



*Chemin de Fer Touristique du Haut Quercy (France) 2013. Photo: Ingrid Schütte*

## In the middle of the Summer ...

In the middle of the Summer, with its high peak of touristic and Museum visitors. The board of FEDECRAIL is intensively working to prepare your FEDECRAIL organization as supportive as possible for coming years. As I announced in the last Update – number 50 of June 2022 – November 5<sup>th</sup> 2022 will be the date for a members consultation about the new Strategic Plan for the period 2023 – 2028, the annual plan and the budget for the year 2023.

In the meantime, we are working to change the online status of the meeting into a hybrid status. At this moment we are looking for a location in the centre of Europe, easy to travel to, by rail, road, and air. Inside the board and team of FEDECRAIL we had signals that after such a long time of meeting foremost online only in the last three years, to make the choice of attend the meeting online or physically could be a major improvement.

The definite arrangements will be made much earlier, than the publication of the next Update 52 (last week of October), so that we will inform you in detail somewhere in the end of September or beginning of October at the latest.

You will receive than also the papers meant above, so that you can prepare the meeting with your members and/or adherents. We are planning now that the general members meeting will be held in the afternoon. In that case the morning of November 5<sup>th</sup> will be used for a meeting of the Heritage Operation Group, to be organized in hybrid form as well on the same location.

If you have special wishes about subjects that should be placed in the members meeting agenda as well, to be discussed during the afternoon members meeting, please send these ideas/questions by e-mail to [info@fedecrail.org](mailto:info@fedecrail.org).

Generally spoken we hope that this half term members meeting will become a regular habit in the much-needed dialogue between her members and FEDECRAIL. Let's make it to a successful start of a fresh mutual relationship.

**Jaap Nieweg**  
**President of FEDECRAIL**



*Chemin de Fer Touristique du Haut Quercy. Photo: Ingrid Schütte*

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### **UPDATE No. 51**

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## Developments:

### Plan Paris – European Platform of Working Industrial and Mobile Heritage – Green Deal

As part of the strategic plan of FEDECRAIL for the period 2017 – 2022, Plan Paris was produced as an annex. Main message of Plan Paris was how FEDECRAIL should act and become part of the Paris environmental agreements. One element was clearly pointed out, i.e., we should make effort to aim for co-operation with other international organizations active in the Working Industrial and Mobile Heritage scene (WIMH).

Since 2020 we make good progress. Together with Fédération Internationale des Véhicules Anciens (FIVA), FEDECRAIL initiated to start a European Platform for all involved in the WIMH activities.

You may think of EMH (European Maritime Heritage), ERIH (European Route of Industrial Heritage) and EN (Europa Nostra). A first policy paper about Fossil Fuels as important part of the conceptual authenticity of the WIMH is under construction. It should be used to start the discussion with the European Parliament and the European Commission, to give our Working Industrial and Mobile Heritage a fair place in the green deal.

Under developments, we will keep you informed about progress made.

