



European Federation
of Museum & Tourist Railways

Fédération Européenne des Chemins de Fer Touristiques et Historiques

Europäische Föderation der Museums- und Touristikbahnen

**Inaugural
Heritage Railway Conference**

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Conference Proceedings



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Introduction: About FEDECRAIL

FEDECRAIL is the official name of **the EUROPEAN FEDERATION of MUSEUM & TOURIST RAILWAYS**, which provides a common voice for the shared concerns of museum and tourist railways, railway museums and other railway heritage groups throughout Europe.

Heritage railways across Europe joined forces in 1994 at Leuven, near Brussels, Belgium, with the formal launch of FEDECRAIL. The name, constitution and initial subscription rates were agreed at the inaugural meeting in Leuven's Medieval University at the Wilhelm de Croy Room of the Faculty Club on Saturday 16th April, 1994.

A constitution (similar to that of Union Internationale de Transports Publiques/UITP) was adopted under the Belgian Law of 1919 for international associations. - The King of the Belgians, King Albert II, gave his royal decree to FEDECRAIL's constitution on 1st October 1994, shortly after his accession to the throne, thus giving the federation the final seal of approval.

The **Aims of FEDECRAIL** are set out in Article 1-2 of the Constitution. They are: -

- (1) the encouragement of mutual cooperation between existing railway organisations and their members by the provision of advice and assistance when and where possible, and the convening of joint meetings and seminars;
- (2) the study and resolution of problems and developments relating to museum, tourist, preserved and other similar railways or tramways (regardless of the method of traction), railway museums and railway preservation groups;
- (3) to act and speak on behalf of its members on an international basis with particular reference to the potential impact of directives and proposals of the European Union and any other supra-national bodies on their activities.

The Constitution was prepared during 2½ years discussions of the "Morgan Commission" 15 man working party in 6 meetings in Brussels. It also involved numerous meetings with key officials of several of the European Commission Directorate-Generals whose activities could affect the interests of the Federation.

Membership of the Federation is intended primarily for national umbrella organisations, but provision is made for individual railways to join in certain circumstances particularly from countries which do not yet have an appropriate

national organisation. Voting power and subscription levels will depend on the size of constituent membership subject to a maximum of 25% for any one country.

The **founder members of FEDECRAIL** included:

AIR, **Association of Independent Railways**, Britain & Ireland
ARPS, **Association of Railway Preservation Societies**, Britain & Ireland
FACS/UNETO, **Fédération des Amis des Chemins de Fer Secondaries/ Union Européenne des Chemins de Fers Touristiques**, France
FEBELRAIL, **Fédération des Associations belges d'Amis du Rail**, Belgium
MRO, **Museibanornas Riksorganisation**, Sweden
MFP **Associazione Museo Ferroviario Piemontese**, Italy
VDMT, **Verband Deutscher Museums- und Touristikbahnen e V**, Germany
- **Livius J Kooy** on behalf of the Dutch organisations, the Netherlands
CFBC **Chemin de Fer Musée Blonay-Chamby**, Switzerland
IGMM **Interessengemeinschaft Museumtramway Mariazell**, Austria.

Members of the first executive committee, the **FEDECRAIL Council**, were elected by the delegates who attended the session of FEDECRAIL's Inaugural Meeting. Duly appointed were:

President: **David T Morgan** (UK), Chairman of ARPS and director of 3 English steam railways. He also chaired the working party

Vice-Presidents: **Jean Arrivet** (F), Vice-Chairman of FACS/UNETO, President & Managing Director, Chemin de Fer du Vivarais

Heimo Echensperger (D), Chairman and Founder of Verband Deutscher Museums- und Touristikbahnen eV (VDMT)

Secretary: **Livius J Kooy** (NL), who has been involved in the co-ordination of Dutch railway groups with "Stoom op het Spoor" marketing committee.

Treasurer: **Henri Degruyter** (B), Chairman of the Museum Railway commission within FEBELRAIL and Treasurer of Stoomcentrum Maldegem

Director: **Kjell S Palén** (S), Representative of MRO and JHRF. He is a curator of the national Swedish Railway Museum at Gävle

The FEDECRAIL Council would like to thank those who assisted them in the deliberations of the working party. The organisations represented by the six Council members together with those listed below formed the Morgan Com-

mission (with a few changes from time to time):

Michel & Arlette Broigne	FEBELRAIL	Belgium
René Dubray	MOROP/FACS	France
Raymond Duquenne	FEBELRAIL/FACS	Belgium
Alfred Fleissner	Museumtramway Mariazell	Austria
Wouter Janssens	MOROP/FEBELRAIL	Belgium
Sébastien Jarne	CFM Blonay-Chamby	Switzerland
Harald Marincig	Wiener Verkehrsbetriebe	Austria
Peter Ovenstone	ARPS	GB
Bruno Rebbelmund	VDMT	Germany
Frédéric Riehl	CFM Blonay-Chamby	Switzerland
Guido A Rossi	Piemontese Ry Museum	Italy
Pascal Schnakenbourg	FACS/UNECTO	France
Michel Sidorski	FACS/UNECTO	France
John B Snell	AIR	GB
Richard G Tapper	Minutes Secretary/ARPS	GB

Since its formation, the following organisations have joined FEDECRAIL: -

Czech Republic	Czech Association of Railway Preservation Societies
Denmark	DJK/Dansk Jernbane-Klub
Finland	Museorautatieyhdistys ry
Italy	Museo Nazionale Trasporti
Luxembourg	AMTF/Association des Musée et Tourisme Ferroviaires a s b l - 'Train 1900'
Netherland	HRN/Vereniging Historisch Railvervoer Nederland
Spain	Museu del Transporte de Catalunya; Ferrocaril Santander-Mediterraneo S L
Sweden	Småländska Smalspåret AB
Ukraine	Dzeherelo Business Cooperation Centre
Affiliate member	Association of Independent Museums

Additionally, expressions of interest in joining FEDECRAIL have also been received from organisations in the Greece and Norway.

There follows a collection of papers given at FEDECRAIL's Inaugural Meeting held in April 1994.

The FEDECRAIL Inaugural Conference - Theme: 'The European Initiative'

The FEDECRAIL Inaugural Meeting, attended by delegates from 12 countries, included a conference addressed by speakers from a number of the Directorate-Generals of the European Commission, whose responsibilities impinge on our activities, and various international organisations including the Community of European Railways/CER, the International Union of Public Transport/UITP and the International Association of Transport Museums/IATM, as well as speakers representing various preservation associations from Belgium, France, Germany, Netherlands, Sweden, UK and the Czech Republic.

The contributions of the 'preservation speakers' were generally based on practical experiences in individual countries, including Max Prak on safety regulations of the Netherlands tourist railways, David Madden on 'Risk Assessments' (the origin of which has been an EC Directive) and Dennis Dunstone, the Director of the Transport Trust on experience with funding for projects.

The Inaugural Meeting - apart from the formalities of 'giving birth' to the new body and holding its first general meeting - marked the end of the 'long march' started at the ARPS conference "A European Voice for Railway Preservation?" on July 6, 1991. That was the second International Railway Preservation Conference to be organised by ARPS and it was held at Hameln by invitation of the Deutscher Eisenbahn-Verein e V as part of their celebration to mark the 25th anniversary of the opening of their museum railway at Bruchhausen-Vilsen, the first fully preserved line in Germany. The Seed for such a conference had been planted 2 years previously during the first ARPS conference at Utrecht in July 1989, at which a wide range of useful international contacts between organisations engaged in preservation in 8 countries were made when the idea of creating an international body was raised informally during discussions.

The Inaugural Conference started on Friday 15th April 1994 in the appropriate setting of the NMBS/SNCB, Belgian National Railways' headquarters Function/Conference Suite in Brussels, Europe's capital city. The principal themes were:

- (1) 'Heritage' - Our common culture promoting both our national and European railway heritage.
- (2) 'Funding' - Sources of funds for museum and tourist railways in Europe.

- (3) 'Legislation' - European legislation and its impact on museum and tourist railways.
- (4) Cross-national co-operation, liaison and twinning schemes.

Even more important, an underlying objective was that the conference should be a 'two-way' learning exercise so that as well as helping us to gain a better appreciation of what the European Commission and its Directorates are all about, we could have the opportunity to get the message of 'What we are doing, why we are doing it and why it is important' over to the officials !

After the Friday working sessions, our main base moved to the historic university town of Leuven, 15 miles east of Brussels. - On Saturday, further business sessions concluded with the 1st General Meeting of FEDECRAIL. Speakers on the Saturday morning included the six 'designate members' of the Council of FEDECRAIL, which had been drawn from the members of the Morgan Commission working party, so that by the time the formal election and confirmation of the Council took place (at the General Meeting) everyone knew what the new team looked and sounded like !

In the Saturday afternoon, our first visit - one of the highlights of the conference - was a rare opportunity to see the gems of the Belgian National Railway Collection which are held in store at a locomotive depot adjacent to Leuven station - and are not normally accessible to the public. The President of FEBELRAIL, our Belgian host organisation secured special permission for a visit to be made by the delegates.

Study tour day 1 saw visits and travelling on the SDP/Stoomspoorlijn Dendermonde-Puurs, SCM/Stoomcentrum Maldegem and in the Netherlands SGB/Stoomtrein Goes-Borsele; 2nd day involved LSV/Limburgse Stoomvereniging and Selfkantbahn, Schierwaldenrath in Germany and 3rd day took us to the Southern Belgium, Wallonia, which included a very interesting tramride from Charleroi.

The Inaugural Conference was generously sponsored by Mr Nigel Harris, publisher of the worlds biggest selling steam magazine, "STEAM RAILWAY".

Other sponsors were the Belgian National Railways, SNCB and British Midland Airways, BMA.

Prior to the conference, on the occasion of the visit of Mr Mike Bishop of British Rail, Winston Churchill Travelling Fellow, some delegates and Morgan Commission members were invited to a reception for the FEDECRAIL Inaugural Conference and Winston Churchill Memorial Trust Project by Mr Nicholas

Jarrold, Economic & Commercial Counsellor at the British Embassy, Brussels
Commercial & Economic Department.

FEDECRAIL at European Parliament: Within 5 days of its formation, FEDECRAIL took centre stage when its president, David Morgan, accompanied by conference organizer, Peter Ovenstone, addressed members of the European Parliament on the aims, hopes and concerns of preserved railway operators throughout Europe. The Special meeting was convened by Mr Brian Simpson, a Member of the European Parliament (MEP), co-ordinator of the Parliaments' Transport & Tourism Committee. Amongst the concerns highlighted by Mr Morgan were the problems posed for operators of ancient equipment by modern safety regulations, both national and European, and financial pressures which could become totally intolerable in the event of changes in fiscal policies or commercial attitudes adopted by national railway undertakings. To provide a more dramatic and immediately urgent example, he also drew the attention to the imminent abandonment of the 187 Km line from Växjö to Västervik in Sweden, about which he had written to the Swedish Prime Minister.

