



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 NR 27 July 2015

WHAT'S HAPPENING ON THE HERITAGE RAILWAYS AROUND EUROPE NEWS ♦ VIEWS ♦ ARTICLES ♦ CURRENT EVENTS ♦ OPINIONS

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PRESIDENT'S REPORT

I am writing this on my way back from a week in Scandinavia where I have been attending a FEDECRAIL Council meeting in Stockholm on Sunday 7th June and the Annual Congress of Europa Nostra held in Oslo from Tuesday 9th to Saturday 13th June. I mention these events because both were significant for our activities.

The Council meeting was the third one to which we invited chairmen of national umbrella organisations so that they can observe one of our normal business sessions and to let the Council know what their priorities are and how best they believe we can help them. Each of the three sessions unsurprisingly came up with some similar thoughts and some different ones. A distillation of these will be prepared during the next few months and a report will be circulated for further consideration.

Apart from the ordinary business of the day, such as agreeing budgets and reviewing the annual congress recently held in Italy, which was probably one of the most successful held by FEDECRAIL, there was extensive discussion of our Youth Camp and how this should be funded, particularly with regard to a request for subsidies from national umbrella organisations. The argument for continuing such a subvention is that it emphasises to the national umbrellas the need to support our Youth Camp and to engage with the young. It also avoids the dichotomy of those who do not have any young participating in the Youth Camp but subsidising those that do. The case for funding out of general funds is

that it helps those poorer organisations which might be deterred from encouraging their young to participate. Also it is questionable whether it is right to seek such a subvention when FEDECRAIL is in surplus. The Council intend to put this question to the next General Assembly.

The Council also agreed to appoint Sten Ersen-Wester as Third Vice-President of FEDECRAIL in accordance with our constitution. Sten has been on our Council since 2005(?), having previously been Chairman of MRO, our Swedish member which represents heritage railways in Sweden. Over the years, Sten has worked hard to develop the passport concept and was largely responsible for setting up FEDECYOUTH and running its annual Youth Camp.

I brought the meeting up to date on WATTRAIN and its conference in Tokyo later this year. Pre-registration has now opened at <http://web.apollon.nta.co.jp/WATTRAIN2015/> and members, and their members, as well as their individual members are very welcome to attend. The theme is focussed on the Future Sustainability of Heritage Railways which will be presented on the two business days (Saturday 24th and Monday 26th October 2015) and these will be followed by a programme of escorted visits to steam railways, museums and historic tram lines, interspersed with travel on the Bullet trains of the Shinkansen lines. There will be speakers from Australia, Europe, America (North and South) and, of course, from Japan itself.

Europa Nostra, not entirely by coincidence, held its Annual Congress starting a few days later in Oslo. FEDECRAIL is a member of this Pan European cultural organisation and I am a founding member of its Industrial & Engineering Heritage Committee. The organisation is a strong lobbyist for the Heritage sector and is entrusted by the EU to make some grants on its behalf. Indeed the Oslo meeting was not only attended by the current EU Commissioner for Education, Culture, Youth & Sport, Tibor Navracacsics, but also by his predecessor, Mrs Androulla Vassiliou, who is still very active and keen to promote training in traditional skills which she discussed with me in the light of some initiatives taken in the UK heritage sector.

The Congress was also attended by Peter Ovenstone, our conference organiser and Stefano Benazzo, our honorary Counsellor, who was recently appointed to the WATTRAIN Board of Directors. In my view, this is very helpful to the development of our network of contacts so crucial to our lobbying activities.

DAVID MORGAN
15th June 2015

CARLES SALMERON I BOSCH deceased



We learn the sad new : Carles Salmeron passed away on 5 august 2015. Funeral celebration was held in Barcelona, Friday 7 august.

He died after a long and painful illness, I met him past may in Barcelona, during the Heritage Trains Day organised as previous years by Ferrocarrils de la Generalitat de Catalunya. He was very tired, and said me that it was surely the last time we meet together. I knew Carles since about 25 years, I met him many times in Barcelona,, or at his home in the Pyrénées, at La Pobla de Lillet, near of the Cement museum, where he has his railway collection, and also during Fedecrail conferences where he was always present, or even in Cuba.

Carles was an important writer and historian, he did many inverstgations on railways in Catalonia, but also railways and tramways all over Europe. He publised a large number of books, with the result of his investigations.

Another work of Carles was preservation of historical locomotives and rolling stock.

A Fedecrail conference was held in Barcelona in 1998, with his help. During this conference, we visited his railway museum in La Pobla de Lillet.

His death is a great loss, for railway historians, but also for the rescue of the railway heritage.

We present our condolences to his son Joan Carles Salmeron .

Good Bye, Carles, and all our thanks for your work.

Jacques Daffis
Vice President
Fedecrail
6 aout 2015

21 YEARS OF FEDECRAIL SECRETARY, A GOOD PERIOD COMING TO ITS CLOSE.

Fedecrail was founded in 1994 by a small group of people who then formed its Council. As the Secretary of the association since 21 years now, I served a period which is long enough in my opinion- neither too long nor too short. I have been thinking about that recently.

What would be a good moment to step down and find a successor?

How would it be if my motivation dropped below 100%, say to 95 or 85? At present it is still 99-100% but a drop to 85% could lead to a misleading optimism- you don't notice the drop, but in a sudden difficult situation the motivation might instantly erode to a very low level.

It would not be sensible to wait until my lack of interest in modern trends and developments would reduce my input, and I also felt that a new Secretary in Fedecrail could produce a new input from his own background.