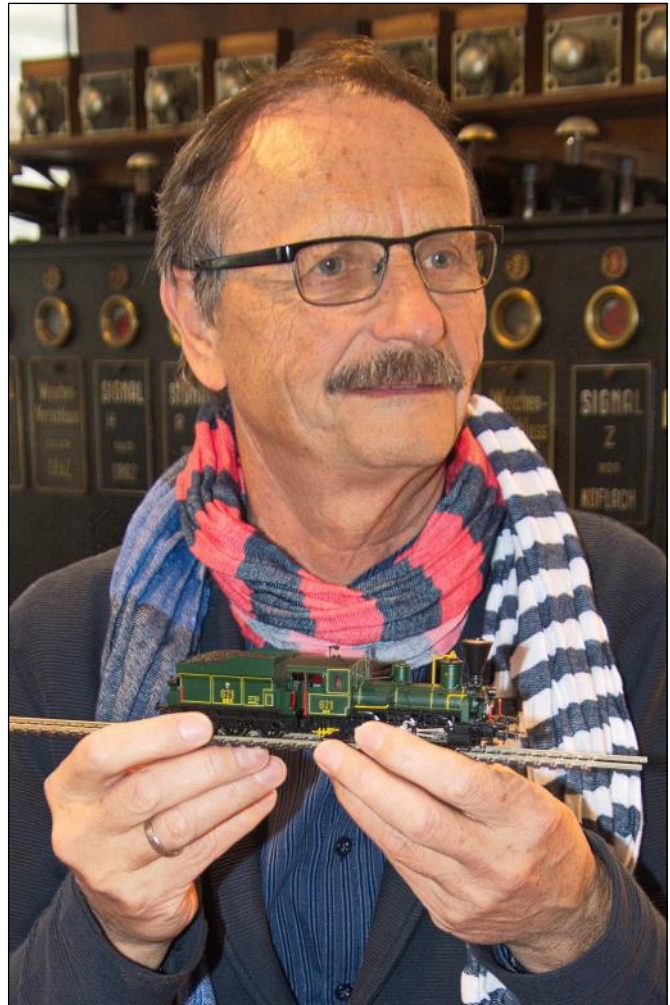
*Jaap Nieweg*

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## FEDECRAIL Board (5):

### GOTTFRIED ALDRIAN

Although Gottfried Aldrian, born in 1951, grew up directly on the line of a regional railway, trains were not his great passion from childhood. His interest in the railway system developed only gradually and after passing his school-leaving exams and



*Gottfried Aldrian in the Technical Railway Museum Lieboch-TEML with a model of the 671, the longest-serving steam locomotive in the world.*

serving in the army, he joined the Graz-Köflacher Eisenbahn (GKB) at the age of 21. At the beginning of his career, he worked as a dispatcher at various stations. Later, he held various positions in the railway management with a wide range of responsibilities before retiring after 35 years of service.

It was steam locomotives that immediately caught his attention, as they were still in use in large numbers at that time. At that time, the GKB was considered an Eldorado of steam operation and railway enthusiasts came from all over the world to experience the old-fashioned vehicles in scheduled service for the last time. But modern times also arrived here and the steam locomotives were gradually taken out of service. When a club was organised within the GKB to save locomotive 671 from being scrapped, it began to cooperate.

It was not so much the work on the locomotive or in the workshop that was his main interest. On the one hand, it was much more organisational work

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that he devoted himself to. On the other hand, it was important for him to document the history of the GKB and make it accessible to a broad public. Thus, in a joint effort, it was possible to set up a small railway museum, which today is one of the sights of Lieboch (15 kilometres from Graz).

It was equally important for him to look beyond the horizon of his own field. From the beginning, it was his concern not only to seek cooperation with other associations, organisations, railways, museums and institutions, but also to constantly cultivate and deepen it. What were originally loose, sporadic meetings have developed into two organisations that are now well established. One is Bahnerlebnis Steiermark, the umbrella organisation of Styrian providers of special tours, railway and tram museums as well as model railways, and the other is ÖMT-Verband Österreichischer Museums- und Touristikbahnen, the Austria-wide interest group. He has been involved in the boards of both organisations for years.

As a board member of the ÖMT, he represented it at Fedecrail conferences and was able to get to know the workings of the umbrella organisation as well as establish contacts with various member organisations and make many friends in the process.

In 2021, Gottfried was nominated by the ÖMT and the VDMT and elected to the Fedecrail Board by the General Assembly. Within the board he is responsible for the Heritage Operations Group-HOG. His focus is on representing the interests of our members with the European institutions, as well as finding common approaches and solutions that can ultimately lead to the strengthening of our community.

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## Steam, Diesel, Electric ... Is there a priority in preservation?

Many of us have had the privilege of seeing steam locomotives in regular service: some in the golden years of steam traction, some in the later years of



*NOHAB Rapid 2, Sweden 2012.*

*Photo: Ingrid Schütte*

local trains, and this depending on the country we belong to where the end of services were at different times (from the 1960s to the 1970s and 1980s).