The Council wishes to plan on record its thanks to the Conference
Organizational Team:

- Peter R Ovenstone
- Livius J Kooy
- Bruno Rebbelmund

It is suggested that future **FEDECRAIL conferences should be** seen in each country not solely as a FEDECRAIL event - and therefore as 'something strange and foreign' - but should be **promoted by each national organisation** represented within the federation and ideally **regarded as part of the years programme of activities of each national organisation.**

FEDECRAIL Inaugural Conference, Brussels, April 15, 1994 - Welcome Remarks:

Delegates were welcomed by Mr Maurice Page, Administrator-Director, and assistant Mr Michel Ballon, on behalf of the Belgian National Railways, NMBS/SNCB to their Brussels headquarters.

The Conference was then opened by David Morgan, chairman Morgan Commission, who explained the work of his Commission and the purpose of the Conference. He then introduced

Michel Broigneux, President of FEBELRAIL, who thanked

- Messrs Page and Ballon of NMBS/SNCB for their hospitality and
- congratulated the organisers for their choice of Belgium as the seat for FEDECRAIL.

David Morgan replied by thanking

- Michel and Arlette Broigniez for their extensive and generous support during the Morgan Commission working party sessions in Brussels and for their contributions for the Conference;
- Mr Nigel Harris, publisher of the world's biggest selling steam magazine, "STEAM RAILWAY", for his generous sponsorship for the Conference;
- Peter R Ovenstone, Livius J Kooy, Richard G Tapper and Rik Degruyter for their contributions to the preparatory work for the conference.

*David T Morgan, Chairman,
Association of Railway Preservation Societies/ARPS, Britain and Ireland;
Director, Association of Independent Railways/AIR, UK;
President, FEDECRAIL - elected at the Inaugural Meeting, April 16, 1994.*

INTRODUCTION TO SESSIONS

OUR COMMON CULTURE: Promoting both our National and our European Heritage

What has brought all our delegates here today is a common interest in and love for railways - principally those driven by steam - and their history. While diverse in their nature, railways have been seen as unifiers, particularly by Governments - a dichotomy aptly summed by Britain's National Railway Museum in the title for their recent international symposium at York "Common Roots; Separate Branches" (but not exclusively).

Those of us involved in the operation of museum and tourist railways are, however, concerned not only with yesterday - and its re-creation - but also for tomorrow - and our survival into the future. We hope in this conference to review our more recent developments and how we should promote our past heritage to engage the interest of the present and future generations.

One of the dilemmas we face in operating yesterday's equipment is the difference in the approach adopted by our forebears to safety, often dictated by limitations in state of the art in technology. Of course the public that used them were familiar with the hazards incidental to their use and therefore were expected to put 'brain into gear' before entering or leaving a train. Today, we face increasing regulation by government agencies, often acting under EC directives. Unfortunately, legislators are all too often unaware of the problems peculiar to historic transport that these can cause. The very introduction of protective equipment (e.g., car seat belts) can spoil the historic integrity of an item, quite apart from the cost of their installation. One of the more important roles we see for FEDECRAIL is to monitor proposals for European legislation and to bring to the attention of the appropriate EC Officials and members of the European Parliament particular difficulties that their proposals could pose to our operations.

The other aspect of the European Union of direct interest to our member railways is the opportunity of gaining access to the funding programmes administered by the European Commission.

The purpose of the conference being held today and tomorrow is to inform members of both activities and to increase their awareness of the impact of membership of the European Union and the advantages of joint action and exchange of information.

FEDECRAIL Inaugural Conference Speeches, Brussels/Leuven, April 15-16, 1994:

David Morgan: "Introduction to Sessions; Our Common Culture: Promoting both our National and European Heritage"

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*Jean Arrivetz, President,
Societe des Chemins de Fer Touristiques et de Montagne/CFTM;
Vice-President, Fédération des Amis des Chemins de Fer Secondaries/Union
Européenne des Chemins de Fers Touristiques, FACS/UNECTO;
Vice-President, FEDECRAIL - elected at the Inaugural Meeting, April 16, 1994.*

The Preservation of the Railway Heritage in France

Ladies and Gentlemen,
France is happy to join its neighbours and friends in Europe in the promotion of tourist and historic railways.

Our aims are the same, our problems are the same, our faith is the same, yet I believe that it is important to understand the distinct characteristics of every nation and to be familiar with our different histories, to blend them more effectively in what will in the future be the common history of FEDECRAIL.

We do not dispute that, in the fields of tourist and preserved railways, our British friends are supreme and are well ahead of us. Having invented the railway, it was they who invented preserved railways.

Two dates are important in this context:

- the restoration of the Talylyn Railway in 1951, which signalled the start of railway preservation in the world, and the re-opening of the Festiniog Railway in 1954 which soon became an example to all those who regretted the disappearance of "les petits trains".

In France, the first moves were the construction of a 60 cm gauge line at Cap Ferret (Gironde) thanks to the financial support of an "eccentric" Dutchman and the energies of two devoted Frenchmen, MM Milet and M Ravery. This was in 1952 and the motive power in this heavily wooded area was exclusively diesel.

In 1957 the first idea of a railway museum developed with the closure of the last tramway of Versailles; this was the Malakoff Tramway Museum, the predecessor of the present museum at Saint Mandé.

Also in 1957 some French railway enthusiasts formed themselves into an association; the FACS was created, devoted initially to history and iconography but soon became interested in the preservation of the railway heritage.

The success in Wales encouraged certain Frenchmen from 1960 onwards to establish an entirely new railway with steam traction, the "Chemin de fer Touristique de Meyzieu", near Lyon. The relative success of this venture soon in-

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Jean Arrivetz: "The Preservation of the Railway Heritage in France"

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spired other similar new constructions (St Trojan, Froissy-Cappy...) or the restoration of lines that had recently been closed (Pithiviers, Abreschviller...). Gradually, the concept of the preserved railway operated by enthusiasts started with 60 cm gauge, for obvious reasons of economy, extended to the meter gauge and then the standard gauge.

The FACS (which eventually developed into a federation of the majority of preserved schemes in France and even some in Belgium and Switzerland) appreciated the desirability of acting on a European level. With this end in view, it added to its name the acronym UNECTO. From 1989 onwards, it aimed at establishing a European federation and it gives me great pleasure to see this dream come true with FEDECRAIL five years later.

What does France represent in the European railway heritage ?

France has 49 systems in operation of which 32 are affiliated, or are in the course of affiliating, to FACS/UNETO. These 49 have a total of 692 kms of track. 289 locomotives are in operation of which 198 are affiliated to FACS/UNETO.

There are approximately 3 times the number of items of rolling stock than motive power units. - Tickets sold totals around 1 million a year, of which 78% are for FACS/UNETO lines. Our records are kept in such a way that return tickets are counted as single journeys. This represents a volume of traffic exceeding 15 million passenger-kms/year.

It is clear that the importance of France is considerable in the European movement, however French railway enthusiasts have had considerable difficulty in establishing these projects, at least as much as our British, German, Dutch or Belgian colleagues.

In effect the French state of mind has not been very favourable to such projects in a country where private cars have an enormous social and economic importance and where belonging to an organisation is far from being a usual activity.

In addition, in France the SNCF has never shown much interest in preserving withdrawn rolling stock and it has even placed serious obstacles in the way of those who wish to preserve it. It was not until 1986, in other words very late in the day, that it permitted the establishment of an SNCF museum at Mulhouse, albeit that this was the fruit of the determination and persuasion of a few untypical personalities within this large organisation.

The bureaucratic nature and the present financial situation of the SNCF unfortunately are delaying the development of their approach but no-one should despair of seeing this noble institution jump on the bandwagon, particularly if the establishment of FEDECRAIL encourages it.

Our greatest problem is that French railway enthusiasts are not numerous. In latin countries, belonging to an association is less common than in nordic countries. In France our railway associations have scarcely 1/10th of the membership of those in Great Britain while their financial resources equally are in the order of 10%. Public funding, virtually negligible until about 1980, is also less than in the case of most of our neighbours. However, under the influence of far-sighted public officials the attitude of the authorities appears now to be much more favourable than formerly, particularly with regard to the preservation of rolling stock of considerable historic interest. I would like in this context to mention the presence here of M Blumenstein, the railway expert at the French Ministry of Culture. He plays an important role in the classification of numerous railway engines as historic monuments and his presence here proves the interest he takes in the establishment of FEDECRAIL. All this leads one to note that, in circumstances which initially were hardly favourable, the French preserved railways have succeeded in breaking through and now constitute a force to be reckoned with.

You will have noted that in France one speaks above all of "tourist" railways and not of "museum" railways. This is for two reasons:

- the word "musée" is not an adjective in French;
- above all, it has for us rather dusty connotations which are hardly favourable attracting young visitors.

We have succeeded in proving that we were viable tourist railways. Please give us a little more time to popularise the adjective "historique" and please take it that, whether federated to FACS/UNECTO or not, we will be very happy to support this European federation. We will draw from it the strength and the hope which one always needs in order to succeed.

*Mike Bishop, Environmental Group Manager, British Rail, Infrastructure, Regional Railways, North West Area, Victoria Buildings, Victoria Station, Manchester, Britain; Winston Churchill Travelling Fellowship: Presentation to various European Railways etc. September 1993 thru May 1994.
Short version for FEDECRAIL Inaugural Conference:*

Environmental Enhancements on and about a railway.

1 INTRODUCTION

My name is Mike Bishop and I am Environmental Group Manager in Regional Railways, North West Area.

I obtained a degree in Civil Engineering from Bradford University in 1967 having been sponsored by British Railways throughout my time at the University and I obtained my professional qualification and membership of the institution of Civil Engineers in 1970. The majority of my career with British Railways has been spent in the Supervision of Civil Engineering works, and besides supervising bridge works, new depots, station works in Britain I also worked in Dublin, Ireland constructing a new freight port for Sealink and when I met my wife, I also worked in Belfast, Northern Ireland and the Isle of Man. Later I worked in Hong Kong for Transmark - British Rail's overseas consultancy.

I am here today having been awarded a travelling fellowship by the Winston Churchill Trust (slide 4). Before Churchill's death the idea of a Travelling Fellowship was discussed and approved. This scheme is managed by a council and each year this council selects different categories in which candidates compose study projects - this year there was a category (sl. 5) for British Rail employees and I am one of 3 successful B.R. employees out of a total 1600 applicants for **all** categories.

The underlying consideration for consideration as a fellow is the contribution the candidate is likely to make to his or her calling on return to Britain after travelling and learning abroad and what they can contribute to these countries visited.

On our return from our travels, wherever we have been (and I should say here that none of us have been (sl. 6) into space - yet) wherever we have been we are required to produce a report and disseminate our findings and conclusions as widely as possible.

2 HISTORY and DEVELOPMENT of ENVIRONMENT GROUP

I first became involved in Environmental Works in 1982 when returning from working in Hong Kong to find the Civil Engineering opportunities within British Rail very limited.