I discussed this with several people. Leaving the job at a moment when everything is all right was a good idea in their eyes, and the graveyards were full of indispensable people anyhow. Don't misunderstand me: I am not indispensable at all, so I don't have to prove anything.

There are so many very good people in our work field who can do the same, even better job than I myself.

What is the job of the Secretary? Of course drafting agenda's (from a standard draft), writing the minutes, announcing meetings, corresponding with members and others. Travel to four Council meetings per year is part of the job, and incidentally to other meetings as well. But for these extra journeys we usually have more people available than only Council: think of the Heritage Operations Working Group or HOG, which does a lot of good lobbying in ERA.

Writing draft agenda's does not take long, while minutes can be drafted in the hotel or during the journey back home. The 10 emails per day (on average) can be read during shaving in the morning, and normally I can write 7 simple reply emails in 10 minutes. There are always the ones that need some real thinking, when people disagree about something, or when difficult interpretations must be made. These are for later moments in the day.

But encouraging people should be a major task as well: together we need to move forward.

What is motivating for a Secretary? In my 21 years I have visited 26 countries, met people all interested in railway preservation, attended meetings in the European Parliament, European railway institutions, national railway offices, in museums, Royal coaches, on a moving international museum train, been on the

footplate of 140 year old locomotives, seen scenes that few people have seen and above all, I have seen Fedecrail grow into a factor of Europe wide if not worldwide relevance and influence in the railway heritage sector. Do you think you could do that all alone without Fedecrail? No, the job is quite special.

Fedecrail needs candidates for the post of Secretary soon, as I will leave my post in the next Annual General Meeting, which should take place in April or May 2016.

Livius J. Kooy.

FEDECRAIL “BODENSEE 2016” CONFERENCE : INITIAL INFORMATION

Thursday 21.04.16 - Wednesday 27.04.16
(Add-on Tour - Wednesday 27.04.16 to Friday 29.04.16)

A - OVERVIEW

After considerable problems both with dates and also finding a suitable base venue, we are now able to confirm the outline arrangements for our Bodensee 2016 Conference. This is designed to allow delegates to visit locations that were “lost” when our Swiss Conference some years ago had to be moved to Germany as well as member railways in the south of Germany and the west of Austria that are fairly remote from traditional conference venues for those countries.

The conference will be a two location event – Dornbirn in Vorarlberg(A) (Thu 21.04 - Wed 27.04) for the internal meetings and business sessions as well as a study tour programme visiting Germany, Austria and Switzerland. Then a transfer by train on Wed 27.04 to the Pontarlier area (F) for an Add-On visit programme to member railways in the West of Switzerland and also France. Logistically for most full programme participants homeward return travel from Dornbirn is likely to be on Wed 27.04 or from the Pontarlier area on Sat 30.04.

Dornbirn – The venue for the business sessions will be the Kulturhaus in the centre of Dornbirn. The town has a pleasant central pedestrian area and frequent bus services join the Centre with the Railway Station and Hotels.

Travel to and from Dornbirn is best by train. International Airports are at Friedrichshafen(Bodensee) (about 1 hour), Zurich (about 2 hours), Innsbruck (about 3 hours) or Munich (about 4 ½ hours).

B - OUTLINE PROGRAMME (Initial Draft Proposals)

Wed 20.04 - Council Meeting (starting at 16.00hrs). Free evening.

Thu 21.04 - Council Meeting morning; HOG Working Group and other meetings afternoon.

The opening reception will be at the Hotel Krone, the main conference hotel. Drinks and nibbles, then free evening.

Fri 22.04 - Business Sessions at Kulturhaus; Full day Partners' Programme. The evening Conference Dinner is expected to be in the Dornbirn Town Centre.

Sat 23.04 - General Assembly and lunch at Kulturhaus. Morning Partners' tour. Afternoon travel to Bregenzerwaldbahn in Bezau for visit and special steam train.

Sun 24.04 – It is hoped to transfer from Dornbirn to Lustenau for visit to Rheinregulierung narrow gauge railway and museum. Special train alongside the Rhein to Bodensee Landing Stage. Join Paddle Steamer Hohentwiel for cruise and lunch. Afternoon alight at Rohrschach (CH) for special vintage train. Return to Dornbirn for evening.

Mon 25.04 and Tue 26.04 – Proposed visits to VDMT Member Railways in the area north of the Bodensee.

Wed 27.04 – It is proposed to arrange for a special train to take us through Switzerland to the Pontarlier area of France for the rest of our study tour. Initial plans are to visit the new SBB Historic Depot at Brugg and also our Members the Zurcher Museumsbahn during our journey. It may be practical to arrange to drop delegates at Zurich Airport in the afternoon.

Thu 28.04 and **Fri 29.04** – It is hope to visit our member railways at Blonay-Chamby(CH) and also Conifer (F). Homeward journeys are recommended for Saturday 30.04 via Geneva or Basel

C1 - HOTEL ACCOMMODATION : DORNBIRN

The main conference hotels are located at the south end of the town with frequent bus services direct to and from the Railway Station and the Kulturhaus. Both hotels work together so that bookings are handled only by the Hotel Kröne.

Hotel Krone – An excellent hotel (local rating ****) that has been in the hands of the same family for 5 generations. Comfortable rooms with all facilities. Premium Garden Rooms also available. Restaurant and Bars (open until very late (early?)). Approx. 30 seconds from the bus stop “Krone”.

Hotel Bischoff – A similar excellent hotel (local rating ****) about 100 metres from the Krone. Comfortable rooms with all facilities. Restaurant and Bar. Approx. 2 minutes from the bus stop “Kröne”.

