



Ukrainian Railway Heritage Association
AZIZU in times of peace

“Strange Fruit”

In Update No. 48 I wrote on 8 February 2022 a few lines about the AGM to be held tomorrow (9th April) in Leuven (B). It is hardly to be believed that only two weeks later our world changed completely with the outbreak of the Russian – Ukraine war on February the 24th.

I have always said that my post World War 2 generation, was the lucky, not knowing a war on our continent and at least of European scale. On 25 February this year I did send in name of you all a memorandum of support to our Ukraine member in Kjev, AZIZU, to which I coupled up the memorandum of Europa Nostra just published and supported by FEDECRAIL as well.

I also tried to be in contact with the Donetsk Railway Museum, the other FEDECRAIL member in the Ukraine, but that didn't succeed. To make it more complicated, FEDECRAIL does have also a member in Russia and in Belarus, but in this period, there hasn't been contact with them.

We only can hope that our colleagues will survive the war as well as the heritage railways they preserve.

During the AGM tomorrow the board will ask permission from the voting members to join the Cultural heritage crowd funding programme, to support a rebuilt after the war ends, of which we of course hope will be achieved soon.

The board of FEDECRAIL is trusting to be supported for this idea.

Jaap Nieweg
President

(“Strange fruit” is a song recorded by the US singer Billy Holiday and tells about the unwanted violence people are causing to other people. I thought a right title for my text above.)

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New member of FEDECRAIL: Railway Preservation Society of Ireland (IE), photo: PR

UPDATE No. 48

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New members and new council member — AGM of FEDECRAIL in Leuven on 9 April 2022

FEDECRAIL General Assembly on Saturday, 9 April 2022, Novotel, in Leuven (Belgium)

Attending persons:

Physically: 6 members, 4 board members and 2 team members

Online: 6 members, 1 board member, 4 team members and both auditors

Received Proxies from 11 voting members.

All votes represented 81 % of all members

The president Jaap Nieweg welcomed all attending and gave a short overview about June 19th 2021 (the last AGM) – until April 9th 2022. He mentioned CORONA and the Ukraine war as most important external influencers for the sector. He was very worried about the outcome of the world.

The application of 6 new FEDECRAIL members were adopted, so most welcome to:

- **Brünig Dampf Bahn (CH)**
- **Railway Preservation Society of Ireland (IE)**
- **The Flour Mill Ltd (UK)**
- **North Norfolk Railway (UK)**
- **Welsh Highland Heritage Railway (UK)**
- **Leighton and Buzzard Railway (UK)**

Adopted were also the Report of the board, the financial accounts over the year 2021 presented by treasurer Frédéric Riehl and the report of the auditors produced by Jean-Paul Lescat and Guido Rossi, who were re-elected as auditor for the year 2022.

In the board there were 3 vacancies and the members nominated 5 candidates for these posts of which Pierluigi Scoizzato, Josef van der Perre and Philippe Dupont were elected as board member.

Pierluigi Scoizzato was elected as vice president and vice president Mimmi Mickelson was appointed as FEDECRAIL responsible secretary, because

the current secretary Kees Wijn Nobel was not available for a new term of three years. He will in the first period after leaving the board fulfil the role of executive secretary and will make a smooth transfer possible.

The annual Plan 2022 and the budget inclusive the level of the membership fee over 2022 were approved by the members.

The reports of the working groups and connected activities were presented in the annual report 2021 and where possible explained by attending workgroup members.

The president explained that the board wanted to organize a second general meeting in the last quarter of 2022, to discuss the strategic plan (and if necessary FEDECRAIL will invite the members for another online meeting in between to reflect of the further developments of this important paper).

The president expressed the hope that FEDECRAIL could find a way for a physical meeting with the members in 2023. In what format and at what period of the year? Jaap Nieweg would be glad to receive proposals of ideas from the members.

Peter Ovenstone asked the members to agree with supporting the Europa Nostra crowd funding for re-instating the damaged cultural heritage in the Ukraine caused by the war with the Russians.

FEDECRAIL will work together with Wattrain (The World Alliance of Tourist Trams & Trains) to look for central buying suitable coal for steam engines at the lowest price possible, as a result of the question discussed by the president with the chairman Pieter van der Ham of the Dutch umbrella member HRN (Historisch Railvervoer Nederland).



