



EUROPEAN FEDERATION

OF MUSEUM & TOURIST RAILWAYS

Fédération Européenne des Chemins de Fer
Touristiques et Historiques

I. V. Z. W. Europäische Föderation der Museums- und
Touristikbahnen

UPDATE NR 25
December 2014

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

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PRESIDENT'S REPORT

The major development in 2014 has been the acceptance by the European Rail Agency (ERA) of FEDECRAIL as a member of the Group of Representative Bodies. As a result of this, Steve Wood, Chairman of the Heritage Operators Group, has already attended the ERB Plenary meeting and I attended the celebration of the first ten years of the ERA at its headquarters in Valenciennes (near Lille), and together a reception in Brussels when we were introduced to its new director Josef Doppelbauer. Both occasions gave us the opportunity to establish connections in the commercial sector; I am pleased to report that we were made truly welcome at all these events.

At the last meeting of FEDECRAIL Council in Padova in September, we were joined by the chairmen, or representatives, of JHRF (Sweden), NJK and MBR (Norway), ÖMT (Austria), Blonay-Chambay (Switzerland), FIFTM (Italy) and VDMT (Germany) and there was a useful exchange of ideas. Two more meetings to which chairmen of our member organisations are invited will take place on 23-25 January (in Munich) and 5-7 June (in Stockholm), both in 2015. These meetings are designed to let the chairmen of member organisations have an

opportunity to tell FEDECRAIL council what they expect from us, to let us know what ideas they have for future development and to discuss any issues or problems which might be of particular concern.

Communication with our own members is of crucial importance in my opinion, but networking with other like-minded organisations is also important, if only to promote our views to third parties and, where possible, to make common cause. For example, in the UK, the Heritage Railway Association combined with the National Traction Engine Trust and the Maritime Heritage Trust to establish apprenticeship schemes in riveting and boiler making skills under the auspices of the Boiler & Engineering Skills Training Trust (BESTT). We also took an active part in the Heritage Alliance which lobbies government on behalf of the whole Heritage sector.

Similarly, FEDECRAIL is a member of Europa Nostra which promotes cultural interests, particularly those relating to heritage, Europe wide. While in its early days, Europa Nostra concentrated on the built heritage, increasing recognition is now given to industrial heritage including transport. Three years ago, an Industrial and Engineering Heritage Committee was set up, of which I am a founding member. The committee has been very successful in raising the profile of our sector in relation to awards and as the subject of visits in their study programmes.

In June this year, both vice-President Jacques Daffis and I spoke at an industrial tourism conference organised by the European Commission in Spain. One of the organisations presenting at the conference was the European Routes of Industrial Heritage (ERIH) led by Hildebrand Boer (NL). ERIH connects sites of its members and its maps and promotional material show routes linking them. Hildebrand invited me to speak at their Annual General Meeting (AGM) held in Derbyshire which brought home to me the significance of the common ground we share.

In November, I attended the annual convention in Texas of the Association of Tourist Railroads and Railway Museums which represents our sector across north America. It has become increasingly clear to me that we have a lot to learn from each other and I am inviting some of their participants to attend our meeting in Padova/Padua near Venice in April 2015. Do come; I know that you will find it interesting.

David T Morgan MBE TD
President

Breakthrough in EU Heritage Politics

The Heritage Alliance (of Europa Nostra and other organisations) has achieved a breakthrough in EU Heritage politics: Less than two months after the adoption of the far-reaching EU Council Conclusions on cultural heritage as a strategic resource for a sustainable Europe, the European Commission has paved the way for an integrated approach to cultural heritage in Europe. This important policy document aims to help Member States and stakeholders to make the most of the significant support for heritage available under EU instruments and also calls for stronger cooperation at EU level to share ideas and best practices, which can feed into national heritage policies and governance. It highlights the opportunities for Member States and stakeholders to work more closely across borders to address the many challenges facing the heritage sector, and also to ensure that cultural heritage makes an even stronger contribution to a sustainable Europe.

FEDECRAIL is represented in the Alliance by Secretary Livius Kooy. Our contribution to these higher political developments lies first of all in being there and representing our 650 sub-member organisations. FEDECRAIL's value can very well be highlighted by the large number of organisations we represent. A country alone can't influence EU politics, but Europa Nostra, and Fedecrail on its own territory, certainly may do.