D – GENERAL – We are at the early stages of planning the detailed visits programme as a result of the problems in finding a reasonably priced location in the very popular tourist area around the Bodensee. Dornbirn is a pleasant town near to the River Rhein and a few kilometres away from the lake-side of the Bodensee. It is in the edge of the Bregenzerwald which is another popular tourist area. We are in the process of contacting the organisations that we propose to include in the visits programme so this part of the programme is subject to changes although the dates for Bodensee 2016 are now fixed.

We hope to be able to give more detailed information by September.

Fedecrail Conference 2015 – Italy

April has arrived and it's time for the annual Springtime gathering of Fedecrail's members and supporters. This year over 120 of us were entertained by colleagues and residents in north-east Italy, a region dramatised by Shakespeare as a land of gentlemen, intrigue, merchants and lovers. Our hosts also ensured that we replicated many aspects of the 'Grand Tour' so beloved of eighteenth and nineteenth century European gentry. We were visiting an area which in recent years has seen World Heritage status granted to the cities of Venice (and its lagoon), Vicenza (including Palladian villas) and Padova (Padua) as well as the Dolomite mountains which are to the north of the region.

Before leaving the UK it was interesting to delve into one of the reference books beloved by a former UK politician and TV presenter Michael Portillo. Within Italian references 'Bradshaw's Continental Railway Guide and General Handbook' for 1913 covers the Veneto area but I could not find references to towns and cities in the Trentino - Alto-Adige region. During the conference we learnt that the region had a turbulent history and was once part of the Austro-Hungarian Empire. In 1919 the area was absorbed into Italy as one of the settlements following the Great War. When I returned home this enabled references to be located in the Handbook under 'Austria'. The Trentino area is mainly Italian-speaking, whilst the German language predominates in Alto-Adige.

Veneto is the relatively flat region around Venice, the delta of the River Po and the cities of Padova, Verona and Vicenza. This is an economically important area with industry around the cities and swathes of vineyards and apple orchards filling the fertile countryside. Our main base was in Padova (April 15th - 19th), where our hotel was ideally located for access to historic sites (academic and ecclesiastical), venue for our Business meetings and tram, bus and railway transport. This year some visits were planned ahead of Council and business

meetings and many delegates arrived a day or two earlier than normal. To facilitate our visit we had a carnet of 10 tickets for use on public transport within the city – each ticket valid for 75 minutes. To validate the tickets you had to remember to cancel (compost) your ticket in a machine which prints date and time of use - machines are usually located by the entrance doors on trams and buses. (The same rules apply to rail tickets which are not for specified services – here the equipment will be found in booking-halls and on platforms). Most of our rail travel was on FS trains (national rail operator Ferrovie dello Stato, marketed under the name Trenitalia). We saw, but did not use, some privately funded express services.

Our destination on Weds (15th April) was the main tourist centre of the region, the magnificent city of Venice, a city once one of the world's most important ports. Following the rail trip from Padova, and short trip on one of the canal-boats, a visit was arranged to the Arsenale and Naval Museum. We saw displays of maritime artefacts and aspects of the craft of building gondolas and sea-going vessels. A replica of the Doge's barge is also under construction. After lunch some members followed a guided tour of the city whilst others either meandered around the narrow streets or partook of the local hospitality (or both!) and perhaps also enjoyed the return boat trip. Whichever choice there was a chance to absorb the historic ambiance. We have not heard that any delegates were serenaded by gondoliers!

On Thurs (16th April) our team was divided. Council and members of working groups were confined to barracks whilst the remainder of us were free to enjoy another short rail trip. The city of Vicenza is noted for the importance of 16th century Venetian architect Andrea di Pietro, better known as Palladio. Palladio based his architecture on classical Roman and Greek symmetry and perspective, designs which continued to be developed into 18th century. During our guided tour we saw many examples and variations of the designs, in addition to a variety of frescos. Sights, sounds, smells and layout of the ancient, and on occasions very crowded narrow streets were only to be expected. Our visit included a tour of the ancient cathedral, with its simple limestone and marble facade in contrast to beautiful internal decoration and ornamentation and wide variety of stained glass. The Olympic Theatre was also a delight, the simple auditorium confronted by an equally simple stage with different perspectives provided by subtle use of side-entrances.

Thursday evening, Friday and Saturday (16th – 18th April) were mainly taken up with official activities, reported separately by Steve Wood. All day Friday and on Saturday morning, as alternative entertainment for the partners and delegates not wishing to partake of the official business, there was a series of guided visits to historic and notable sites in Padova. The city has the second oldest university in Italy (13th century foundation) as well as significant religious edifices – notably the 16th century cathedral and Basilica of St Antonio. For transport aficionados there is a rubber tyred tram route through the city centre. You will only see one tram-track as part of this engineering achievement and

part of the route is also battery-powered. Our visits are not solely transport orientated. The heart of the old city has many narrow streets with arcaded footpaths and a wide variety of shops for those undertaking retail therapies!

On Saturday we had been advised that on Sunday morning (19th April) there would be a significant amendment to our timetable. Although we had seen a troupe of runners go past the hotel one evening we had not realised the implication of this – it was a partial practice for services associated with the local marathon. Breakfast was re-arranged for 0600. Luggage was loaded into a special van by 0700 – this went by road to our hotel in Trento and saved us lugging cases and other paraphernalia during the day. With all the associated street closures, pedestrian and traffic restrictions, etc. our transport (2 coaches and the van) had been given special dispensation to run through the various restrictive cordons, but we had to be out of the area by 0720. Despite the rearrangements most people managed to arrive at the railway-station in good humour. Photographers investigated the geography of the platforms and watched trains whilst others found solace in the station-buffet. By now we were becoming familiar with Italian interpretation of ‘Americano’, ‘Latte’, ‘Cappuccino’, etc - somewhat different for those of us more familiar with coffee from British high-street shops!