We don't mind but our passion stems from this and probably the interest in steam is because it is part of our lived life. This makes us also look with interest at other types of traction but undoubtedly steam fascinates us the most.

In reality, each type of traction is characteristic of a historical period and is itself part of the evolution of the railway, just as the different generations of ours retain a memory of the railway linked to their lives.

This is what emerged during the webinar with young people whose main topic was "Fossil fuels and the future of tourist railways". A number of young volunteers (from Germany, Spain, and the UK) joined the meeting on 29 June organised by the Youth Group to discuss various aspects of the use of fossil fuels, the impact on the environment, and their vision of the future of rail preservation. What was perceived is that the new generations have a much broader approach because they have all types of traction in front of them, and this will enable them to make more rational conservation choices that are closely linked to the historical and engineering importance of the different means without relying on personal aspects. As far as the

use of alternative fuels is concerned, the use of other types is tolerated, always considering an attitude of all-round respect for the environment, not only in terms of atmospheric emissions, but also in the organisation of the external workspaces of workshops and depots.

It was a first pleasant exchange of views that should encourage us to give full confidence to the new generations that have an important role as 'hinge' in this time of ecological transition without losing the high cultural content of our heritage.

For all young volunteers wishing to participate in future web-based discussions, please send an email [scoizzato@fedecrail.org](mailto:scoizzato@fedecrail.org).

**Pierluigi Scoizzato**

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## EUROPA NOSTRA:

### **News Headlines**

**Hybrid Seminar : *Symbolic Value of Industrial & Technical Heritage*** - Embracing many different types of industrial and transport heritage, this was held as a hybrid event at Donau University Krems in collaboration with the EN Industrial & Engineering Heritage Committee on Friday 1.07. Those present in person included Harald Baminger, Chairman of the Austrian Member OEMT, Prof Piotr Gerber from the Polish member Silesian Railway Museum and Peter Ovenstone, FEDECRAIL team member. In addition, we were joined by about 40 participants online. It provided a good opportunity to introduce a new audience to the *Working Industrial & Mobile Heritage* (WIMH) platform project. FEDECRAIL President Jaap Nieweg gave a short presentation on the WIMH aims and the fossil fuel and other concerns during the morning session. For those not present, it will be possible to sample some of the presentations online – the University is creating later this summer an edited version of the proceedings. Weblink details once available will be circulated via the FEDECRAIL website news page and a future issue of Update.

**Peter Ovenstone - Co-Secretary, EN Industrial & Engineering Heritage Committee**

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## Historisch Railvervoer Nederland:

### **The supply of coal**

The war in Ukraine has faced us with an immediate shortage of coal for our steam locomotives. It has led to an increase of prices and interruption of the supply chain. In the Netherland 'Historisch Railvervoer Nederland' as umbrella organization for all the Dutch heritage railways, has taken the initiative to bring together all the railways to combine the buy of decent coal. It enables us to come with a reasonable volume to make it interesting for coal suppliers.

However, the total volume of coal for steam locomotives in The Netherlands is too small to develop a long-term perspective. Coal suppliers and coal transporters must get guarantees for bigger volumes to make it interesting for them to bring ships load of coal to Europe. The amount of money for buying and transporting that volume of coal to Europe bring risks to the firms involved in buying and transporting the coal. So, for the long term we must combine our efforts to create a bigger volume with which we can get competitive quotations out of the international market for coal. The interrupted supply of Russian gas to Europe means that coal gets again in the focus for making electricity. Coal heated power plants are now again very much needed. This also brings more pressure to the international market for coal. On the other hand, it makes clear that we cannot work without coal for the coming years until renewable energy has taken over a big part of the role of gas, coal and oil.

