfast including taxes: Single occupancy (double room) GBP £70.00, Twin/double rooms £75.00 Complimentary wireless internet access in public areas, and by network cable in bedrooms. Complimentary fitness centre.

Cosmopolitan Hotel ***

Recently refurbished hotel with a mix of traditional and contemporary rooms. Approximately 10 minutes' walk from the rail station. Rates per night bed and breakfast including taxes: Single room GBP £64.00, Single occupancy (double room) £84.00, Twin/double rooms £95.00. Wireless internet access available (pay at hotel.)

Buses will pick up from the *DoubleTree by Hilton* and *Bewley's* Hotels for tours. There is a 5-minute walk to the *Hilton Hotel* from the *Cosmopolitan Hotel*.

There are many other hotels in Leeds. Information available from Leeds Tourist Information Centre www.visitleeds.co.uk

ALL HOTELS

Early booking through the dedicated Congress booking site www.conferencebookings.co.uk is strongly recommended to ensure your preferred accommodation. Use **LDSWATTRAIN2012** in the event reference box. If unsure of your travel arrangements, we recommend you book the maximum number of nights you may need. The booking constitutes a binding contract between you and the hotels, and your credit card acts as a guarantee for your booking.

TRAVEL INFORMATION

Leeds is easily reached by road, rail or air.

Frequent trains to Leeds City Station from all major cities. Leeds/Bradford Airport is 30 minutes transfer with a direct coach service running every 30 minutes at peak times. Manchester International Airport is 1 hour transfer time. East Midlands Airport is 90 minutes transfer time with a train service available to Leeds from East Midlands Parkway.

By road Junction 3 of M621 then directly into town centre, passing *Bewley's* and then on to the *Hilton* and *Cosmopolitan* hotels. Car parking is available at each hotel. Charges may be payable. Please check direct with the hotels.

Britrail Pass

Please contact Ian Smith on i.b.s@btinternet.com for further information on Britrail passes.

CONFERENCE FEES + BOOKING CONDITIONS + USEFUL ADVICE

Fees + Booking Arrangements for the Main Programme

The price for the full programme will be **£700 per person** including most lunches and some evening meals. A partners' programme will be organised for Wednesday 3rd, Thursday 4th and Friday 5th October. Please complete your booking as soon as possible via the dedicated Congress bookings website www.reg.istrations.com/delegate/events, with **LDSWATTRAIN 2012** as the event reference, and then click "new reservation" to enter the site. Follow the "Register now!" link to book your place.

Please note: Discounted rates are available for WATTRAIN members. To join please go to <http://www.wattrain.org/join-us> or contact the Membership Secretary, Andrea Hett (see below).

Please note that Closing Dates will be
Hotel Bookings: 31 July 2012
Congress Bookings: 31 July 2012

Booking Conditions Your completed booking form constitutes a confirmed booking for the Conference and associated visits. If your circumstances change and you are unable to participate in all or part of the programme for which you have booked, any requests for a full or partial refund can be made entirely at the discretion of WATTRAIN. The programme for the Congress and associated visits reflect plans as at the date of the release of this circular (early April 2012). No responsibility can be accepted for any subsequent alterations, which may include some significant changes to the programme. Participants are strongly recommended to ensure that their travel arrangements make reasonable allowance for potential delays or cancellation.

Insurance You are strongly recommended to take out appropriate travel insurance to cover your travel and accommodation and your participation in the conference and related activities. EU citizens should also bring their EHIC cards.

ANY ENQUIRIES OR FURTHER INFORMATION Please contact the Congress Team

Andrea Hett
16 Butterley Row
Ripley
Derbyshire
DE5 3QZ

Email wattrainmembership@talktalk.net
Mobile: +44 (0) 77913 73619
Phone: +44 (0) 1773 746809

Ian Smith
88 Westbury Place South
Leeds
LS10 3DA

email: i.b.s.@btinternet.com
Mobile: +44 (0) 7976 569178
Phone: + 44 (0) 113 276 0349

No land line calls after 22.00 UK time, please.



HERITAGE RAILWAYS IN TAIWAN

Taiwan, called Formosa in the past, is a 36,000 square km (13,900 sq mile) island with a rich railway heritage. The Taiwan Railway Administration (TRA) keeps three steam engines in an operational state and runs mainline special many times a year. They are also restoring their other steam engine. Taiwan Sugar Corporation is operating tourist trains on five sugar mill lines. The gem of this country is the Alishan Forest Railway, which is one of the finest mountain railways in the world.

I visited the open-air museum in Miaoli on the first day of my visit. Steam engines, which were built in US and Japan, include a Shay narrow-gauge. Diesel engines and historical wooden coaches are displayed. These collections represent the railway history of Taiwan very well.

After three hours' train travel, I arrived at Kaohsiung, the second largest city in Taiwan, to meet Mr. Ming-Hsun Hsieh, who is the Chairman of the Railway Cultural Society, Taiwan (RCST), at Takao

Railway Museum. RCST was established in 1994 and now has more than 160 members. They have persuaded TRA to save an historical roundhouse shed in Changhua and to reopen part of the closed scenic Old Mountain Line for tourist trains. These efforts have produced marvelous results. On October 2010, they opened a new railway museum at the former Kaohsiung railway station and have been run it successfully. The museum is very popular, with increasing numbers of visitors year by year. During my visit, many local people enjoyed the museum, and children played on the ground beside steam engines and coaches. Some visitors came after half past 7 pm asking to see the exhibitions.

The next day I moved to Chiayi, the terminal of Alishan Forest Railway. Sadly, this scenic narrow-gauge line, rising to more than 2000m in height, with many loops and zigzags, was seriously damaged by a typhoon on 2008, and the operation is currently suspended. However, the depot near Chiayi is open to the public every weekend. I enjoyed observing still-active Shay steam engines and lovely old wooden coaches, and a diesel engine was working on switching and shunting duties. These made me look forward to the line's reopening. The next place I visited was the Huwei sugar mill line, one of the few surviving sugar mills in Taiwan. Even though I don't speak Chinese, the friendly local people and the mill's security guard encouraged me to see the lovely sugar cane trains.

My last destination of this trip was Changhua depot. This depot is still alive and very busy with many diesel engines, but a couple of beautiful steamers, CK101 and CK124, are kept in a roundhouse. They occasionally haul special trains on the main line. The other, bigger engine, 4-8-4 DT668, was restored and joined the schedule last December.

Lovely heritage railways, lovely people, lovely foods and lovely prices. Taiwan is the country you must visit.

Kyoichi Oda



We should like to produce an UPDATE every three months so that the news is still current when it reaches you, 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.

Keith Twyman
FEDECRAIL Membership Secretary

477209

65 Burley Road, Sittingbourne, Kent ME10 1JH, UK
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Tel: +44 (0) 1795

E-mail: twyman@fedecrail.org

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