Fortunately, FS was able to deliver our train 30 minutes earlier than planned. Fondazione FS Italiane (FFSI) provided 3 coaches and 2-8-0 steam-locomotive No.740.293 (b.1920). Our journey, which started at 0918 (train reporting no.R29184), took us to Trento via a wandering mainly single-track route through some of the most beautiful and dramatic scenery of the region. We initially crossed the relatively flat plain of the Veneto. As we headed towards the mountains our entourage attracted many bemused non-participants, as well as many surprised travellers awaiting their trains as we chuffed through stations and past level-crossings. We had brief stops at Camposampiero and Cittadella before reaching the pathing-stop at Bassano del Grappa (also the interchange station between FS and locally funded rail-services to Trento), just over an hour and a quarter into our journey. Whilst the locomotive was serviced we made full use of the station-buffet, where staff was almost overwhelmed by the demand for attention at this time of the morning! Our refuelling-stop lasted an hour; having seen local trains arrive and depart, it was soon our turn to head further into the mountainous Dolomite region.

The former Austro – Italian border town of Primolano, the base for the Societa Veneta Ferrovie (SVF) museum project, is set in a steep-sided valley about 40 minutes north of Bassano. A welcoming speech preceded a walk from the station to the project site. As happens with many heritage schemes it had taken longer than wished to reach the current position. The roof on the engine-shed is expected to be completed by the end of this year, with track laid inside, sidings relaid and turntable re-connected and restored. Their tank-engine 880.001 (2-6-0T, b.1916) is undergoing restoration in workshops off-site and it is hoped test-running will become a reality in 2016. This popular project has

support of the Comune di Cison del Grappa and the local community. We wish the SVF team a successful outcome to their venture.

After a leisurely lunch, departure was a few minutes later than planned. We sat back and enjoyed the scenery, with road, rail and river alongside each other at the bottom of the narrow valley. We went at a leisurely pace with a number of stops either for water or to allow service-trains to pass (or both). We were thus able to stretch our legs and see a microcosm of local geography. With a final long sweep we descended from the hill-tops into the city of Trento (Trient), where we arrived on time (1804). A walk across the park opposite the station took us to the Grand Hotel, our home for 3 nights. The evening was completed with a group dinner.

On Monday (April 20th) we spent the day on the very scenic Trento – Marilleva metre-gauge electric railway. We had use of a vintage electric train which consisted of a power-car with seating (FEVF No.51, b.1929 in Milan) plus one 4-wheel carriage. Limited capacity necessitated division of delegates into 2 groups. One group travelled outwards in the vintage train, whilst the other members used a service train. Groups swapped vehicles after lunch. The first part of the journey runs parallel to the main line. On reaching the inter-change station of Mezzocorona-Ferrovia the branch-line veers away and heads into the country, climbing continuously as it meanders through some of the most beautiful scenery of the Val di Non and Val di Sole. Many of the peaks of the Gruppo di Brenta mountains which surround the line were capped with snow. However we remained below the snow-line! The 60km single-tracked line has passing-loops at many of the stations and has been operated by Trentino Trasporti since 2002. Views of vineyards and apple trees abounded, the latter in full bloom, villages and small towns having many scenic aspects. Day-to-day rolling-stock on the line is relatively new, although some heritage units have been retained for special workings. Back in the city an evening meal was arranged in the highly recommended Antica Birreria Pedavena, a micro-brewery in the heart of the old city. Trento is situated within some enthralling scenery surrounding the valley of the River Adige. As with many Italian cities there is much to admire - art, architecture and treasures are on daily display, an encouragement to tourism and investigation.

Tuesday (April 21st) was our final day as a large party and another rail-trip, this time north to Bolzano (Bozen). This is a city some 880m above sea-level in the Sud-Tirol and which is now connected to the Ritten Mountains by a cable-car (8 gondolas, carrying about 600 persons per hour), reputed to be the longest cable-car in Europe. This has replaced an electric-powered rack-railway which once ran about 6km from the city-centre up the hillside to the Ritten Plateau (about 1900m above sea-level) at Maria Himmelfahrt. The rack and city section closed in 1966; today a limited service operates from Maria Himmelfahrt to Oberbozen. Still known as the Rittnerbahn, the final 5.5km from the cable-car station at Oberbozen to Klobenstein is by light railway. Services are provided by a mix of vintage wooden-bodied railcars and recently purchased

second-hand Swiss 1970's units. We had a typically leisurely time, sitting back and relaxing whilst enjoying yet another warm and sunny day and absorbing more of the outstanding beauty of the region whilst the staff shunted out their original railcars including the last rack locomotive to recreate a train of the rack section. We supported the local economy with purchases of post-cards and souvenirs and by supplementing our packed lunches through purchase of food and copious amounts of assorted liquid refreshment. Ah, on a very warm sunny day that's the life!

On return to Trento we had a free evening. Free evenings were an opportunity for many of us to indulge in the 'passeggiata' ritual – an evening stroll for social benefit. Many of the subsequent evening nightcap sessions did not occur in our hotels!

This was the end of the main programme; a group ventured on an add-on tour to Austria for another 3 days of enjoyment and relaxation (separate report). The rest of us headed home. Some departed via Verona. Originally a Roman colony further along the Adige valley, it has developed into a prosperous city with much of its current economic success based on tourism. Amongst many sights there is a 15th century cathedral with Gothic-style architecture, a castle and a large Roman amphitheatre. Many people also come to see 'Juliet's' balcony.