We call on the European Heritage Railway organizations to work together on a European scale to combine our need for coal in the coming years. If you are interested to take part in this, please send an email to [info@railmusea.nl](mailto:info@railmusea.nl)

**Historisch Railvervoer Nederland  
Pieter van der Ham, Chairman**

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## Leighton Buzzard Railway (UK):

### **And they were warmly welcomed ...**

The 27 July 2022 was a very significant day for new FEDECRAIL UK member Leighton Buzzard Railway. As the first destination for a cohort of members from Spain/catalunya, our greeting of “bienvenidos amigos” (welcome friends) was a very appropriate red carpet welcome.

The friends from Mora la Nova were starting a 10-day tour of major heritage railways in the UK—postponed for two years due to the Covid pandemic. With the airline flying direct from Barcelona to London Luton, the chance to catch up with seeing the highly regarded O&K locomotive “P C Allen” which spent all its working life at the Torrelavaga site of the Solvay y Compania alkali works, was not to be missed.



Plus, a whole line trip including the recent diversion works and extension of the

line to Mundays Hill. Their stop at our Stonehenge Works enabled a little of the history of the site to be given as well as a review of many of the Motor Rail ‘Simplex’ locos – some dating back to 1916. Barclay No.1641 locomotive ‘Doll’ – itself dating back to 1919 – was proudly displaying the special headboard – created by an LBR member – and featuring the FEDECRAIL insignia. A copy of this was presented to our guests on their departure. ‘Doll’ was also flying the two flags of FEDECRAIL and England – a timely reminder of a UK-wide event, when most of the railways flew the FEDECRAIL flag together with the national flag of the country that had built the locomotive.

**Tony Tomkins - VP  
Leighton Buzzard Railway**



*“Doll” with guests and flags*



## Seaton Tramway (Devon/UK) :

### **Two new stops opened**

#### FACTS IN BREF:

**Two new stops on the Seaton Tramway opened on 1 August. This created a circular connection via the Tramway to Seaton and the impressive Seaton Wetlands. A series of innovations and improvements.**

#### TEXT IN DETAIL:

The new Seaton Wetlands Halt and Riverside Halt were officially opened to passengers on 1 August. This increases the total number of stops from three to five along the three-mile line.

The project creating these new stops started as early as 2019, with Riverside halt starting construction before the pandemic, and finishing the day before the first lockdown in March 2020. Seaton Tramway's Riverside Depot will now be accessible via a new 400sqm deck constructed above the tidal River Axe Estuary. This will allow not only a view inside the Tramway's Depot, and a chance to see shunting of trams and engineering but is a fantastic vantage point to view the wildlife of the estuary.

Since construction finished new interpretation has been installed, including an interactive exhibit which explains how electricity is delivered to the

line and the trams. The halt is also fitted with picnic tables. Visitors will also be able to look around the estuary with a new telescope which is fitted on the deck.

Seaton Wetlands Halt will allow visitors to Seaton Tramway access to the nature reserves, its 4km of trails and the wildlife that inhabits them. The Wetlands Halt is situated on what has been known as 'Swan's Nest Loop', its name coming from the many swans which nest every spring around this area. These swans would add to a list of situations that delayed the construction of the halt, originally scheduled to open in Spring 2020, for the Tramway's 50th year of operation at Seaton. The halt at the Wetlands is sponsored by a generous donation from the Fine Family Foundation.

Jenny Nunn, Chief Executive of Seaton Tramway: "After many years in the planning, together with our partners at EDDC's Countryside team, we have finally managed to complete the last piece of the jigsaw, by creating a circular link via the Tramway to Seaton and the amazing Seaton Wetlands... This is a unique project which also opens up an area by the River Axe for the first time offering an innovative insight into the history of, not only the former railway branch line, but also the general history, tourism and wildlife of the area."

The new stops were built as part of Travel's Through the Axe Valley & Heritage tram project, part funded by the National Lottery Heritage Fund and the tramway. The project has seen among

other things new information boards developed, an oversized LED screen installed at Seaton station and an information room at Colyton. There is also a new 'Gilbert's Trail', an interactive booklet for families to explore the tram.