FEDECRAIL Members' Survey – 2014 Statistics

Members from 16 countries took part in the Fedecrail survey which was intended to cover economic, cultural and social perspectives on the significance of railways represented by the European Federation. Austria, Belgium, Denmark, Estonia, France, Germany, Italy, Latvia, Luxemburg, Netherlands, Portugal, Spain, Switzerland and Great Britain took part. The statistics come up with more than 20 million visitors per year for those responding. By some distance most, 11 million, were counted in Great Britain, followed by France with 3.7 million and Germany with 2.2 million and then Austria with 1.4 million visitors.

The railways operate altogether more than 5,200 route kilometres. The longest museum train route network with of 1,300 km is in Germany. France has almost as much with 1,200 km followed by Austria with 1,100 km, and Great Britain 890 km. In Italy, Portugal and Spain tracks owned by members are not represented. The number of steam locomotives amounts to some 2000. Far and away the greatest number of 866 exist in GB.

Then follows Germany with 320 engines which is about the same as Austria (157) and France (150) together. According to the survey across the whole of Europe there is a workforce of some 35,000 volunteers and 4,000 paid staff. Great Britain has the most volunteers with 19,100 and in France there are

around 3,000 and Germany with 2,200. In addition, again GB has the most paid staff with 2,273 compared with France 800 and Germany 420.

The complete statistics follow in detail:

COUNTRY	Great Britain	France	Germany	Austria	Sweden	Denmark	Norway	Belgium	Netherlands
NUMBER OF MEMBERS	179	95	80	35	36	18	7	9	29
TOTAL VISITORS	11 000 000	3 700 000	2 200 000	1 400 000	120 000	168 000	70 000	160 000	700 000
TOTAL KM OF RAILWAY IN USE	890	1 200	1 300	1 100	150	100	90	70	160
STEAM LOCOMOTIVES	866	150	320	157	120	75	11*	16*	91
TOTAL VOLUNTEERS	19 100	3 000	2 200	850	1 300	740	160	350	1 700
TOTAL PAID STUFF	2 273	800	420	150	45	4	12	27	85

COUNTRY	Luxembourg	Italy	Spain AZAF T	Estonia	Latvia	Spain AAFC M	Switzerland BRIENZ R. B.	Portugal Museu Nacional
NUMBER OF MEMBERS	1	20	1	1	1	1	1	1
TOTAL VISITORS	12 000	--	6 000	3 100	20 000 ¹	2 000	240 000	closed
TOTAL KM OF RAILWAY IN USE	8	--	--	2	33	--	8	--
STEAM LOCOMOTIVES	9	25*	4	5	1	0 (electric)	8	44 / 0*
TOTAL VOLUNTEERS	52	600	250	18	10	25	25	2

TOTAL PAID STUFF	1	0	0	3	27	0	25 / 57	20
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* steam locomotives in running condition
1 including regular travelers

FEDECRAIL Council Meeting in the Railway Museum at Entroncamento

FEDECRAIL had a Council meeting in the Railway Museum at Entroncamento (Portugal) Saturday 28th June 2014. It was a friendly visit to our first Portugese member FMNF (Railway National Museum Foundation), which is working on a completely new museum. During the meeting, lunch was taken next to the ancient Royal Train. The Board invited us to a dinner in its newly restored Presidential Train, which was to make a promotion trip to the Algarve on the following Monday.



This all was reported by the National Press Agency, including a note on the size, activities and recent successes of FEDECRAIL. It is hoped that the new museum may be opened by the end of the year. Before returning home on Monday, Secretary Livius Kooy and Vice-President Jacques Daffis made contact with the management of the Carris Tram Museum in Lisbon, explaining the aims and activities of FEDECRAIL. At the same time, the Officers John Fuller and Josef Sabor met the management of the Tram Museum in Porto.



16 Take Part in the 8th Fedecrail Youth Exchange



Altogether 16 young people from museum and tourist railways in seven countries took part in the 8th International Youth Exchange 2014 invited by Fedecrail and the Netherlands Association of Museum and Tourist Railways HRN (Historisch Railvervoer Nederland). Four came from Austria, three from Germany and two each from France, Great Britain, Sweden and Switzerland as well as one young man from Finland for the first

time.