Summing up, a good time was had by all; the amount of walking involved in some of the tourist trails reminded some of us that we are not as young and mobile as we used to be! A very relaxing schedule provided on most days; we saw and did many things - a great tribute to organisers and colleagues. On behalf of Steve Wood and all our colleagues I express a heartfelt thanks to conference organisers John and Liz Fuller, Peter Ovenstone and Bob Newcombe for the smooth running of conference and the assortment of visits. Our thanks are also extended to all the Italian organisers and collaborators.

A few of our long-standing supporters were unable to join us this year – we wish them speedy recoveries to good health. We also remind Jeff and Derek that you do not have to be tall to clout infrastructure – we hope the injuries healed well. Finally a warning - two delegates were robbed of cash whilst on the overnight sleeper train from Paris to Padova – not a good start to our proceedings nor a good advertisement for that service.

(Notes compiled by Nigel Hunt - May 2015)

FEDECRAIL CONFERENCE ITALY 2015 - ADD-ON TOUR TO AUSTRIA – APRIL 2015

As mentioned by Nigel Hunt our main conference programme ended on Tuesday afternoon 21st April at Trento. A select group of 30 delegates gathered at Trento Station on Wednesday 22nd morning for the joint DB/ÖBB/FNM Eurocity train over the famous Brenner Pass into Austria to alight at Innsbruck, the capital of Land Tirol. After a short break, the modern trams in the station forecourt were joined by a beautifully restored vintage bogie tram from the

collection of the Tiroler Museumbahnen (TMB) which took us and our luggage across the city to their museum and depot at Berg Isel. Here we left our bags in our mobile luggage store and transferred to an equally impeccable vintage bogie tram of the former StubaitalBahn light railway. Leaving Berg Isel we climbed into the mountains on our tram's original line on a clear sunny day with fantastic views along the Inn Valley and passing the regular modern tram service before arriving at the line's terminus at the resort of Fulpmes. On our return down the mountain we alighted at Berg Isel where the original terminal station and depot are now the excellent museum of the TMB. Their substantial collection of local trams includes the other surviving rack locomotive from the Rittnerbahn whose sister we had seen on the previous day. The station building contains first class displays illustrating and describing the history of all the light railways and tramways of the Tirol and also the Süd-Tirol. From Berg Isel we were transported to the village of Strass im Zillertal which was to be our base for three nights.

On Thursday morning we walked the one minute from our hotel to the station of the 76cm gauge ZillertalBahn (ZB) to join one of their frequent modern diesel trains for the short journey to the main line junction of Jenbach which is also the ZB headquarters. Jenbach is famous in railway circles as being a junction with railways of three track gauges. Apart from the 76cm gauge ZB, there is the standard gauge main line of the ÖBB and the Metre Gauge rack and adhesion Achenseebahn. On arrival we were met by Reinhard Serchinger who guided us round the workshops and depot where various locomotives and rolling stock were under repair including a Uh class steam locomotive from the Bregenzerwaldbahn as well as two bogie carriages from the former Salzkammergutlokalbahn (SKGLB). These had just been purchased by Club760 from the Steiermarkische Landenbahn and were being restored to their original condition as when they ran from Salzburg to Bad Ischl before its closure in the early 1950's. On our previous Fedecrail visit some years ago we had been able to make a journey along part of the ZB with one of their fleet of steam locomotives which still operate regular tourist trains up the Zillertal. On this visit, thanks to the support and generosity of the ZB we were able to hire a pre-season steam train to cover the full length of the line. ZB5 was at the head of our short train of 4-wheel carriages and took us up the valley to the terminus at Mayrhofen. After a short break to service the locomotive and run-round we returned down the valley alighting at Strass just short of Jenbach where we adjourned to the Gasthof Knapp for a traditional Austrian meal before a relaxing free afternoon.

Our short journey from Strass to Jenbach was repeated on Friday morning but this time we crossed the tracks to the other side of the station to the metre gauge Achenseebahn (AB) where we were met and guided round their depot and workshops where some of their original locomotives were undergoing pre-season maintenance and overhaul. By kind permission of the General Manager, Georg Fuchshuber, we had been able to arrange for a pre-opening steam train

over the line. The AB is unusual as the trains climb up the rack from Jenbach to the summit at Eben where the locomotive runs round and hauls the train on the adhesion section down to the lake terminus at Seespitz. Working a rack steam locomotive with its inclined boiler chimney first on a falling gradient is a special challenge for the crew but the original locomotives from the opening of the line in 1889 are still working successfully. Our train returned from Seespitz to Eben where we had an excellent lunch in the station Gasthaus whilst the train went to do some pre-season maintenance before returning to take us back down the rack to Jenbach where some of our group started their journey home. The rest of us had free time to sit on the platform with a beer (or two) and watch the trains before returning to Strass on the ZB for the evening.

On Saturday morning was the end of our visit and we separated, some heading home but others going further into Austria to sample others of its narrow gauge railways including the Pinzgaubahn from Zell am See to Krimml which has an operational fleet of three steam locomotive as well as a modern diesel fleet. Also visited was the Mariazellerbahn, a narrow gauge electric main line from St. Pölten with both brand new multiple units as well as steam and 1909 electric locomotives.

We look forward to meeting many friends next year for our Bodensee 2016 Conference.