Seaton Tramway has recently brought home a handful of awards this season, including Accessibility & Inclusivity Award & Large Attraction of the Year Award at the Visit Devon Awards, as well as the Outstanding Visitor Attraction from the Heritage Railway Association Awards. More details can be found at [www.tram.co.uk/accessibility](http://www.tram.co.uk/accessibility).

### *Seaton Tramway*

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## GADEFT (France) :

### **Journey to the heart of the Cevennes with "140C27"**

After two years of restoration to SNCF standards (8,000 hours of work, €15,000 of supplies), locomotive 140C27 returned to the rails of the French national network on 9 October 2021.

This human and technical feat is the result of the work of the GADEFT (Groupement d'Aide au Développement des Exploitations Ferroviaires Touristiques) association, supported by the recognised technical know-how of the CITEV as a steam locomotive and historic equipment repair workshop.

The locomotive is usually parked at the Nîmes railway museum, managed by the AAATV (Amicale des Anciens et Amis de la Traction Vapeur) section Nîmes, an association with which the GADEFT is a partner. It can be seen all year round during visits to the museum.

This summer, the locomotive has already travelled through France, as it went to pull trains for the Chemins de Fer du Creusot (CFC), the association that owns the incredible 241P17, which is currently undergoing major maintenance. Trips are still planned with the CFC, notably between Le Creusot and Lyon and Le Creusot-Miramas ([www.train-vapeur.fr](http://www.train-vapeur.fr)). The partnership between our two associations (GADEFT and CFC), which has been very productive so far, will continue in the coming years.

After its return from Le Creusot, 140C27 will make one last memorable journey this year on 1 October 2022: a trip on the mythical Cévennes line between Nîmes and La Bastide-Puylaurent, a line that is more than 150 years old and that has not seen this type of traction for several decades.

As in the days when the steam locomotive was used by the SNCF, the fire will be lit up 5 hours before departure from Nîmes. From there, it will slowly build up pressure to reach the 14 bars needed to arrive the station in Nîmes, where the great journey through the Cévennes begins – an opportunity to discover its beautiful landscapes, visible only from the rail. It is possible for travellers to board the train in Alès. It's lunch time at La Bastide-Puylaurent. Arrival back in Nîmes around 6 pm. (information on [www.gadef.com](http://www.gadef.com) )



Locomotive "140C27". Photo: Gwenaël Piérat



## Railway Museum in Móra la Nova:

# Oldest broad-gauge Wagon in Spain restored

### FACTS IN BREF:

The railway museum in Móra la Nova restored the oldest broad-gauge wagon in Spain. It is an original wagon of the Aranjuez-Cuenca railway, built in 1881 by Nicaise et Delcuve in Belgium.

### TEXT IN DETAIL:

The railway museum in Móra la Nova restored the oldest broad-gauge wagon in Spain, built in Belgium in 1881. The restoration of the MZA G-522 low-sided wagon was completed last July. This wagon arrived at the Museum last summer from Lleida where it had been abandoned for decades, which contributed to its general poor condition and the disappearance of several pieces.

After an important general cleaning, it has been necessary to replace part of the damaged metal profiles, to manufacture four new stops, to install a new pull hook, to place all the new carpentry and to manufacture four new custom-made laminated stele springs, since the only spring that remained in the wagon was in a bad state, not guaranteeing proper operation.

In order to be able to document the origin of the wagon, in the absence of any reference or plate, the collaboration of Javier Fernández López and Manuel González Márquez has been of great help. Based on photographs and the dimensions of the wagon, they have been able to find out this is an original carriage of the Aranjuez-Cuenca railway, built by Nicaise et Delcuve in Belgium in 1881.



It belonged to a series of wagons G-509 to G-588 that passed to MZA when this company absorbed that of Aranjuez-Cuenca and they were destined to perform services throughout its network. Of the 79 wagons, only 8 arrived at RENFE in 1940, as their use was limited by the lack of brakes. In any case, the useful life of the G-522 was spent mainly in the MZA stage. For this reason, the restoration has focused on this period.