New FEDRAIL member: Welsh Highland Heritage Railway (UK), photo: PR



FEDECRAIL Board (4): **Treasurer** **FRÉDÉRIC RIEHL**

Frédéric Riehl was born in Paris in 1952 and is a Swiss citizen. He has been a member of the FEDECRAIL Board of Directors since 2021. Interested in railways from an early age, he has experienced the old Sprague trains of the Paris metro, the rear platform buses and the suburban trains in steam traction in push-pull trains.

At the age of nine, Frédéric started commuting every day, first between Nyon and Geneva on the shores of Lake Geneva, and for several decades between the shores of Lake Geneva and Biel in Switzerland with the chance to enjoy a real dining car in the Alstom ICN trains.

Since 1982, Frédéric has been an active member of the Chemin de fer-Musée Blonay-Chamby (BC). He has worked in a wide variety of positions: driver, electrical engineer, station manager, operations manager. Because of the age limit for operational functions, he has been working for some time in the souvenir shop, selling tickets and giving guided tours. He is also a legal advisor and a contact person for cultural affairs.

Frédéric Riehl was a member of the Management Committee of the BC from 1990 to 2006. He was involved in the organisation of the 20th, 25th and 30th anniversary of the railway-museum and has been a member of the Board of Directors since 2007. Frédéric Riehl attended a training course for museum management organised by the Swiss Museum Association and obtained a diploma in 2016.

In 1972 he graduated from the University of Geneva with a degree in commercial sciences and was admitted to the bar in 1980. He worked on the overall design of transport at the Swiss Ministry; during this period, he was involved in the introduction of the motorway vignette.

Since the beginning of 1994, he has represented Switzerland at numerous international conferences in the field of media, telecommunications and the Internet. He has chaired meetings on numerous occasions in European and world bodies. For this purpose, he was appointed ambassador plenipotentiary.

Since 1994, he has been one of BC's representatives in FEDECRAIL. He has followed the work of this association since its foundation. Frédéric Riehl intends to contribute to meeting the needs and expectations of FEDECRAIL members. He proposes to manage the means available to the organisation in the best possible way to achieve the best cost/benefit ratio. He follows up on legislation projects at European level in the fields that concern FEDECRAIL and wishes to work in a good team spirit with his colleagues on the FEDECRAIL Board. He also hopes to contribute to the visibility and influence of FEDECRAIL.

SBB + ICOMOS

Railway Heritage Preservation Conference - June date

New dates for the Railway Heritage Preservation Conference in Zurich, which is by SBB Specialist Service for Preservation of Historical Monuments in collaboration with ICOMOS Suisse (national branch of ICOMOS International Council on Monuments and Sites) with support from our member the SBB Historic Foundation, and other bodies: Originally planned for November last year, the conference has now been rescheduled for late June Thu 23.06 - Sat 25.06. The program is available and you can register on www.railway-heritage.ch. A reminder that the stated aim for the event is: "...to take stock of the key issues in

railway heritage preservation by developing an overview which could be used as a basis for possible in-depth studies". An invitation has been extended to interested parties from elsewhere and is not limited solely to Swiss nationals.

Peter Ovenstone - Fedecrail Team Member

EUROPA NOSTRA

Supporting Ukraine's cultural defenders

FACTS IN BRIEF:

It will come as no surprise that the tragic developments in Ukraine in recent weeks have become a focus of EN's current activities, the lead umbrella body for all forms of cultural heritage in Europe:

- **A first statement from 25 February condemns the invasion.**
- **The addition of "all of Ukraine's cultural heritage" to the list of 7 Most Endangered Programmes.**
- **A webinar in collaboration with Our World Heritage and the Global Heritage Fund, attended by more than 200 participants, raised awareness of measures of both practical and financial support. The webinar is intended to open an ongoing dialogue.**
- **Crowdfunding appeal aims to reach \$50,000.**
- **FEDECRAIL donates €500 itself. Call for member organisations to donate as well. Information at www.europanostra.org/ukraine-crisis.**

TEXT IN DETAIL:

Initial Statement – issued on 25th February 2022 condemning the invasion and expressing extreme concern for both human suffering, hardship and loss of life and the serious threat to Ukraine's cultural heritage by the ongoing war. FEDECRAIL (like many other EN members) wrote to the EN Secre-

tary General to express our full support for the detailed statement. More recently, EN wrote in advance of the 4th April meeting of the Culture Ministers of all EU states urging member states "to combine and multiply EU endeavours" with the efforts being made by non-governmental cultural bodies throughout Europe.