John Fuller

Conference Manager

Fedecrail IVZW

04 June 2015

FEDECRAIL CONFERENCE
WEDNESDAY 15th – TUESDAY 21st
April 2015
PADOVA, ITALY

REPORT BY STEVE WOOD

This year we were based for the main conference in Padova Italy, organised in collaboration with FIFTM the Italian umbrella organisation, and the SVF Museum Project at Primolano. Following the Business Sessions, and General Assembly the conference transferred by special steam hauled train via Primolano and the Dolomite mountains to the second base at Trento for a series of study visits. In all there were representatives from 15 different countries.

The Heritage Operations Group (HOG) met following the Fedecrail council meeting on Thursday afternoon, at which we were honoured to be addressed by Pio Guido Head of Unit ERTMS ERA, see Albert Wolter's separate HOG Group report.

The opening reception was held in the conference hotel the Hotel Casa del Pellegrino which is directly opposite the Basilica. Following this there was a free evening to view the sights of Padova.

Friday Business Sessions Day

The business sessions were held at the Centro Culturale Altinate San Gaetano, Via Altinate 71. The sessions are summarised as follows:

Following David Morgan's opening address a warm welcome was given by hosts Alberto Sgarbi President of FIFTM, and Pierluigi Sciozzato President SVF.

An address was also given by a representative of the local Council, who said she was glad Padova was chosen for the conference as the location offered much culture in the form of churches, art etc. as well as the opportunity to travel on trains and tracks.

Lastly a welcome was given from the Province of Padova, who said he was a great fan of railways. However railway preservation is not so prevalent in Italy, but it had great potential to encourage not only railways, but culture, tourism etc. Another possibility is European funding.

Session 1 – FS Fondazione: Italian State Rail Heritage Foundation – Activities and Roles

Ing Luigi Cantamessa introduced himself as the Director of the FS foundation. The foundation was funded in 2013. He is also a qualified steam locomotive driver, and drove the special train to Orvieto from the Papal station in Rome.

He explained that the foundation has established a library which contains technical drawings, not to mention photos and videos there are over 500,000 images. Also there is the timetable collection dating from 1899. They are all being scanned to preserve them.

A project was started last year to have heritage trains on various lines. Also the railway museum of Pietrarsa was opened in 1989.

Session 2 – Europa Nostra and the Industrial & Engineering Heritage (including railways)

Pierre Laconte is Chairman of the Europa Nostra Industrial & Heritage Committee. Following an explanation of Europa Nostra's work, he explained the various awards that are available through Europa Nostra. These are not just for works of art etc., but heavy industrial projects for example steelworks

complexes. Diverse projects such as the Brussels canal system are also considered.

Pierre went on to explain about the new railway museum in Brussels at Schaerbeek which Europa Nostra supports. Lisbon trams gained an annual achievement award.

The Papal train from the Pope's station to Orvieto, and the Jacobite in the UK were quoted as good examples of industrial heritage.

Fedecrail takes an active part in the Industrial and Heritage Committee's activities and will be attending the forthcoming meeting in Oslo.

Session 3 – SEE Programme Project Access 2 Mountain: Regional Railways – Ways to Success

This presentation was given by Ernst Lung from the Ministry for Transport Innovation and Technology Austria.

Fedecrail are one of the supporting parties. The aim is to provide opportunities for sustainable public transport, mobility without using a car.

There is support on all political levels. Working packages have been developed for the future.

Various case studies have been undertaken in particular Vinschgau where stations have been restored with modern materials. The Mariazellerbahn was also studied.

It is essential that there is integrated transport between train and bus, regular interval timetables, easy access to tickets, guest cards, and there are trains for all.

There must be suitable rolling stock for passengers, which provides panoramic views, dining and buffet services to be considered. Nostalgic trains should be run.

Co-operation is the key.

Session 4 – ERA and the management of ERTMS as the single system for Europe

Pio Guido Head of Unit ERTMS addressed the HOG meeting yesterday. Unfortunately Pio could not be at the main conference due to other

commitments, so I gave the presentation on his behalf.

The organisation of ERA was outlined, together with the development of the Agency which is now ten years old. The ERA's aim is to make the railways system work better for Society.

The method of development and legal adoption of ERA recommendations was explained. This starts with Sector organisations acting at EU level, of which Fedecrail is one. This feeds into the ERA working parties, where Fedecrail is represented.

The difficulty of obtaining Railway Interoperability was studied, with different electrification, signalling systems, track gauges etc. The ultimate aim is a Single European Railway Area.

Managing ERTMS as the single system for Europe. Directives, TSI's and EN standards can be visited at www.era.europa.eu

A joint commitment to ERTMS was expressed in the Memorandum of Understanding signed in Copenhagen in April 2012. ETCS Baseline 2 and Baseline 3 was explained. It is up to the applicant to apply for B2 or B3, both are legal.

ERTMS is a major EU industrial project. The ERA is managing ERTMS as the single system for Europe. There are no shortcuts.

Session 5 – Rail Events Inc.: The Polar Express Train Ride Experience

Jeff Johnson the Director of Operations gave details of the Polar Express. This is taken from the film Polar Express, which was adapted from a book, and is performed in many countries at Christmas time. Think 'family'.

Also marketed by Rail Events is the character Chugginton. The Wizard of Oz is being considered for the future.

Rail Events Inc. has also provided sponsorship for this conference.

Session 6 – BESTT Apprentices Training Project (supported by Heritage Lottery Fund UK)

Henry Cleary described how this initiative has been successful in the UK. The objective, born out of necessity, is to preserve boiler skills (repair and

construction of riveted boilers) which would otherwise disappear. This is not just for railways but also road traction and ships. Traditionally skills were learned 'on the job' (i.e. no manual books). This project is assisted by the Heritage Lottery Fund in the UK. Currently 8 trainees and a manager.