I was asked to tackle half a dozen Special Projects, one of which was Environmental work in the Liverpool area. This aspect of my work very quickly developed and was soon taking the vast majority of my time. When I moved back into Civil Engineering, supervising contract work in the North West area of England, I was asked to continue the Environmental work, as the interest and demand for Environmental works was increasing. I progressively made the case for an increasing number of dedicated staff to undertake the Environmental Works and eventually concentrated solely on Environmental Work.

My office in Manchester currently consists of 2 Environment Assistants, 1 other Environment Assistant, whose post is part funded by others, 3 Landscape Designers and 2 Clerical Assistants. Added to these we have a Consultant Landscape Architect, available as required.

3 DEVELOPMENT of WORK

Originally our work was solely in connection with Partnership schemes co-funded by the British Rail Special Fund. Originally these were one-off schemes, developed where partnership was available with other organisations or training agencies (sl. 8). These slides show one of our earliest (sl. 9) Partnerships-bridges in Manchester.

Today these schemes are moving more and more into the (sl. 10) Railside Revival type corridor schemes of which more later.

Our partnership schemes were undertaken initially with the Public Sector and then progressed to include the Voluntary and Community Sectors whilst today, despite the current Economic climate, we are achieving success with the Private Sector.

4 FUNDING

Throughout the country we are able to develop Partnership Schemes, obtaining money from local authorities and from the private sector, as well as valuable benefit in kind from the voluntary sector. One scheme generated over £ 20.000 work of contributions from a local developer. - There are also Business Partnership Managers to assist with the funding of business lead schemes. There is a policy known as "Percent for Art" where the object is to ensure developers provide a percentage (perhaps half percent of the total cost of a project) to provide for sculptures and other artwork.

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The Railway Heritage Trust was established in 1985 as an independent company supported by the British Railways Board, to assist with the conservation and enhancement of listed buildings and structures (sl. 19) owned by British Rail. It also acts as a catalyst between non BR parties and BR Property Board on administration and alternative use of non operational property.

The alternative use of property including disused viaducts (sl. 20) often results in a sale, lease or transfer of ownership to local authorities, trust or other responsible parties.

An encouraging aspect of the works continues to be the level of financial support given by organisations outside BR towards the costs of restoration schemes.

However, there has been shown to be a considerable potential for community spending on improvements that enhance the visual aspect of the Railway that contribute new or improved facilities for the users of Rail or that establish a productive community use for redundant land or property of little commercial value.

The Community Partnership schemes are designed to:

- Improve the environment and appearance of the Railway.
- Enhance amenities for the Rail user including the Disabled (sl. 23 & 24).
- Establish new community-relevant uses for redundant infrastructure.

Community Partnerships may be undertaken with Local Authorities (the Public Sector) quite often the majority of their funding coming from Central Government. It can be undertaken with the Voluntary Sector of which more later and it may be undertaken with the Private Sector which is becoming more common even in these days of economic restraint.

Finally, the Partnership may involve a training agency and similar project based training schemes which in particular provide work for the unemployed.

5 RAIL CORRIDOR SCHEMES

We initiated the first Rail Corridor schemes (sl. 55) in the North West, on the Liverpool/Southport line a number of years ago. Since then (sl. 56) the enthusiasm for, and benefit of, rail corridor schemes has been acknowledged across the country, and we are involved with a number of rail corridor schemes. It is recommended that wherever possible, and our Chairman is encouraging Rail Corridor Schemes, we aim to develop this type of scheme. We certainly achieve the benefits of scale with more partners, and more people involved in the scheme, even greater enthusiasm is generated and, indeed greater funding (sl. 57, 58 & 59) is attracted.

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6 COMMUNITY INVOLVEMENT (slide 60)

VOLUNTEERS and the COMMUNITY

Many volunteers in Britain are thrilled to work on a railway and numerous preserved railways, usually steam hauled are running regular services using volunteers. Others are willing to help British Rail maintain the railway environment and have been referred to earlier in my speech. Similarly many village and small town communities are very proud of where they live and work together to beautify their towns, enter Best Village Competitions and will often work also on their station and car park. We encourage this work, probably providing plants from our horticultural (sl. 61) centre which is run as a training scheme (sl. 62).

British Rail has long had a positive and active policy for investment in the community (sl. 63). Industry and education links of all kinds, form a key part of this policy. BR has about 50 staff on secondments in the community many of them involved in industry/educational and business links.

7 STATION WATCH SCHEMES (slide 67)

British Rail Police have appointed School Liaison Officers whose duty is to talk to local schools on safety, vandalism and more recently the environment.

At some schools Station Watch Schemes have been introduced. Station Managers complete an inventory of structures, buildings, shelters, fences, seating etc and British Rail then bring these up to an acceptable standard. The Station Watch group then arrange regular visits and observations and report damage, vandalism and graffiti to British Rail so that prompt action can be taken to rectify these problems.

Five year old students tell seven year olds not to drop litter, seven year olds tell nine years olds not to write graffiti, nine year olds tell older ones and parents not to damage my station. An education programme is underway to regenerate pride and care for the local station, their station.

The British Rail Education Service provides information for students undertaking projects on travel or rail related subjects and is preparing an information pack related to the National School curriculum. Virtually every subject can be related to the local station; geography, history, sociology, maths and, very soon, European languages.

8 BEST STATION COMPETITIONS (slide 68)

Best Station Competitions have been run in BR for many years but the current

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scheme is now in its 7th year (sl. 69) and a similar international competition I initiated with Irish Rail (sl. 70) and Northern Ireland Railways is in its 4th year.

The objective of the competition is:

- to recognise and applaud the efforts of local rail managers and their staff in achieving standards of excellence in environmental quality and customer care, and to encourage this through friendly competition;
- to encourage stronger links with local communities served by rail, and to encourage Partnership with those communities and the public and private sectors to improve the environment and amenity of the railway, and to recognise their contributions by awards;
- to gain wider public recognition of what is being done to improve stations and facilities for rail and sea travellers;
- to encourage and motivate staff at those stations which have yet to aspire to excellence (sl. 71).

The competition is judged in 3 stages, of which Stage 2 is undertaken entirely by members of Rotary International and Stage 3 by a panel of independent expert judges.

Standard judging forms are used and contain 20 pages of questions covering all aspects of a station considering both customer care, customer service and customer environment.

9 SPONSORSHIP (slide 72)

A number of companies have been persuaded to demonstrate their commitment to the environment and at the same time obtain useful advertising for themselves by means of sponsorship (sl. 73). This varies from a garden centre providing and maintaining a few planters on their local station to Stena Sealink Line who are major sponsors of the Anglo Irish Best Station Competition. The Welsh and Irish Tourist Boards also sponsor awards in the competition.

10 The FUTURE

And so to the future as the day rapidly approaches when British Rail will be united with the European Railways network. Our meeting today may be the first time when we have thought about and had the opportunity to consider en-

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vironmental enhancements in the context of what other railways are doing. As we say in England "Let us not re-invent the wheel" - let us learn from each other today and hopefully on into the future, maybe by a regular series of exchanges or by occasional international conferences.

I hope you have found my talk interesting and maybe I have sown a few seeds of ideas that you can introduce. I hope I may learn a lot more from what you have done. Thank you for your kind welcome, your interest and attention. There are a number of leaflets available elaborating on some of the schemes I have described. I am happy to answer any questions you may have and I hope this will generate useful discussions. Thank you very much.

Postscript:

Since the 1994 Conference, Mike Bishop has left British Rail and now works as a consultant in Britain and abroad. He can be contacted as follows:

***Mike Bishop, Chartered Engineer, B.Eng. M.I.C.E., Winston Churchill Fellow,
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Hildebrand P G de Boer, Project Coordinator of The Netherlands Institute for Industrial Heritage/**Projectbureau Industrieel Erfgoed (PIE)**.

At the conference mr de Boer also distributed a paper telling the history of PIE, which was set up in 1992 by the Minister for Welzijn, Volksgezondheid en Cultuur (WVC: Welfare, Public Health and Culture). In that 10 page article the organisation and objectives of the PIE were described as well as the research programme and the relationship between the PIE and the Stichting Federatie Industrieel Erfgoed Nederland (FIEN, Netherlands Federation for Industrial Heritage). - The PIE initiates projects for conservation, adaptive re-use, operation, education, research, information, tourism and recreation in respect of the industrial heritage.

TRACES OF TRACKS

In this speech, I will focus on the traces of tracks as an industrial heritage, on recognizability and interpretation, on preservation and on management.

1 RECOGNIZABILITY AND INTERPRETATION

Stockton, Darlington and the year 1825 signify more to us than just a landmark. - It was the beginning of a large-scale network of unknown mobility and speed. Of revolutionary economic and technical development. Of citizen liberation and free mobility.

1825 in the United Kingdom was 1839 in the Netherlands: Amsterdam-Haarlem. There were proponents and opponents. The beginning was difficult. The enthusiasts recognized the utility of the railways (1). They saw an ideal future: "in which the haze of digression, prejudice and ignorance shall disappear and general world peace shall replace the division between the peoples."

Sceptics criticized the railway as being unsound from the perspective of political economics: "because the railway will take farmland away and will reduce the value of the already existing parallel roads for the country's social prosperity." The only benefit was supposedly the time gained. But this time would be wasted on drinking a cup of tea and smoking a long pipe. In addition to the idealists of world peace and the sceptics, there were the advocates with economic insight. In 1837, Donker Curtius wrote (2): "The iron railways are sources of wealth (...) since we have such a surfeit of objects which we could not transport previously, whereas now we will be able to send them over the iron railways." The main things that came to mind were fresh fish, vegetables, fruit and meat.

(1) J H Jonckers Nieboer, *Geschiedenis der Nederlandsche Spoorwegen 1832-1938*, (History of the Dutch Railway System), Rotterdam 1938, pp. 1-3.

(2) D Donker Curtius, *Iets over het nut der ijzeren wegen* (Some Words on the Utility of the Iron Railways), The Hague, 1837, p. 12.

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Now we know to what extent the railways have proven their merit and how much the railways will continue in the future to determine the shape of the backbone of the European transport infrastructure. We look back on a history of almost two centuries of development. We have come a long way from the historical railways as the driving forces behind the industrial revolution. The interest in monuments of business and technology is growing. In the past 25 years, impressive railway companies have emerged in the Netherlands, with private initiative playing a decisive role.

One of the first examples of the interpretation of railways as a part of the industrial heritage of the Netherlands dates from 1979. De Vocht published a treatise on historic railway stock as monuments of business and technology (3). He also pointed out how symbolic the railway is of the industrial revolution. If it were not for this transport system, the industrial revolution would not have been possible. De Vocht concludes: "To this day, these means of transport are indispensable - all the more reason to record the historical developments by preserving all kinds of objects that helped shape that development and that also can provide a sound picture of that development in the future (4)."

In this respect, there are three levels of recognizability and interpretation that come to mind:

1. the industrializing, modernizing landscape;
2. the new branch of enterprise, the railway industry; and
3. the specific vehicle itself.

These three levels have to this day remained visible within their historical context, and should continue to remain visible as such. After all, the railway is:

- everyone's heritage;
- a popular legacy with a great deal of nostalgic value
- a heritage that is subject to both preservation **and** modernization.