7 Most Endangered Programme – The 2022 list of individual locations was launched online on 29th March. A change was a special addition to this year's list of "the entire cultural heritage of Ukraine" reflecting the reality that at present Ukraine's heritage faces the greatest threats. No specifically rail heritage locations were included in the 2022 list.

Online Webinar: Civil Society in Action – This event was organised at short notice and held on 31st. March in collaboration with Our World Heritage and the Global Heritage Fund www.globalheritagefund.org It was attended by more than 200 participants (including representatives of cultural organisations in Ukraine). Peter Ovenstone attended on behalf of FEDECRAIL. Over-arching objective was to raise awareness of actions already taken by many organisations to provide support, both practical and financial - many detailed in 45 + contributions to webinar chat. Actions taken range from personal support to individuals from the museum and cultural heritage sectors (both refugees and within Ukraine itself) to specifically targeted supplies of equipment (e.g. fire extinguishers distributed to historic wooden churches). Key point from wrap up: "this is not a conclusion but just the opening of an ongoing dialogue".

Crowdfunding Appeal : Supporting Defenders of Ukraine's Endangered Heritage

A joint crowdfunding campaign was launched on 18th March by EN and the Global Heritage Fund to support both those working in the cultural heritage sector in Ukraine and those who have been rendered refugees (a reminder too that we are concerned about the safety of our own colleagues from our members AZIZU near Kiev and the Donetsk Railway Museum). Crowdfunding appeal aims to reach \$50,000.

Rail Heritage Sector Support – Our Board felt we should make a donation from our funds and this was referred as a proposal for discussion at the

recent AGM. Unanimous approval was given members at the AGM for a € 500 donation. We would also urge all our member organisations to consider likewise making a contribution. Payments can be made in € or \$ USA or £ UK. Further information about the joint efforts of EN and the Global Heritage Fund and how to donate on the EN website: www.europanostra.org/ukraine-crisis A big thank you in advance for any donation which you may be able to give !

Peter Ovenstone

FEDECRAIL Team + Secretary, EN Industrial & Engineering Heritage Committee

Steam Train Festival in Maldegem/Belgium

For the first time since 2019, the covid restrictions have relaxed sufficiently to enable a steam festival to be held once again: at Maldegem (B) 14 km from Bruges on the Belgian –Dutch border on Sat-

urday and Sunday 30th of April and 1st of May, 2022.

Planning is proceeding well. There should be six locos in steam on narrow and standard gauges including, from the UK. Narrow gauge Kerr Stuart 0-4-0st “Peter Pan” making a welcome return after a major rebuild which fortunately has included a Ce certified boiler. She will join Maldegem’s own Hanomag 0-4-0wt “Yvonne” from 1906 to operate a frequent service on the narrow-gauge line.

On the standard gauge, three of Maldegem’s own locos will be in service: Austerity 0-6-0st WD196, Avonside 0-4-0st “Fred” and St Leonard 0-4-0t “Yvonne” of 1893. There will also be a visiting steam loco on the standard gauge. This will be Haine St Pierre built 0-6-0t loco no 1378 of 1922 from the Dendermonde – Puurs Railway. This loco formerly worked at the Scheeders Van Kerkhove brick works in Sint Niklaas. Two Belgian Railways preserved General Motors Co-Co diesels, numbers 5404 & 5512 are also planned to visit and should also work some trains on the preserved line. A different visitor will be a Stanley steam.

Kevin M Hoggett



*Steam Festival in Maldegem,
photo: Geert Maes*



Leighton Buzzard Railway: „Peter Pan“ and „Doll“, photo: Mark Lewis

Future of the Leighton Buzzard Light Railway secured

FACTS IN BRIEF:

The Leighton Buzzard Narrow Gauge Railway is one of the last survivors of hundreds of 2ft (610mm) gauge light railways built in Britain for industrial use. To ensure that a major urban development project does not threaten the picturesque railway line, all parties involved in a constructive partnership found an elegant and practical solution to a potentially difficult crossing of road and rail. The construction work has taken place without interfering with ongoing railway operations on this popular UK Museum Railway.