It is essential to recruit new apprentices to ensure continuity in the future. In this respect BESTT has developed a five step plan, which includes the Heritage Railway Association UK Boiler Code of Practice.

Trainees are paid during a twelve month training period – gaining this qualification will increase their chance of finding full time employment.

Conundrum – finding funding beyond HLF 3 yr support to be able to continue the project.

Session 7 – SVF – The Primolano Railway Project

Pierluigi Scoizzato Chairman of SVF Societa Veneta Ferrovie, and one of the conference hosts gave a detailed overview of the project which started in 2006.

Primolano is the historic border between Italy and Austria. The station is being restored and an exhibition created there. Also the former locomotive shed is currently being restored.

Locomotive 880.001 and other rolling stock is being preserved, and restored.

Further details will be provided as Primolano was visited on the Sunday transfer to Trento by special steam train.

Session 8 – Benefit of APPS for Marketing Heritage Railways.

Stewart Jones from Gesho Ltd explained how APPs work, including mapping. The information that can be utilised by Heritage railways, such as timetables, walks etc. Multi-language system. Data can be amended on a daily basis.

Benefits to the visitors were outlined to get more from the experience from their visits to heritage railways. Data can be differentiated for enthusiasts and families.

Conference Dinner

This year's conference dinner was held in the beautiful surroundings of the Sala del Carita in the city centre. We were very fortunate in obtaining sponsorship for the dinner from Rail Events Incorporated, who had given a presentation on

the Polar Express to the conference during the afternoon.

Following a drinks reception a substantial buffet was enjoyed, followed by an evening of conversation and networking.

AGM - Saturday morning 18th April

President David Morgan welcomed everyone to the AGM. Jaap Nieweg, a long standing supporter of Fedecrail had recently undergone heart surgery. He is recovering well and the best wishes of the conference was sent to him.

Alberto Sgarbi President of FIFTM also welcomed everybody and outlined the work of the Italian federation. He also said that Fedecrail is important to them especially in connection with ERA concerning safety systems.

Minutes of the AGM held on Saturday 5th April 2014 in Hotel Danubius Helia Budapest (H)

These were approved and signed.

Membership Application:

Application for membership Basque Railway Museum at Azpeitia (E)

Council has admitted the Museum provisionally subject to ratification by the AGM. They have had big problems but is now back on track. The museum tells the history of railways in the Basque country, which had suffered Beeching style cuts. There had been an inventory of equipment and artefacts which resulted in a new museum. 5 KM of line has been running since 1998. Metre gauge railways, and a collection of clocks are featured. There are 12,000 visitors per year, and the museum is open all week. The meeting approved the application.

Report of the Council for the year 2014:

This had been reported in Update and carried nem con.

Financial Accounts:

Heimo Echensperger presented the accounts and reported that there was nothing specific of concern. The operating loss is to reduce reserves. It was noted that there have been additional costs in connection with the Chairman's meetings.

Report of the Auditors:

The auditors were satisfied with the accounts.

It was noted that travel costs are up, but this should not present a problem

The accounts were approved, and the Council were discharged from financial and criminal liability. Proposed HRA (UK), Seconded Luxemburg (L). Carried nem con.

Election of two Auditors:

Jean-Paul Lescat (F) and Paul Roodbol (NL) were elected for a further year. Paul Roodbol indicated that next year would be his last year. Carried nem con.

Approval of the budget for 2015 and the level of financial subscription:
Heimo Echensperger presented and explained the budget for the year. It was noted that the budget has been slightly lowered. The split of members and votes was explained. Provision for lobbying has been made. The budget was approved nem con.

Election of Council Members:

Apologies received from Josef van der Perre (B)

David Morgan (UK), and Sten Erson Wester (S) were re-elected for a further three years.

Guido Rossi (I) was not seeking re-election. A tribute to Guido's work, and contribution over many years was made by Alberto Sgarbi. Guido graciously responded, and a suitable presentation was made. The assistance of Stefano Benazzo was acknowledged.

In view of Guido's retirement a new candidate Pierluigi Scoizzato (I) has been nominated by FIFTM to fill the vacancy. Pierluigi's CV was read out, and he was elected nem con.

Livius Kooy (NL) Fedecrail Sekretaris for twenty one years indicated his intention to step down at the AGM in 2016. Anybody interested in taking on this position should send their CV to Livius.

Report of the Working Groups:

a) Heritage Operations Group

- Steve Wood gave a brief summary of recent activities.
- Best wishes were sent to Jaap Nieweg who has been a stalwart supporter of HOG
- We were fortunate to have Pio Guido Head of Unit ERTMS ERA to address the HOG meeting on Thursday afternoon
- We have attended GRB Plenary and Core meetings in Brussels

- Our President attended an event to meet the new ERA Director Josef Doppelbauer in Brussels (Another of these is planned for June)
- HOG has participated in the Chairmen's meetings in Padova, Nürnberg, and Stockholm.
- ERA Working Groups.
HOG is now a participant in the TDD (Train Drivers Directive) group. We are represented by Andres Wedzinga (NL)
We will shortly be joining the ERTMS working group, and a group of experts is being resourced.
Resourcing Working Groups
Other Working Groups we wish to join.
- Thomas Joindot (F) has given a report of latest developments concerning heritage trains on the main line in France.
- Other matters concerning HOG members
Wheel profiles
Speed restrictions for locomotives running tender first.

b) Youth WG

Marco Meusburger gave an update on youth matters. He explained the principle of Fedecrail Youth, which aims to co-ordinate youth through working groups etc. It is also hoped to recruit a public relations person. Nine youth exchanges had been held, and the content of these was summarised. Why are these held? To exchange different ideas and cultures and make new friends. The next youth exchange will be in August in Budapest Hungary. It is hoped to organise a youth conference in the future
Locations for youth exchanges are confirmed up to 2019.