A need has arisen for historical source material to gauge the importance of our historical past for the development of modern society. - The importance of this industrial past is not being tested unambiguously. It is tested individually, in all kinds of groups of experts and other interested persons.

A fascination for recognizing and knowing the roots of our modern existence is emerging. - The more the visibility of these roots decreases, the more valuable the traces of this past become.

Not a week goes by without the PIE being contacted by concerned citizens drawing our attention to a threatened destruction of some of these traces. Attention is increasing. Industrial heritage is penetrating the "market" of monuments to be protected. Its market position is becoming stronger and stronger -

(3). C L F M de Vocht, **Historisch spoorwagemateriaal, monumenten van bedrijf en techniek** (Historical Railway Equipment, Monuments of Business and Technology), Arnhem, 1979 (own publication).

(4) De Vocht, pp. 33-34.

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within the limits imposed by modern market relations.

It is still thinkable that we maintain large numbers of unprofitable churches and windmills with taxpayers' money. - It is unthinkable that we could maintain old factories and railways without sufficient economic return: These have been and still remain the heritage of the "market". This challenges us to find new uses.

We want to concentrate our efforts to reestablish the relation between visibility - distinguishability - and recognizability. That may seem paradoxical... anachronistic. - The main concern here is observation and interpretation, which is made possible by historical distance.

It is about a new relation compelled by the dimension of Time. This relation can only be nourished by fragments. - These fragments form the industrial heritage. It is a dynamic heritage that has been and continues to be subject to change.

The opportunities for this heritage therefore lie exclusively in the dynamism of change. Which is why we are searching and striving for a dynamic cultural preservation that is at the same time controlled and well thought out. The return from this cultural preservation often derives from this dynamism: from the "benefit" the "importance", and the usefulness of the cultural heritage.

2 PRESERVATION

The key is: active preservation on all three levels:

1. landscape
2. railway infrastructure
3. equipment.

In this respect, museum and tourist organizations related to trains and trams are vital. To them, these levels are, in terms of quality, inextricably bound with operations. The condition of these three levels is the single determining factor for the historical value of museum rail companies. Internal and external developments are constantly taking place at all three levels. Cultural and historical concerns must also play a role every step of the way. - This is only possible if the interests of culture and history are advocated by strong partners at the negotiating table !

At the level of **landscape**, this has the following implications: critical attention for the surroundings of the railway, for the quality of the landscape, for the quality of concentration along railways, for prevention of future problems in areas susceptible to noise and odour nuisance (particularly residential areas).

Landscape quality means, in my view: a high level of perceptual value deriving from natural beauty, industrial fascination, etc.

At the level of the **railway company**, this means: caring for the quality of the railway, including the corresponding "berm vegetation", artworks/bridges/-viaducts; preserving the diversity of (remaining parts of) buildings and structures, always maintaining authenticity to its fullest; to my mind, this definitely includes paving and fencing materials and vegetation.

At the level of the **train as a vehicle**, this means:

- * selective collection, protection and management;
- * real-life and optical authenticity;
- * 100% authentic core collection, guaranteed by legal protection;
- * operational collection for "daily use";
- * training and employment opportunities for personnel to tend to material maintenance and restoration (including real estate).

What is the position of The Netherlands Institute for Industrial Heritage (PIE) in this scenario of interests ? And what is the position of FEDECRAIL ?

PIE is a non-governmental, semi-public project organization, founded by the Ministry of Welfare, Housing and Cultural Affairs (5). - Its most important assignment was to develop a strategy for the wellconsidered selective conservation and rehabilitation of the industrial heritage. Beyond that further goals of our office are education, research, information and tourism.

The effectiveness of the PIE lies in the quality of its cooperation with a wide range of organisations and people. The objective is always the same: to conserve relevant traces of our industrial past - preferable on a one-to-one scale - and to influence positively its familiarity and recognisability in society.

Selectively conserving this heritage is a marvellous assignment. It affects both movable and immovable items. The question of what we take along to the Twenty-First Century and why we take it is one that requires a reasoned answer.

Spearhead: industrial movables with historic value.

Problems: large-scale destruction **by chance**; large-scale collection and preservation, without adequate selection.

The national government is seeking ways in which to preserve collections or parts of collections that can be said to be of national interest. So far, the Netherlands has only had national preservation laws pertaining to immovable

(5) **Industrial Heritage and the Art of Destruction**, Advisory Memorandum compiled by the Industrial Heritage Commission on instructions from the Minister of Welfare, Public Health and Culture, Zeist, May 1989;

Industrial Heritage and the Art of Destruction, Stance of the Minister of Welfare, Public Health and Culture, Rijswijk, 12 December 1991;

Pressure in the Boiler, PIE policy and action programme 1992-1995 (English version), Zeist 1993.

FEDECRAIL Inaugural Conference Speeches, Brussels/Leuven, April 15-16, 1994;

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goods. Protecting movables with historical value is, therefore, a new policy. The PIE is preparing this policy. - At the close of 1994, the policy paper "Industrial Movables with Historical Value, a Task for Now and Later" ==> spearhead in this paper: historical means of transport.

As a future result in the area of railways for trains and trams, we envisage:

- * preservation of a national **core** collection of railway and tram rail stock;
- * protection of a few railway and tram routes;
- * earmarking national funding for maintenance and restoration of the protected core collection (= the essence).

FEDECRAIL:

is partner-oriented, seeking cooperation

- * between museum railways;
- * between museum railways and law-making governmental bodies;
- * between museum railways and research institutes;
- * on the international front, by means of exchanging information and experiences gained.

Cooperation in order to be able to deal with the essentials in terms of museums and recreation of our European rail history, on into the 21st century.

3 MANAGEMENT

This brings us to the third main argument of my discourse; management.

Management of contrasting interests arising from legislation, regulations, laws, safety requirements. Overcoming and when needed eliminating blockades by negotiation. Actively informing and convincing law-making government bodies. Being influential at every level of the trinity; landscape, railway and equipment. Not to be inflexible, but to be an actor in the continual process of change and do justice to the dynamics of the major cultural and historical interests of the immovable and moveable estate that comprise our railway heritage: realistic, pragmatic and strong/powerful !

All of this for the European society and its millions of citizens who gain fond experiences each year in the multitude and multiplicity of tourist and museum railways in Europe:
idealistic, cooperative and driven !

I envisage FEDECRAIL as an international network of historic railway companies. I also envisage FEDECRAIL as a component of national and international networks in the broad realm of cultural preservation. As an influential voice that is heard and understood within the European Commission, the Council of Europe, UNESCO, TICCIH, the Union Internationale des Transports Publics and other relevant international organizations.

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I would like to voice the hope and anticipation that we will continue to come together to advocate the interests of cultural preservation in Europe.
On behalf of PIE,
All the best !

If you would like to have more

** information considering the organisation of the Netherlands Institute of Industrial Heritage, or*

** information considering the progress of the Netherlands Institute for Industrial Heritage*

please, state what your interests are and send your address to:

Projectbureau Industrieel Erfgoed/PIE or

The Netherlands Institute for Industrial Heritage

Postbus 948

NL-3700 AX ZEIST

Tel.: ..+31 (0)3404 329 99

Fax: .. +31 (0)3404 330 08

Mrs Edel Clancy, is among the Group of Assistants, responsible for Communications, Community of European Railways/CER.

Mrs Clancy showed, after a short verbal introduction, a video-tape presenting all aspects of the:

Community of European Railways (CER)

Communauté des chemins de fer européens (CCFE)

Gemeinschaft der Europäischen Bahnen (GEB)

2, rue des Colonies, B-1000 Brussels, Belgium

Tel.: ..+32 (2) 525 20 07; Fax: ..+32 (2) 512 52 31; Telex: 20424 Berail B

The Community of European Railways (CER) is an association of the railway companies of the member states of the European Union together with those of Austria and Switzerland and the Nordic countries.

The primary objectives of the Community of European Railways are to:

- * represent railways' collective interests at European level;
- * contribute to the development of common transport and other related Community policies in association with the institutions of the European Union;
- * promote genuine synergy between the railways.

The Community of European Railways is headed by the Directors General of all the constituent companies. One of the Directors General is designated Chairman. The Assistants of the Directors General are responsible for international and European affairs and for monitoring progress with Community questions. The Group of Assistants steers the programme of work, coordinates the studies of other groups of railway representatives and controls the Secretariat which is located in Brussels.

The Community of European Railways is part of the wider International Union of Railways (UIC) based in Paris and has the backing of the UIC General Secretariat. The CER can also call on the services of the different UIC Committees working on international rail traffic problems and the Utrecht-based European Rail Research Institute (ERRI).

The CER is also at liberty to set up its own structures to deal with specific European questions.

This paper was presented in a verbal English translation by Heimo Echensperger as unfortunately a representative of Verkehrsmuseum Dresden was unable to attend the conference.

Inventarisierungsprojekt mit dem Verkehrsmuseum Dresden

Unser Haus im Kurzüberblick

Das Verkehrsmuseum Dresden gehört mit seiner vierzigjährigen Geschichte zu den jüngeren Museen Dresdens. Seine Heimstatt, das Johanneum mit Langem Gang und Stallhof als Bestandteil der Residenz, kann dagegen auf eine mehr als 400jährige Geschichte zurückblicken, die mit den sächsischen Kurfürsten und Königen sowie deren Sammlungen verbunden ist. Die Darstellung der Baugeschichte belegt, wie ein Gebäude über Jahrhunderte unterschiedlichsten Nutzungszwecken diente und dadurch jung blieb, vielleicht sogar deshalb überleben konnte.

Im Museum erwarten den Besucher Exponate zur Geschichte der einzelnen Verkehrszweige. Abgesehen von der Raumfahrt sind alle Bereiche vertreten. Mit einer Ausstellungsfläche von etwa 4.000 m² ist das Verkehrsmuseum unter den vielen technischen Museen Deutschlands ein Haus von mittlerer Grösse, doch gehört es zu den wenigen, die sich aller Verkehrsträger annehmen. Die Ausstellungen belegen einerseits die Entwicklung der Verkehrsmittel allgemein, andererseits werden solche Themen besondere betont, zu denen Beiträge aus Sachsen vorliegen. So sei daran erinnert, daß die erste funktionsfähige Dampflokomotive deutscher Produktion auf jener Leipzig-Dresdner Eisenbahn rollte, die noch in allen wesentlichen Teilen (Lokomotiven und auch Schienen) aus England geliefert wurde. Beim Bau der Eisenbahnstrecke von Leipzig nach Nürnberg entstanden die beiden Brücken über die Täler der Weißen Elster und der Göltzsch, die noch heute weltweit als die größten Eisenbahnbrücken aus Mauerwerk gelten. Die Automobilindustrie, in Baden-Württemberg geboren, erhielt durch August Horch im Westen Sachsens ganz entscheidende Impulse. Fahrzeuge der Marken **Horch**, **Audi** und **Auto-Union** traten von Zwickau aus ihre Fahrt in viele Länder an. Auch bei der Motorrad- und Fahrradindustrie sind analoge Wege nachvollziehbar. Der Existenz der Elbe als bedeutendem Strom ist es zuzuschreiben, daß die Binnenschifffahrt in Sachsen schon früh als wichtiger Verkehrszweig in Erscheinung trat. Eindrucksvolle Leistungen auf diesem Gebiet wurden beim Transport von Erzen im Gebirge vollbracht. Kanaltunnel und Schiffshebewerk - bereits im 18. Jahrhundert existierend - legen davon beredt Zeugnis ab. Aber nicht nur im Bereich der Eisenbahn, des Automobilbaus und der Schifffahrt hat Sachsen zur Entwicklung des Verkehrswesens beigetragen. In der Zeit nach dem Zweiten Weltkrieg entstand

in Dresden das erste deutsche Turbinenluftstrahl-Verkehrsflugzeug - eine Entwicklung, zu der nun verstärkt Material gesammelt und aufgearbeitet wird.