On this occasion, in contrast with previous years, there were no young women among the participants. Some had met at previous camps. Events started off at SHM (Museumstoomtram Hoorn-Medemblik) after which came STAR (Stichting Stadskanal Rail) and concluding with ZLSM (Zuid-Limburgse Stoomtrein Maatschappij). Once again the hosts had arranged a varied programme consisting half of different jobs on the railways and half visits, excursions and social activities. So it wasn't just working on track, rolling stock and lineside. In addition there were new experiences to collect and to exchange between themselves. Along with other events there were visits to the Zuiderzeemuseum and the Veendam Town Museum as well as going on boat and town sightseeing trips to get to know the host country.

To round off the event each participant received a certificate from Fedecrail Council member Sten Erson-Wester confirming not just that they had taken part but also that their successful activity in railway museum work had been supervised.

FEDECRAIL at „Banitis“ international conference in Gulbene



„Banitis“, Latvia’s last remaining narrow-gauge railway held an international conference in summer 2014 on the theme of tourism and heritage railways and among others, members of NERHT (New Europe Rail Heritage Trust) and FEDECRAIL took part. After visiting the Latvian rail museum in Riga, a special train took participants to Gulbene in order to steam up the narrow gauge locomotive „Ferdinand“ for the first time and for a trip along the Banitis line. On the day of the conference FEDECRAIL Secretary Livius Kooy was among the guest speakers along with Lord Faulkner (HRA), Gordon Rushton (NERHT), Vismantis Uzalinskas (Lithuania), Juris Iesalniks (National Rail Administration), Toms Altbergs (Banitis), and Janis Eiduks who as Director of Railways in The Latvian Ministry of Transport has functioned as a FEDECRAIL Advisor for many years and will soon become a member of Latvia’s Permanent Representation to the EU. The conference concluded with taking part in the ceremony to mark the deportations in 1944 under the Stalin regime as well as a sightseeing visit round Aluksne at the end of the Banitis line.

FEDECRAIL attended GRB Plenary Meeting in Brussels

HOG Chairman Steve Wood and EU Funding Advisor John Jones attended the GRB (Group of Representative Bodies in ERA) Plenary Meeting held in Brussels 17th September 2014. They were very well received and treated as equal partners. Steve Wood gave a presentation about FEDECRAIL in general terms. This was a meeting of all the representative bodies, and is a pre-meeting of the full ERA. The meeting makes recommendations to the ERA work programme. Various subject were discussed including the 4th Railway package (FEDECRAIL’s chance to influence again), TSI points (This could affect FEDECRAIL), feedback from various committees and Shift2Rail. This was a very worthwhile meeting. FEDECRAIL is invited to an event on the 20th November to be held in Brussels, to welcome the new ERA Director. The next meeting is 11th December and there are three in 2015: 9th June, 23rd September and 17th December.

First Time Meeting of Association Presidents in Padua

Fedecrail's Council took the opportunity of its 20th anniversary to meet member association presidents for the first time in Padua in September 2014. President David Morgan greeted six guests in Padua: Jean-François Andrist from the Blonay-Chamby Railway Museum (Switzerland), Ole Richenberg of the Norwegian Railway Club (Norsk Jernbane Klubb NJK) and the Museum Railways Council/Board MBR (Norway), Alberto Sgarbi from F.I.F.T.M. (Italy), Gottfried Aldrian from ÖMT (Austria), Jonas Svartlok from JHRF (Sweden) and Johannes Füngers from VDMT (Germany). Each of them gave a presentation about their organisation and described the most pressing problems in their country.



Steve Woods as chair of the HOG working group informed the meeting about the status of FEDECRAIL as a „representative body“ on the European Rail Agency (ERA) and reported on Fedecrail's first participation in the advisory technical working party of ERA at which topics such as 4th Rail Package, TSI and Shift2Rail were discussed. FEDECRAIL would like to engage the working party in issues such as ERTMS.