EU Funding Opportunities:

John Jones reported on some national initiatives. There may be opportunities in areas such as boilers. In 2018 there will be an initiative for the Rhein at Strasbourg.
If members have success with any funding can they please report this to Fedecrail.

Youth Exchange:

Sten Erson Wester thanked the organisations in the Netherlands for their efforts last year. He outlined this year's arrangements in Budapest, Hungary, which will follow a similar format as previous years.

Europa Nostra:

The next meeting will be held in Oslo, at which Fedecrail will be represented

WATTRAIN:

David Madden reported that the next conference will be held in Japan from October 23rd until October 30th 2015. The theme of the conference will be sustainability.

Any Other Business:

None

Next Meeting:

Friedrichshafen (D), Bodensee

We look forward to reconvening in April 2016 - dates to be confirmed, plus visits programme which is hoped will include trips to Switzerland and Austria.

Saturday Afternoon / Evening - 18th April

After a brief break we reassembled for a coach trip to Dolo where we transferred to a barge for canal trip which included visits to 2 Palladian villas. By now it was raining heavily. Having been escorted to the villas and understanding the sophistication of the artistry and architecture, we finally transferred by road to a local restaurant on the outskirts of Venice for a Conference dinner. A relaxing night-cap session ensued on returning to Padova.

Steve Wood,
UK FEDECRAIL Representative,
Ravenglass 11th May 2015

Ingrid Schütte:

Pierluigi Scoizzato follows Guido Rossi on the Council

Guido Rossi from Turin in Italy has been active as a member of FEDECRAIL's Council for 12 years. The Professor of Mathematics and heritage railway enthusiast has rendered outstanding service with his passion for historic heritage not only to his home country – founder of “Federazione Ferrovie Turistiche e Museali” (FIFTM) as well as founder and past President of “Museo Ferroviario Piemontese” in Savigliano – but also to the European federation.

President David Morgan thanked him for this length of successful commitment to the cause at the 2015 Annual General Meeting held in Padua. For health and other reasons including family Guido Rossi had not sought re-election this year, but he will try to work for FEDECRAIL in a different way.

Pierluigi Scoizzaro from Padova was elected unanimously and so the Council gained a young committed heritage railway enthusiast (born in 1970) who has been passionate about railways since he was a child. Once in 1988 he had got up onto a steam engine for the first time the thought never left him that he should preserve historic locomotives and rolling stock.



Fedecrail Council: (from front right) President David Morgan, Guido Rossi (stepping down), Vice President Jacques Daffis, Sten Erson-Wester; (from right rear) Pierluigi Scoizzato, Secretary Livius Kooy and Vice President Heimo Echensperger.

New member of FEDECRAIL: the Basque Railway Museum in Azpeitia

The Basque Railway Museum in Azpeitia (Spain), has been accepted as new member of Fedecrail at the 22nd Annual General Meeting held in Padova (Italy) in April 2015. Since the Director was the only person who could drive the steam engine and had to do so in the museum the following day, FEDECRAIL Vice-President Jacques Daffis informed the meeting about this applicant member in his place. He said that the Basque Railways had a rich railway heritage, which was presented in the museum since 1994. Members of the Association of Friends of the Museum were much involved. A railway of five km was operated on Sundays and bank holidays.

Vice president and Ambassador appointed

Fedecrail has again got three Vice Presidents as provided for in its Articles of Association.

At the last Council meeting in June 2015 in Stockholm Sten Erson-Wester (Sweden) was appointed Vice President alongside Jacques Daffis (France) and Heimo Echensperger (Germany).

Among his other qualities Sten Erson-Wester is the passionate initiator of the international Fedecrail youth exchange programme which has taken place every year since 2007, each time in a different European country and which has continued to arouse a keen interest among young rail heritage enthusiasts of both sexes.

Gordon Rushton was appointed as a Roving Ambassador for Fedecrail. He joins Stefano Benazzo and Brian Simpson who also act in this role for our association.

FEDECRAIL at international conference in Prague

FEDECRAIL was invited to take part in the first “European Railway Research and Innovation Conference” (ERRIC) and the fifth “International Rail Freight Conference” (IRFC). This international conference took place in Prague between 18th and 20th March. Josef Sabor (FEDECRAIL Update Editor) was delegated to attend and was not only able to make a presentation among the contributions about the European federation of museum and tourist railways under the title „Leading Railway Heritage into the Future“ but also to discuss the significance and goals of FEDECRAIL with leading international representatives of a number of firms and organisations.

Third Meeting with Association Presidents in Stockholm



In June 2015 at its Stockholm meeting Fedecrail Council members and officers met together with member national association chairman. On this occasion Ragnar Hellborg from MRO Sweden, Jonas Svartlok, Anders Johansson and Anders Svensson from JHRF Sweden, Anders Dorge from DVF Denmark and Brian Simpson and Steve Wood from HRA Great Britain and Ireland took part. President David Morgan greeted the guests warmly before they introduced their associations and spoke about the most pressing issues. Above all they were concerned about ERTMS and at the same time sought a solution for museum and tourist railways with acceptable costs. Steve Wood informed those present about the role and work of Fedecrail in the ERA (European Rail Agency) and its working groups. A dinner taken together onboard an historic tram round Stockholm rounded off this last but one session with member associations.

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You can find actual infos in www.fedecrail.org
Ingrid Schütte

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