Wie präsentieren sich nun die Exponate, die fast ausschliesslich zur Technikgeschichte des Industriezeitalters zuzuordnen sind, im historischen Gebäude ? Zumindest thematisch gesehen bietet die ursprüngliche Nutzung des Bauwerks als Pferdestall und Remise einen sinnvollen Anknüpfungspunkt. Sicher wäre es wünschenswert, wenn die Lokomotiven oder Straßenbahnen nicht in Renaissance-Hallen - und noch dazu ohne Gleisanschluß - sondern in weitläufigeren Räumlichkeiten stünden. Aber dieses Thema bleibt einer künftigen Konzeption des Museums vorbehalten.

Es ist ein Anliegen des Museums, durch die Präsentation der Sammlungen technischen Fortschritt als Zeugnis menschlichen Schöpfergeistes zu interpretieren. Diese Sicht findet angesichts verheerender Katastrophen, die aus nicht-beherrschter Technik resultieren, häufig Widerspruch. Technikverdrossenheit kann allenthalben beobachtet werden. Die Mitarbeiterinnen und Mitarbeiter des Museums sind bemüht, dem Besucher zu vermitteln, daß es in der Verantwortung des Menschen liegt, ob er Technik zum Segen gebraucht oder zum Fluch mißbraucht.

Inventarisierung im VDMT - wozu ?

Für eine Museumseisenbahn, die vielleicht nur zwei Lokomotiven und drei Wagen ihr eigen nennt, ist schwer vorstellbar, warum diese fünf Stücke inventarisiert werden sollten; alle wichtigen Daten hat man ja im Kopf. Ganz anders liegen die Dinge im Museum. So haben wir einen Gesamtbestand von 8.000 Exponaten, davon 4.000 Stück Eisenbahnspielzeug und Modelleisenbahn, sowie 85 originale Schienenfahrzeuge. Unsere Bibliotheks- und Archivbestände umfassen ca 200.000 Posten. Allein die Frage, wo etwas steht, ist ohne eine peinlich genau Kennzeichnung der Sammlungsgegenstände und eine eben-solche Dokumentation der Kennzeichnung, eben einer Inventarisierung, nicht zu beantworten. Eine Zusammenarbeit mit anderen Partnern, etwa ein Leihverkehr mit Büchern oder Exponaten, verlangt geradezu nach der Inventarisierung der eigenen Bestände und der des Partners.

Mit der Gründung des VDMT und der Bildung des Arbeitskreises Museums-konzepte wurde deutlich, daß, um die Struktur der musealen Erhaltung von Schienenfahrzeugen in Deutschland zu erfassen, eine Inventarisierung des Gesamtbestandes unumgänglich ist. Von den VDMT-Mitgliedsvereinen werden z Z etwa 2.000 historische Schienenfahrzeuge erhalten. Dabei sind Angaben wie Standort und Zustand der Exponate oft nur Insidern bekannt, die Häufung bestimmter Fahrzeugtypen (BR 50 u 52) ist allzu offensichtlich. Es bleibt fest-zustellen, daß die Sammlungspolitik bundesweit, die ehemalige DDR nicht ausgenommen, hauptsächlich den kommerziellen Erfordernissen und persönlichen Wünschen entsprechend ausgerichtet war. Technikhistorische Kriterien bleiben sehr oft im Hintergrund. Die Folge dieser Vorgehensweise offenbart

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sich sowohl in Lücken und Fehlstellen, als auch bei der bereits erwähnten Häufung in der Darstellung der Schienenfahrzeugentwicklung Deutschlands.

Der Vorstand des VDMT kam nach eingehender Prüfung der Sachlage zur Erkenntnis, daß die oben geschilderte Situation dem gemeinsamen Anliegen nicht dienlich ist und nur durch eine vereinsübergreifende Inventarisierung und Dokumentation der Bestände zum Positiven verändert werden kann. Da die erforderliche Fachkenntnis bei Erarbeitung eines solchen Inventarisierungsprojektes bei keinem der VDMT-Mitglieder vorhanden ist, wurde nach Unterstützung durch einen kompetenten Partner aus der Museumslandschaft Deutschlands Ausschau gehalten. Der VDMT-Vorstand glaubt, diesen Partner im Verkehrsmuseum Dresden gefunden zu haben.

Im Vorfeld der diesjährigen Frühjahrs-Tagung des VDMT in Bremervörde unterbreiteten wir den Vorschlag, für den Aufbau eines Inventars der Mitgliedsvereine die von uns seit Jahren mit Erfolg genutzten Methoden zu übernehmen. Diese Idee wurde in Bremervörde von den Anwesenden akzeptiert.

Ein Erfolg des Projektes ist nur dann gewährleistet, wenn möglichst alle im VDMT organisierten Vereine ihre Fahrzeugdaten zur Verfügung stellen. Dabei heißt Inventarisierung für uns in erster Linie Feststellung der Besitzverhältnisse, Dokumentation der Fahrzeugdaten, des Zustandes und des Standortes, sowie die Beschreibung der Fahrzeuggeschichte. Grundlage dafür ist das Protokoll der Arbeitsgruppe Museumskonzepte von der Frühjahrstagung 1994 und die vom Verkehrsmuseum Dresden zur Verfügung gestellte Inventarkarte. Wenn das erste "Durchforsten" der Bestände erfolgt ist und die uns vorliegenden Daten im Computer erfasst wurden, kann systematisch an die Beseitigung der o g Probleme, so dies überhaupt noch machbar ist, gegangen werden. Wir könnten uns vorstellen, den VDMT und seine Mitgliedsvereine in Beschaffungsfragen zu beraten. Ebenfalls denkbar wäre die Koordinierung des Austausches von Einzelstücken im Rahmen eines Leihverkehrs oder mit Besitzerwechsel. Bei Erfolg dieser ersten Stufe denken wir an eine Ausweitung der Inventarisierung auf alle von den Vereinen gesammelten Objekte, vom Bahnhof bis zum Schienennagel oder zur Fahrkarte.

Um es allen Zweiflern und Ängstlichen nocheinmal deutlich zu sagen: Inventarisierung und Dokumentation bedeuten Beschreibung eines Zustandes und nicht das Infragestellen von Besitz- oder Eigentumsverhältnissen.

Dresden, am 13. April 1994

Kontaktadresse: Verkehrsmuseum Dresden
 - Johanneum -
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Cultivating the Private Sector

It would be presumptuous of me to attempt to suggest how private railways might raise money from the private sector. In Britain alone in the last 20 years some £20 million has been raised in cash from the private sector. This is independent of the value in kind such as volunteer labour, subsidised office accommodation, use of workshops and other facilities, transport, typing, cooking, and all the other multitude of activities and services provided by individuals and firms. Instead, I propose in the time available to review with you the processes inside companies and the thinking which can cause them to be willing to sponsor, and then to demonstrate how the Transport Trust is trying to manipulate that potential in the interests of transport restoration and preservation.

WHAT IS A SPONSORSHIP BUDGET ?

Normally it is expenditure which is intended to influence opinion about a company and its products, its industry and sphere of operations, or its economic environment, **other than** by advertising or sales promotion. Fortunately, the world is moving our way. Interest in the heritage is growing. 8 million people travelled on British preserved railways last year. We are part of the growth area of leisure and tourism. But transport preservation and operating private railways may not immediately appeal to a sponsor.

WHAT MOTIVATES A SPONSOR ?

1. **Chairman's hobby** - more likely to be old cars than railways and vulnerable to his retirement.
2. **Corporate image building** - desire to be seen as a good citizen, normally expressed by supporting medical research, education or the arts. (see 1. above as well).
3. **Licence to operate** - mainly for firms engaged in unpopular or potentially dangerous or environmentally hazardous activities, aimed at keeping peace not only with the public at large but more especially with civil servants, government and shareholders. May take the form of sponsoring research, funding conferences, or arranging visits to sites.
4. **Protection of long term future** - this is normally by paying attention to children and young people and paying for educational aids, visits and exhibitions.
5. **Improving business environment** - for example to restore the economies of old city centres, or depressed areas, often done by promoting small businesses with soft loans and skilled advisers.

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Denis Dunstone: "Cultivating the Private Sector"

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6. **Good relations with neighbours** - local government, local citizens, people who live down wind from the smoke. This may take all forms of assistance and be a mixture of all the above with a distinctly local focus.
7. **Provide interests for staff in remoter areas** - this applies especially to sporting facilities.
8. **Creating or softening up a new market** - for instance by having a free dispenser of a new drink in a workshop.
9. **As a source of advertising.**

Because many of these areas of sponsorship are not immediately relevant to transport or in particular railways it is necessary to find ways of appealing to the needs of a corporation such that they will be willing to part with their cash or benefits in kind.

The TRANSPORT TRUST

is not a railway. It has no assets. It is a management group whose function is to raise money for transport preservation and restoration across all sectors and nationwide. It recognises that transport preservation does not fit immediately with many of the motivations of corporate sponsorship. Accordingly it tries to find ways of bridging the gap.

Some examples of the Activities of the Transport Trust: -

1. **Administers cash prize competition for preservation.** Sponsors get publicity and are associated with:
 - British transport traditions
 - High quality work
 - A romantic use for an unattractive product - coal
 - An activity popular with their dealers.
2. **Setting up restoration workshops for youth** to undertake practical restoration as part of educational qualifications. This appeals to companies keen on association with youth.
3. **Running art competitions and auctions.** This appeals to an auction house seeking stronger ties with preservationists and to sponsors wishing to be associated with a particular theme such as breaking records or quality performance.
4. **Running special events** in cooperation with local authorities thus attracting the good neighbour sponsor.
5. **Low cost accomodation** as a protector of national heritage.

We are only beginners at this game but I hope I have explained how we have to think if **we** are to maximise our support from the private sector.

Contribution of Culture Unit, DG X, European Commission - A Summary

1 INTRODUCTION

Mr English began his address with a brief summary of the relationship between the Commission, the Council, the European Parliament and the Committee of the Regions. The key points which he then elaborated in more detail were: -

2 HISTORICAL OVERVIEW of EC/EU's role in cultural field, including cultural heritage.

- **culture** had only a very peripheral profile in the Community until the Heads of State or Governments' declaration in June 1983, which invited Member States to promote European awareness and action in cultural areas;
- until 1993, support for cultural activity was undertaken mainly thanks to the vote of the Parliament;
- the Treaty of European Union (ratified in 1993) for the first time brings cultural action into the Community legal system;
- however, culture continues to fall within the realm of the "political" aspect of European activities rather than the "economic community" side;
- development of this "political" side has always been slower than that of the economic side, and less far-reaching.