In the middle of the 1950s, the G-522 was left in the Meta flour mill in Lleida, where it was abandoned until the high-speed train works in the city brought it back to light. An entity from Lleida wanted to preserve it and it was removed until 2021 when it was transferred to the Railway Museum in Móra la Nova. Today it is the oldest known broad-gauge wagon preserved in Spain and now, moreover, it is fully operational.

***Museu del Ferrocarril a Móra la Nova***



## Swedish Tramway Association: **Youth Camps in Malmköping**

The Swedish Tramway Association is an organization in Sweden that preserves the moving cultural heritage within tramways and buses. All activities are conducted entirely on a non-profit basis and there are no employees within the activities. The business is a member of the National Association of Museum Railways (MRO) and through it also a member of Fedecrail.

The Swedish Tramway Association has for almost 20 years run youth camps for young people aged 12-18 interested in public transport. Even during the pandemic, the organization managed to hold its youth camps with corona adaptation. Over the years, the number of participants has varied between 10-25 young people who come and live on the Museispårvägen in Malmköping for a week together with dedicated leaders from the associa-

tion.

The museum has more than 40 carriages from Sweden's once total of 12 tram towns. A third of the carriages have so far been renovated for museum traffic in Malmköping. The oldest is from 1903 and the youngest from the 1950s. Some 25 buses are also included in the collections. The tram ride to Hosjö and back goes along sparkling lakes and through beautiful nature with meadows and forests.

The museum railway was inaugurated in 1969 and runs on part of the former Stålboga-Skebokvarn railway, originally the Mellersta Södermanland Railway. The approximately 2.6 km long course runs from Malmköping to Hosjö by national road 55 and has two meeting points. Gradually, the originally railway track has been rebuilt into a more authentic tramway environment. A tramway square in Malmköping is almost complete, and recently the track has been given turnstiles at both ends to enable traffic with more modern one-way trams, such as Mustangs. The organization



**Interested youths**

runs and owns its own infrastructure and has also maintained, built, and managed facilities and



**From 16 years old, controller training**

trams over the years with non-profit efforts. In 2022, a total of 20 young people participated and the demand for places was high. The Swedish Tramway Association, which operates the Museispårvägen in Malmköping, not only collects trams but also buses that are connected to Swedish local traffic history. The association was formed in 1959. The Swedish Tramway Association sees the camp as a vital part in bringing in young members to become active, learn the organization and skills of operating a heritage tramway. This is also the future of the association and the museum. The camp has not only generated young people active in the tram side, the young people also apply to various veteran railway associations to become active.

Today, the tramway museum has many young active members who participate in the museum activities all year round and not only during the camp. The camp gives you the opportunity to familiarize yourself with the museum's various tasks and it increases the interest of the participants to come back.

Over the years, the association has learned how to capture the interest of young people. An important part is giving young people confidence and responsibility within the organization and museum, it makes them grow and creates interest for



them to stay and continue to develop their skills in the field.

During the week, the young people participate in traffic, technology such as maintenance for trams and infrastructure, educational sessions, evening activities and a camp excursion, among other things. The young people are also offered the chance to test drive a tram one evening with a qualified instructor.

Getting to try means curiosity is awakened. Everything happens under the supervision of a more experienced leader. At the camp, they find like-minded people to network with. Every year there are new participants as well as those who have been around for a while. They are promoted to

leaders of the camp.

The technical work that took place during the week included overhauling a tram, clearing trees and weeds, repairing benches for visitors, painting the interior ceiling of a trailer and so on. The young people circulate between different jobs on different days, so they get to try different things. They even support the running of the café and shop.

The young people in Malmköping can train to be conductors at the age of 16. They wear uniforms, so they look authentic to the activity. The young people not only sell tickets on board, but their task is also to guide along the course.

***Mimmi Mickelsen***

**!!!**

**UPDATE Nr. 52 will be published in the end of October 2022**

**Deadline for textes and photos is October 8th**

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