TEXT IN DETAIL:

Construction work has started on a major project that delivers a section of the Leighton Buzzard Eastern Link Road which forms part of a wider plan to provide homes, retail and community facilities, and a school in the eastern area of Leighton Buzzard. Funded by developer Arnold White

Group, the work will ensure the future of the Leighton Buzzard Light Railway, resulting in the track being diverted a short distance away from its original route alongside Vandyke Road in order for it to run under a bridge carrying the new link road. The project which is already well under way is being facilitated by Fox (Owmbly) Limited as main contractor supported by railway contractor Alan Keef Ltd and is due for completion later this year. Leighton Buzzard Railway General Manager Joe Horsley said: "The railway would like to place on record its thanks to all parties involved, including Arnold White Group, Fox (Owmbly) Limited, Alan Keef Ltd, Stuart Michael Associates, Central Bedfordshire Council and The Railway Inspectorate, for working together with us to ensure the survival of the town's major tourist attraction. This is an elegant and practical solution to a potentially awkward crossing of road and rail, and we look forward to our customers enjoying the results of this partnership next year.'

James Gudgin, Contracts Director at Fox (Owmbly) mentioned: "The diversion includes a 45m long rail underpass, built using 46 precast concrete arch sections and is constructed offline. This allows us to build the diverted section of track, and the bridge without impacting on the railway operations. Once connected in, works to build the link

road over the current railway alignment will be completed.”

Kate Groves of developer Arnold White Group: “As part of our works at Chamberlains Barn, it was clear that we needed to create an innovative solution which delivers the Leighton Buzzard Eastern Link Road while also keeping the Leighton Buzzard Railway running. We are delighted to help to secure the future of Leighton Buzzard Railway and ensure that this significant local tourist attraction can be enjoyed for many years to come.”

The project team has already provided an upgraded access crossing allowing contractors to cross the line during the construction period ensuring the safety of both site workers and passengers on the railway. The construction will continue throughout the summer months with the new track due to be connected in November once the railway has completed its main operating season.

Tony Tomkins – Vice President LBNGRS/LBRM



Leighton Buzzard Railway - Centenary Train, photo: Mark Lewis

Imminent threat to railway trackbed in Wensleydale, Yorkshire

FACTS IN BRIEF:

Two different interests are currently clashing in the Yorkshire Dales National Park: 18 miles of disused railway track have long been preserved.



Appersett Viaduct in the Wensleydale countryside, photo: Andrew Longworth

On the one hand, there is now an intention to convert 6 miles into a "multi-user route", but on the other hand, this would prevent the railway from being re-opened in the future to cope with tourism flows in the National Park. The Upper Wensleydale Railway group is currently investigating the feasibility of a restoration route between Garsdale and Hawes in Upper Wensleydale, North Yorkshire (UK).

TEXT IN DETAIL:

The Yorkshire Dales National Park Authority (YDNPA) in the north of England is the planning authority for a large rural area of the Yorkshire Dales. The Authority has a longstanding policy commitment to protect 18 miles of railway trackbed in Wensleydale (closed 60 years ago) *from development that would prevent future reinstatement of the railway.*

6 miles (of the 18) are under imminent threat of 'development' as the YDNPA are now proposing that it should be used for a Multi-User-Route (MUR) for horseriders, cyclists, walkers and people using disability wheelchairs. The YDNPA is also carrying out an online survey to assess public sup-

port for the MUR. (The railway was formerly a single line so there is not the width for both options).

Supporters of retaining planning protection for the trackbed - which runs through farmland and heather moorland - say that the 6 mile section (between the market town of Hawes and Garsdale station on the Settle-Carlisle railway) is critical to future reinstatement of the railway - which the YDNPA has, until now, protected. In turn, reinstatement would help address the environmental challenge of millions of day and staying visitors to the area, by providing improvements in public transport and car-free access to this part of the National Park. Wider strategic network connections would add well-known economic and social benefits.

Meanwhile the issues of fossil fuels, climate change, car ownership - and the urgent need for modal shift - are in the public eye as never before.

Aspirations of the proposers of reinstatement of the railway, with photographs and the historic background, are set out on the website www.upperwensleydalerailway.org.uk

Ruth Annison

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UPDATE Nr. 49 will be published in the end of June2022

Deadline for textes and photos is June 8th

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New member of FEDECRAIL: Railway Preservation Society of Ireland (IE), photo: PR