3 ANALYSIS OF ARTICLE 128 of the Treaty of European Union.

Key Phrase I: "the Community shall take cultural aspects into account in its actions under other provisions of this Treaty". (The full text of Article 128 is annexed to this paper).

- there are clearly many other areas which affect the culture sector e. g. employment policy, environment, education, tourism etc;
- now, and increasingly in the future, the role of DG X will be to take part in internal Commission discussions, putting the case for culture, whether as a

creator of jobs, a factor in urban regeneration, a legitimate area for research funds to be allocated, etc. This in a way mirrors the role of a national Ministry of Culture within Government and is not necessarily evident to the public;

Key Phrase II: "aimed at encouraging cooperation between Member States".

- not to take over in any way the political or financial responsibilities of Member States for culture. Note that all harmonisation and legislation is excluded - there will be no Directives !

- under the co-decision procedure, Member States must give unanimous approval in the Council before measures and funding in the cultural sphere can be voted. The Parliament must also be closely consulted. Member States uphold the principle of subsidiarity, as does the Commission, and would not vote for measures or for funding in areas on which they felt that decisions should be taken at national level. This is why the scope and budget for cultural action will remain modest, at least for the foreseeable future.

4 FORTHCOMING COMMUNICATION on the implementation of Article 128

- Section 2 of the Article goes on to list areas where the Community will support and complement Member States' activity. This is currently translated into various action programmes;

- DG X will be preparing later this year a communication to the Council, Parliament and Committee of the Regions, with proposals for the creation of a strategy for action to be undertaken in the cultural field, in accordance with Article 128. There may therefore be changes to current action programmes. In parallel, the Commission is preparing a communication on the cultural heritage, accompanied by proposals for an action programme in the field of the movable and immovable heritage. The views of experts, as expressed for example in a series of meetings on the cultural heritage, culminating in Lisbon in late April, will be taken into account in preparing that Communication.

5 LIST OF CURRENT ACTION PROGRAMMES

- Kaleidoscope scheme to encourage cooperative projects in three categories; one-off events, encouraging creativity through mobility and training of artists and others, and cultural cooperation in the form of networks;

- pilot projects on the architectural cultural heritage;

- books and reading, in particular a pilot scheme for financial aid to literary translation;

- cultural cooperation with third countries.

6 AIM OF PROGRAMMES

- these programmes can have a significance beyond their limited financial resources and which goes beyond help for the very limited number of individual organisations, or rather groups of organisations, which receive funding. This year only one in ten applications under Kaleidoscope could be selected, and none will receive huge sums;
- the aim is to help create a context for ongoing cooperation, so that multi-national projects are seen as normal, in the same way as cooperation between organisations from within one country;
- the Commission cannot fund that ongoing cooperation, but only encourage it and give it impetus, and recognises this in the general principle that in most circumstances organisations which receive funding for events one year will not do so the next.

7 CONCLUSION

Progress is slow, but clear. The extent of the Community's role in cultural affairs and the limits of that role are, after the Treaty, well-defined. These are, paradoxically, both wide, in the sense that culture must be taken into account in all areas of the Community's activity, and limited, in terms of the scope for direct involvement in cultural projects. The nature of that direct involvement may be revised as a result of the Communication to be presented to the Council, the Parliament and the Committee of the Regions later this year. It is important to stress that the Commission must always take an "evolutionary" view. "Revolutionary" change, either in the type of programmes undertaken, their scope, or the amount of funding available for them would run directly against the provisions of Article 128 and would not have any chance of gaining the support of Member States.

ANNEXES:

(A) Article 128 of the Treaty of European Union ("Maastricht Treaty")

TITLE IX

CULTURE

Article 128

1. The Community shall contribute to the flowering of the cultures of the Member States, while respecting their national and regional diversity and at the same time bringing the common cultural heritage to the fore.

2. Action by the Community shall be aimed at encouraging cooperation between Member States and, if necessary, supporting and supplementing their action in the following areas:

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- improvement of the knowledge and dissemination of the culture and history of the European peoples;
- conservation and safeguarding of cultural heritage of European significance;
- non-commercial cultural exchanges;
- artistic and literary creation, including in the audiovisual sector;

3. The Community and the Member States shall foster cooperation with third countries and the competent international organizations in the sphere of culture, in particular the Council of Europe.

4. The Community shall take cultural aspects into account in its action under other provisions of this Treaty.

5. In order to contribute to the achievement of the objectives referred to in this Article, the Council:

- acting in accordance with the procedure referred to in Article 189b and after consulting the Committee of the Regions, shall adopt incentive measures, excluding any harmonization of the laws and regulations of the Member States. The Council shall act unanimously throughout the procedures referred to in Article 189b;
- acting unanimously on a proposal from the Commission, shall adopt recommendations.

(B) UPDATE on the contribution of the Culture Unit, DG X, European Commission to the FEDECRAIL Conference 1994

In July 1994, the Commission presented a Communication entitled "European Community Action in Support of Culture" to the European Parliament and Council (COM(94)356 final). Appended to this Communication were proposals for the first two programmes in the field of culture:

Kaleidoscope 2000: a programme to support artistic and cultural activities having a European dimension; and

Ariane: a support programme in the field of books and reading.

In March 1995 the Commission presented a third programme proposal to the European Parliament and Council:

Raphael: a Community action programme in the field of cultural heritage.

All three programmes are currently the subject of consideration by the European Parliament and Council, and by the Committee of the Regions, under the co-decision procedure established by the Treaty on European Union. It is hoped that all three programmes will be established in 1996.

Further information on these programmes, and on current Community action in the field of culture, can be obtained from: European Commission, DG X/D.1 Culture Unit, Rue de la Loi 200, L102 4/17, 1049 Brussels, Belgium.

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Jaroslav Křenek, President, KHKD Club, Prague.

This paper was presented at the April 15/Friday Evening Informal Dinner at Leuven University and was accompanied by a video film of museum railway activities in the Czech Republic.

KHKD Prague and Railway Preservation Clubs in the Czech Republic

Ladies and gentlemen,

My name is Jaroslav Křenek and I am the president of the KHKD Club in Prague. Allow me to give you regards on behalf of other railway preservation societies and clubs of the Czech Republic, whose representatives are not present here.

First of all I would like to introduce my society, which started its activities in 1981. The main effort of the club since the very beginning has been the preservation of historical railway vehicles and acquiring funds for their restoration.

During its existence the society has accumulated an interesting collection of rail vehicles representing the periods of both the Austro-Hungarian Monarchy and the so-called First Republic.

The total number of controlled vehicles (largely passenger carriages) is 67; 59 of them are owned by the club and 8 belong to the collection of the National Technical Museum in Prague. At present, 28 vehicles are in working condition, among them a steam engine, 423.094, and a diesel tractor, T 211.0586. Another steam engine - 354.7152 (formerly 429.1996 of the Austrian State Railways) - is now being overhauled in the locomotive shed in Brno. It is supposed to pull a special train this autumn for the first time in 28 years.

Finance is forever going to be the fundamental problem of railway preservation anywhere in the world. Our society manages to get it in limited amount from various sources. Back in the totalitarian system, the club was dependent on the finance earned by its own activities only. Without any state grant the society has undertaken in the sphere of shooting films, which is the main source up to the present day.

After political change in 1989 another branch of our action has become tourism - special steam tours for different societies and foreign travel agencies and inland firms. I have to point out that railway preservation in Bohemia has indicated perceptible revival thanks to reintroducing democracy in the Czech Republic.

That's why plenty of great and small railway preservation societies and organizations have come into existence after 1989, mostly based on private owner-

ship within the framework of new law regulations. Privatization projects of different lines of the Czech Railways are being prepared. Some of them are also assuming service. - I can mention for example the narrow-gauge line from Jindřichův Hradec to Nová Bystřice in the southern Bohemia, which is going to be purchased by a private company this very year. Members of the board of this company will be representatives of regional towns, private undertakers and delegates of the local club, which is already organizing and operating special steam trains on this track using a Mallet steam locomotive, U 47.001, of the National Technical Museum.

Another important railway preservation society is the Společnost železniční (Railway Company), which operates for 10 years by now in Jaroměř near Hradec Králové in the eastern Bohemia. The property of this club includes ca 70 railway carriages and also several loaned locomotives of the National Technical Museum are maintained by the members of the society in an old shed in Jaroměř

Many of the active railway fans in Bohemia are working in different depots of the Czech Railways and are taking care of all the working steam engines, motor-railcars and electric locomotives of the National Technical Museum. By maintaining and operating these vehicles they help to conserve the exhibits and to keep a certain number of working stock.

For all private initiatives and partial understanding of the Czech Railways we are still missing an independent railway museum as such in Bohemia. We can expect to meet private tracks and museum railways on our territory in the near future rather than a railway museum.

There is plenty of interesting and valuable historical rail vehicles in the Czech Republic but they are dislocated on the whole territory, mostly invisible to the public. The problem of a railway museum under state control has become a political problem and can be solved merely on the level of government and ministries of both culture and transportation concerned by this affair. You may recognize yourself that this procedure will take a long time.

Anyway, both human and collection potential is present so we can only hope for the final success. Let me state as well, that railway preservation in Bohemia is going through strong renaissance and we are expecting reasonable results in the future. Finally, I would like to thank you for your attention and invite all of you for a visit to the Czech Republic to see its railway relics.

*Tomáš Kučera, Railway Curator, National Technical Museum, Prague
Národní technické muzeum, Praha*

This paper was presented at the April 15/Friday evening Informal Dinner at Leuven University. It was accompanied by a set of slides.

The Railway Collection of the National Technical Museum in Prague

Ladies and gentlemen,

My name is Tomáš Kučera and I am responsible for the railway collection of the National Technical Museum in Prague. Let me use this uncommon opportunity to give you a brief information of the Museum and its railway exhibits.

The Museum was established as the Technical Museum of the Bohemian Monarchy in 1908 at instance of the professor staff on the Technical College in Prague and the heads of bohemian industry. After two years collecting the exhibits, searching for a suitable building and accumulating the fund, new exhibitions were made accessible to public in rooms of the Schwarzenberg Palace in the neighbourhood of the Prague Castle.

In the period of the First Republic, the Institution was controlled by the Technical Museum Society and had 28 professional groups. During World War II all collections had to be moved to the old baroque building of Invalidovna, which was originally built for veteran soldiers. This unsuitable building in the former Prague suburb Karlín is still used as a depository.