David Morgan pointed to further activities of FEDECRAIL such as lobbying at different levels in the European Parliament and national parliaments as well. Furthermore he emphasised the significance of intercultural exchange. The guests were of one mind that the federation was pursuing the right course in Europe in particular through its advisory status in ERA.

Those association presidents who were unable to attend on this occasion are invited to the next Council meeting which takes place in January 2015 in Nuremberg.

The Swedish Tramway Society beats the world to win Stockholm Tram Routes contract to supplement their museum operations.

AB Stockholm Spårvägar (SS) has been awarded a contract to run the scheduled public tram services in Stockholm and Lidingö. The contract covers tram line 7 to Djurgården, the re-opening of services on tram line 21, Lidingöbanan, and the interconnection of the two systems into one system with three or four lines between Stockholm City, Djurgården, Ropsten and Lidingö (Gåshaga). The

Agreement extends to 2022 but with a possible extension to 2026.

The signing of the contract between the public authority and the company (SS) which has been owned since 1987 by the not-for-profit organization, "Swedish Tramway Society, Stockholm department (SSS-S)" is believed to be unique in the world. It shows that it is possible for small "underdogs" to win track access agreements in contracts even when major international players are involved.

In the recent tender procedure titled "E21 - Public Traffic Management in Stockholm County Council" there were five companies that reached the short list of conforming bidders. In addition to SS there were the Swedish operations of Arriva, Keolis, Nobina and Veolia Transport. Of these five, Arriva, Nobina and Veolia Transport withdrew from the contract after studying the tender conditions, leaving only Keolis and SS in the running. The SS tender was about 5% lower than Keolis and on an annual basis it is initially worth about 150 million SEK (15 million Euros). There are options that will increase the value, for example when the service is re-starting between Djurgården and Ropsten.

The contract is also linked to a second contract for the "museum tram experience" which will regulate the conditions for the museum tram service. This is now contracted to the end of 2019, and will bring increased collaboration with the Tramway Museum and an agreement to "build the brand of SL, Stockholm Public Transport."

The Chairman of the SSS-S, Ingvar Göransson was asked for his reaction to the news of the winning of the contract:

"What were your first thoughts when it became clear that you had beaten international operators to win this contract with its extensive track access agreement?"

IG – "I was of course extremely happy. If SS had not won the contract for the regular scheduled tram services SSS-S would have had to rely on cooperation with another operator, possibly hostile, to continue our museum tram operations. It was clear that the museum line operations were at risk of being adversely affected. With our own SS, we have a proven operator who sees the museum line as a natural part of the business.

"How do you integrate and secure the Djurgården line's operations with this? Is there a risk that the voluntary commitment will be insufficient to support the scheduled public modern services?"

IG – "Even with our own SS as operator there are some risks regarding the voluntary commitment which depends on the following factors:

Some of our present active volunteers have already taken employment with SS for the scheduled public services of modern trams on the Stockholm City route 7. We do not intend to insist that those who work with the museum line must be employed by the SS. It is important for us that the museum line is mainly a hobby that is performed voluntarily so it is a very large commitment for us to continue to recruit and train volunteers for this service. Since SS took on the regular scheduled operation of Stockholm City Tram route 7, the use of our depot space for its modern trams has meant less space

for our museum tramcars. It is a burden on the museum commitment not to have our own premises and somewhere to meet as a high level of job satisfaction is important in retaining volunteer members. For example, we now have very limited space for the all-important junior squad. In the longer term we hope that the future completion of the new depot in Lidingö (at AGA station) for the modern fleet will allow us to expand our museum fleet storage back to the same size as we had previously. At present we must make the best of the situation.”

CAF A35 trams to Djurgården

SS have agreed to place a CAF Urbos AXL (SL type A35) at the Djurgården depot for evaluation on line 7 in the Autumn of 2014. It is an important task to evaluate how this tramcar performs in the street environment and how it is perceived by the passengers.

With an A35 on Djurgården, SS can initiate driver training also for the needs of the Lidingö line 21. The driving position and the design in general is equivalent to the longer A36, which will run on Lidingö from 2015.

Report by Thomas Lange, Editor of MfSS (Messages from the Swedish Tramway Society)

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You can find actual infos in www.fedecrail.org
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UPDATE No25
31122014