Although a special building for the Museum had been constructed early in 1938-1942 thanks to national subscription, new exhibitions in it were built and opened to the public only in the 50's. In 1951 the Museum came under state control and also got its present name. The exhibition of transportation in the main hall of the Museum was given its present arrangement in 1979. Several unique means of transport are on the exhibition including 7 steam locomotives (among them the world's oldest preserved Engerth-type locomotive **KLADNO** from 1855, an 1887 steam tramway **GARTENAU** from Salzburg and an 1884 narrow-gauge industrial engine, which has been a component of Vancouver EXPO 1986).

Further-more, a 1903 steam carriage, two royal saloon carriages manufactured in 1891 and 1900 by Austrian greatest wagon-building factory Ringhoffer in Prague, railway equipment, models etc can be seen.

At present the Museum has 15 professional groups with nearly 60.000 exhibits in charge, 200.000 volumes in the library and about 500 funds in the archives.

The railway collection pertains to department of transportation history and includes over 800 exhibits, among them 100 historical rail vehicles. The most important is a set of 30 steam locomotives of the former Czechoslovakian State Railways. There are also 10 narrow-gauge and industrial steam engines, 10 motor and electric vehicles, 30 passenger carriages, 10 wagons and 10 trolleys.

All working vehicles and most of the others are stored and maintained in different sheds of the Czech Railways on the basis of long-term agreements. Thanks to this policy 6 of our steam engines were overhauled to working condition as follows: U 47.001 in Jindřichův Hradec, 354.1217 in Brno, 433.002 in Valašské Meziříčí, 462.202 in Olomouc, 475.1142 in Přerov and 498.106 (CS speed-record holder) in Brno.

Further-more there are three motor carriages, an electric freight locomotive and a 1903 electric carriage in seasonal operation in different places. All working vehicles are used for commercial purposes and for special anniversary tours on various lines. As regards the overhauling of our carriages, KHKD is the best partner. We have made an agreement with this society similar to the ones with the Czech Railways.

Nowadays the annual budget of the Museum is about 30 million crowns, ca 23 million being a state grant and the rest from our commercial activities. However, 12 to 14 million crowns hits upon wages of the staff, while only some 300.000 crowns are at disposal for restorations.

The Institution is controlled by the ministry of culture, which appears quite unsuitable for proper function of a technical museum. It is also symptomatic for the people in Bohemia, that their common awareness and relationship to industrial heritage, or technical relics if you like, is not as strong and self-evident as in other cultural branches, i.e. art, architecture, theatre, music etc. This seems to be the main reason of difficulties and lacking finance for railway preservation in our country.

There is definitely missing an independent railway museum in the Czech Republic, which would undertake major part of our exhibits and all activities in preservation and exploitation of railway relics, especially the rolling stock. Unfortunately, still we are not successful in getting a suitable location for this purpose. We have the idea namely to place the railway exhibition in an authentic building such as an old shed, workshops and others, which creates uninterchangeable atmosphere and helps to strengthen its documentary and educational value.

Maybe the starting privatization of the Czech Railways is going to solve this long-time problem. It would expressively help the publicity and further development of the railway preservation in Bohemia and certainly this is a wish and dream of every Czech railway fan.

Risk Assessment

1 INTRODUCTION

There is a risk in everything we do. We sometimes take risks, often calculated risks, in order to achieve something - but risks are also a gamble. Some can result in just injured pride, but some can mean injury or even death.

We accept a degree of risks but in our tourist railway business we accept the risk on behalf of others - our employees, volunteers and members of the public visiting our sites.

Railways are one of the safest forms of transport brought about through an expertise of over one hundred and fifty years of operation with many lessons learned that have benefited present and future generations of railwaymen throughout the world.

2 NEW RISK MANAGEMENT REGULATIONS

The risks in railway operations are now subject to Government decree as the nationalised systems of Great Britain enter a new privatisation phase with some danger that the traditions and safety might be lost with new owners and operators. There is now a requirement in British Health and Safety law for all employers including railway operators (including British tourist railways of all gauges) to assess the risk of their operations and the effect on its employees, volunteers and visitors.

Management must now provide a written assessment of what risks exist on our railways, what measures are taken to minimise those risks or what additional measures are necessary to either remove altogether or substantially reduce them.

3 EXAMPLES OF RISK SPECIAL TO RAILWAYS

We all know most of the risks on our railways but we may not have them documented and assessed. For example there are risks wherever trains operate; there is a possibility that a wheel could fall off a locomotive at the line's maximum speed or a modern computer screen in the ticket office could implode. Both fairly remote, but it is the degree of the risk and its probability that we must assess. Modern legislation rarely takes into account the sort of heritage machinery we use, particularly steam locomotives, so we must develop our own guidance notes to properly complete an assessment. Our analysis must include all the risk associated with the running of all types of locomotives, the

passenger carriages, the railway track and structures, the people and the systems we use to operate them.

4 THE WRITTEN ASSESSMENT

How best can we achieve a proper assessment that complies with our and your laws ?

We can only do this by listing the activities that might be a risk. We can only properly do that if the experts - namely the men and women on the ground who perform these tasks, sit down and list the activities. The degree of risk then needs to be established. Is it a very low risk ?, is there a risk that needs special measures to lower the possibility of an accident ? can the activity be modified or even eliminated altogether by, for example, providing lifting equipment ? We should bear in mind that if we decide the risk is high, then we must ask the question should the activity even be permitted ?

5 PREPARING A MATRIX

To assess railway risks we have developed a simple matrix system which takes two figures into account. (1) Probability of an accident ranging from 1 to 5. We multiply this number by the second figure which determines the severity or consequence of the risk.

If the result is 1 multiplied by 1 equalling 1, then clearly the risk and consequence will only demand a low priority. On the other hand (2) if the risk is 5 (high risk) and the consequence is 5 (probably death) then the multiplied figure is 25 and any activity under this heading should be stopped immediately and prohibited until appropriate and effective safeguards are in place.

Risk Likelihood Severity/Consequence			1	2	3	4	5
1. Very low risk.	/1. Injury, no time off work.	1	1	2	3	4	5
2. Low risk.	/2. Injury, up to 3 days off work.	2	2	4	6	8	10
3. Some risk.	/3. Injury, more than 3 days off.	3	3	6	9	12	15
4. Higher risk.	/4. Injury, long term absence.	4	4	8	12	16	20
5. Extreme risk.	/5. Death.	5	5	10	15	20	25

7 CONCLUSION

If nothing else is achieved, carrying out an assessment will make people think. They will "think safety" and make comment about improving that safety. It is a relatively simple task but one that will go far in ensuring that our tourist railways, with its often antiquated equipment remains a safe and enjoyable activity for everyone. This will go a long way to ensure that the legislators do not have excuses to bring in more and more regulations which, in some cases, defeat the object of safety by changing the role of railway managers to administrators rather than being active on the ground with their employees, volunteers and equipment.

Risk assessment is another administration job but it will encourage all to think safety and I recommend its use throughout the Federation and its constituent members.

*David T Morgan, Chairman,
Association of Railway Preservation Societies/ARPS, Britain and Ireland;
Director/Board Member, Association of Independent Railways/AIR, Britain;
President, FEDECRAIL - elected at the Inaugural Meeting, April 16, 1994.*

Paper on Funding by European Union

1 INTRODUCTION

The days of lavish spending by centralised fund-holders have largely disappeared. Commercial sponsorship by businesses has also been constrained by the effects of the recession, although you have heard from Denis Dunstone of the Transport Trust how you may best tap into this source of funding. There are, however, still several sources of grants maintained by the European Commission. In case it has not already been made clear to you, the Commission is served by 24 Directorate-Generals, similar to Government departments which serve as its executive. Thus "Transport" is covered by DG VII, and it is from that Directorate that we welcome today Hugh Rees who is the Head of its Rail and Waterway Division.

In accordance with Montesquieu's theory of the separation of powers, the Commission's exercise of authority is constrained by the European Court (in which are vested the European Union's judicial powers) and a combination of the European Parliament and Council of Ministers (of member states) as its legislature. You will be relieved to know, that is the end of my constitutional lecture.

Returning to the question of access to EC funds, I shall concentrate on those obtainable for tourism, regional development and cultural activities, administered by DG XXIII, DG XVI and DG X respectively. This does not mean that there are no other funds administered by other directorates, and it is important to remember that the rules are subject to change from one year to the next. Indeed, I anticipate that one of the roles which FEDECRAIL will seek to play in the future will be to identify other sources of finance within the European Union.

2 Tourism - DG XXIII (23)

Grants for tourism projects tend to be on a relatively small scale, (but information can be obtained from DG 23 at Rue de la Loire 1000, Brussels,) tend to favour networking or cross-border links and joint promotion will be helpful in establishing this.

3 Regional Development - DG XVI (16)

The best known and largest of the grants available are administered by the Directorate responsible for regional development (DG 16). Development areas may change from time to time and it is important to obtain a properly appointed sponsor, (eg. a local authority) in order to make the application. It is usually important to show that the development concerned will create employment or training opportunities.

4 Culture - DG X (10)

DG 10 administers the Kaleidoscope programme, the rules of which may also change from year to year, but is itself divided into three different programmes. The terms are normally published in September and have to be submitted by the beginning of December. It is important when applying for a grant under this programme that support of bodies in at least two other member states is obtained and, if possible, in the form of cultural cooperation, in the form of networks.

5 CONCLUSION

As with commercial sponsorship, it is important that applicants for grants should identify their aims and the project clearly, ensure that it complies with the Terms of the grant on offer and to budget its funding as carefully as possible. Further information can usually be obtained from the offices of the European Union in your own country or by writing to the appropriate Directorate-General at The Commission of the European Union, Rue de la Loi 200, B-1049 Brussels, Belgium.

*Kjell S Palén, Representative of the Swedish Association of Railway Preservation Societies, the Museibanornas Riksorganisation (MRO);
Curator ('railway historian') of the national Swedish Railway Museum at Gävle;
Director, FEDECRAIL - elected at the Inaugural Meeting, April 16, 1994.*

View from 'a Non EU Member Country'; Similarities and Differences of Situation in Sweden

What is a bit unique for Sweden ?

1. The National State Railways, **SJ**, separation in 1988 into
a/ the Transport Authority, the Corporation still called **SJ/Swedish State Railways** and
b/ the Infrastructure (the **BV**, Banverket = 'the Swedish National Rail Administration Authority').
2. The frequent travelling with museum- & tourist trains on the Swedish lines.
3. The 'Trackage Rights', the new law on the right to use a line that is normally not used for commercial traffic any longer, e g the line Inlandsbanan - more than 1.000 km along the western 'mountain frontier'. The IBAB, Inlandsbanan AB, has the right to **use** the line until the year 2013 (20 years) In May 1993 IBAB took over the responsibility of the line and cares totally for the infrastructure and the traffic supervision.

A very brief Swedish Railway History:

- 1798: 1st horsedrawn railway (on the Surface/**not** in the mines - which came a few decades earlier);
- 1829: 1st steam loco built by a Swede, John Ericsson. (It appeared at Rainhill in 1829 as the 'Novelty'. Actually, it was a joint venture with a British fellow Braithwaite - and as **you**, on the island, like to say **he** built it - in Sweden we like to even that out a bit by saying **our** Swedish inventor built it !);
- 1849: 1st railway opened to public (horsedrawn);
- 1853: 1st steam loco manufactured within Sweden - 'Förstlingen'; (- the last batch of 20 steamlocos were built 100 years later - in 1953 !);
- 1856: Marks the starting point for 'modern railways' in Sweden - several steampowered lines were opened that year.

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SWEDISH RAILWAY PRESERVATION - 2 Associations:

The Swedish railway preservation movement today involves 2 associations,

the 'Museum Railway Societies':

MRO = Museibanornas Riksorganisation ('The Swedish National Museum Railway Association' or perhaps even better 'Swedish Association of Railway Preservation Societies') comprising the, now, 12 more significant museum railways in Sweden. (They were 13 until Kiruna Tramway had to close down last year because of fear for falling down into the iron ore mines. Kiruna Tramway was the only preserved of the very few 1.000 mm gauge systems in Sweden.)

Of the 12 MRO societies 4 is running on standard gauge, 2 on 600 mm = 'Decauville track'; The other 6 lines are 3' gauge - also a unique Swedish thing ! (All over the world 3' gauge = 914 mm, but in Sweden only 891 mm - because it is "**old** Swedish feet"; **we** were not as big-footed as the rest of the world, more like the old Romans !)

The MRO totals some 150 km track length; some 150 self-propelled rolling stock items in working order and almost 500 cars; - The 800+ active members keep traffic rolling almost 600 days/year carrying almost 200.000 passengers/year which gives a grossturnover of about 6 MSEK = ca £500.000.

MRO is **the** Swedish founding member of FEDECRAIL.

the 'Railway Museum Societies':

JHRF = Järnvägshistoriska Riksförbundet (has official names both in English, German and French: National Association of Railway Historical Societies/Verband schwedischer Eisenbahnhistorischer Vereine/L'Association des Sociétés Historiques Ferroviaires en Suède), an association trying to gather all kinds of (voluntary) railway interest societies: full scale enthusiasts, amateur researchers & writers, 'rail buffs' & model railwayers. - Some 20 societies form the '**Traffic Section**', which is the backbone of societies working in full scale with preservation of rolling stock but do not own any track, hence they operate on the (main) lines according to certain agreements.

The JHRF voted - with the majority of 1 vote (!) - against being a founding member of FEDECRAIL.

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THE 'ENVIRONMENT'

- in which the Swedish preservation societies live - can be said - involves 3 or perhaps 4 parts.

In 1988 the SJ (the Swedish State Railways) was divided into

- 1/ the Transport Authority, still called **SJ** (and should be profitable ! - working on the Main Lines) , and
- 2/ the Infrastructure: **Banverket, 'the BV'**, which maintains the tracks (as any road maintainer).
- 3/ The Rail Inspectorate, **Järnvägsinspektionen, 'the J'**, was created standing free from both SJ and BV ! - The J see to it that you
 - a/ must have your Permission as a Transport Authority;
 - b/ have your Safety Personnel trained appropriately;
 - c/ have Rolling Stock Inspections according to specific rules and at certain intervals;
 - d/ have approved Education Schemes for training of personnel.
- 4/ A new '**law of trackage disposal**' has led to the **Inlandsbanan**, without real commercial traffic, being used for tourist reasons by a 'Commercial Operator' - **not** a 'Preservation Operator'. I guess, this is a law, which was made to avoid problems with lines bought by private interests, that hardly ever on their own can make the line profitable or properly care/maintain it !

The FUTURE - an MRO view of FEDECRAIL and its opportunities

The Federation can be important or very important to vindicate our positions in the future. Tougher environmental standards and more rigid economic reflections by the authorities will put ever bigger demands on the museum railways ability to argue **for** its activities.

Museum railway activities can easily lead to conflicts with the neighbourhood and the authorities. The causes of conflict may in the future be weighted against the 'benefits' of the railways seen in the perspective of society - and the 'hobby-value' so highly-rated by us as active preservationists could pro-

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bably have a very light weight ! Costs for society are more obvious; outlets, noise, problems where to build houses or roads, barrier effects, maybe also disturbing traffic by our visitors and - to many people, an opinion about our ugly yards, full of rubbish ! The museum railways must in the future argue in an entirely different way with an emphasis on their cultural value and might have to look for support from the established and authorized predecessors of culture.

Among the museum railways the most essential cultural values are:

- preserving knowledge and craftsmanship - the 'old ways of doing things' !;
- have large educational value, as the visitor is pro-active in the 'visitor experience';
- can show entire, functioning environments - instead of the museums' 'silent worlds';
- in addition to the museum railways more conventional value as a tourist attraction.

However, it might not be easy to convince 'ordinary' professional museum curators of the value of the collecting done by the museum railways; probably neither the selection of objects, their preservation or the exhibition of them are particularly meritorious seen from a **traditional** museum point of view - where you work with a goal to still be able to show off that loco 'in another 1.000 years' !!.

A succesful argument for museum railways raised within the EU can surely have a positive effect on the possibility of winning support - or at least not be to heavily opposed - on the national or local level.

If the work of the museum railways, on an international level, shall be successful there is a **demand** that the delegates and other engaged preservationists are well qualified, within the areas with which they deal, and can keep the debate on the right and constructive track in discussions with professional leaders for the societies/communities economy, planning, environmental protection and cultural areas.

Max Prak, Nederlandse Spoorwegen (NS), Specialist/expert, retired, with a long career within NS, on safety operation and regulations.

The speech was read in English, direct from a Dutch manuscript.

This paper is translated into English from Dutch by Livius J Kooy and read by Peter R Ovenstone.

Museum Railways in the Netherlands, the Growth towards Independent Companies.

Mr chairman, ladies and gentlemen,

May I start with thanking you for giving me the opportunity to tell you something about the tourist and museum railways in the Netherlands, as seen through the eyes of a former operation and regulation official of the Netherlands Railways (NS). - I will also say something about the development in which a number of the lines were enabled to start working independently or completely detached from the NS.

When, in the fifties, the repair of the railways in the Netherlands was completed for the greater part, it was possible to study the profitability of some lines. The result was, that on quite a number of railways the passenger service was closed and replaced by buses. In some cases a - sometimes sporadic - goods service was maintained.

That continued for several years. By the end of the sixties and in the beginning of the seventies interest was growing for the preservation of old railway rolling stock, which, of course, in the urge for modernisation, went to the scrap yards. A number of enthusiastic - and happily enough often financially strong - railway friends criss-crossed Europe to chase what still could be saved. - A logical next step was, that they wanted to start running the rolling stock, after the necessary repairs had been made.

We may say that NS was not very happy about the idea that 'outsiders' wanted to carry passengers with steam trains, especially because legal responsibility for these lines still remained with NS. Furthermore, NS operated goods trains on some of the lines, where a museum society wanted to start running. It was therefore necessary to tune the timetables of the trains and to put everything down comprehensively in writing.

Incidentally trips were organised here and there on NS lines from 1968 onwards, with preserved rolling stock. But it was still without real structure. A council member of the Tramwegstichting asked in connection with a celebration if there was any possibility that the line Hoorn-Medemblik could be re-opened. Happily for the Tramwegstichting, the reply was positive !

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NS had an agreement with some industries whereby they were allowed to run with own staff and rolling stock over NS tracks mainly between their own works or mine and nearby NS station. Thus they could handle the wagons themselves.

After some adaptation this agreement could be used for museum lines. In this agreement were mentioned, amongst other items, staff ability requirements and test requirements for the locomotives and the coaches.

At first the training and examination of the personnel of the society were both carried out by NS. In the course of the years so much confidence developed in the quality of the internal training provided by the museum railway companies, that the training could be carried out by their own people. - The examinations continued to be conducted by NS as long as the line fell under the concession of NS. That was necessary as NS remained responsible for the service on the line to the Minister of Transport.

The testing of each vehicle by a test commission was replaced by a random test supervision by an engineer of "Traction and Workshops".

The local management kept an eye on the daily operation. - Every year there is an inspection trip before the beginning of the train operation season, by the Railway Inspectorate of the Transport Ministry and by experts from NS.

From the things I said before, you may note that more museum lines had appeared. At a certain stage, there were six operating. These were not all successful. The first victim fell already after a few years, namely the line from Tilburg to Baarle-Nassau. - This was originally set up as a tourist connection between Tilburg and Turnhout, between a Dutch and a Belgian town. This aim was never achieved but also the part in the Netherlands was not viable and finally it went bankrupt.

Another line, the tramway from Goes to Borsele, also got into financial trouble and had to end its activities. This line has happily been resurrected since the local council for the major part of the route of the railway took over the superstructure from NS. - As it was a tramway under Dutch law, the line could be treated as a local tramway for which the local council bears the ultimate responsibility. The Minister of Transport now has nothing to do with this line.

However, during the talks about the reopening of the line, a Supervising Commission was introduced in response to a request by the Ministry. - In order to guarantee specific knowledge about railways, which of course was not held by the civil servants of the local council, some (retired) NS staff were asked to sit on that commission because of their specific knowledge about rolling stock, track maintenance and operational matters.

The line Haaksbergen-Boekelo became independent some years ago. The preservation organisation bought the railway by itself and received its own

concession for the railway service on the line. - This was the first independent railway operator, next to NS, in the Netherlands since 1948. A condition imposed by the Minister of Transport in this concession was that there would be an Advisory Commission; the appointment of the members would need the approval of the Minister.

One of the results of getting independent was that the new company had to write a Service Rulebook, in which many articles are incorporated to meet specifically the requirements of higher legislation. - For example, a Signal Code had to be written and a number of other articles, mainly regarding railway safety. Subjects such as the order of trains, measures during the passage of level crossings, braking, speed and such like were laid down in this Rulebook. As is the case with a 'main' railway company, such a Rulebook has to be approved by the Minister of Transport.

Please allow me to limit myself to mention more fully this aspect. It may be clear to you that many other matters must be ruled and laid down.

In a few minutes I hope to tell you something about the composition, tasks and powers of the Supervising Commission.

A very special case was the Electrische Museumtramlijn Amsterdam. This club operates historic city trams, originating from several places in the Netherlands but also from Germany and the Czech Republic, between the Amsterdam Haarlemmermeerstation and Amstelveen over a local goods railway which was left by NS. To avoid a lot of formalities, we have applied a system there, whereby these trams operate as if they are local trains. Further the Urban Transport Company of Amsterdam is very closely involved with the project, both financially and with repair, rolling stock and expertise.

As a result the City Council of Amsterdam appointed a number of people from the urban transport company, which had to supervise the operation and maintenance etc on the museum line from their specific knowledge. Also a NS man was appointed - in consultation with the Ministry of Transport - for supervising the regulations and the operating methods. - Again a Supervising Commission.

For some time, there have been talks between NS, the council of the club and the Ministry about the handing over of the concession. From the first contacts it appeared that also in this case, the Ministry will demand a Supervising Commission.

The museum lines between Hoorn-Medemblik and Apeldoorn-Dieren are still running over NS lines. The supervision is still being carried out by NS, as having the ultimate responsibility. - Negotiations about becoming independent are now going on. NS wants for purely practical reasons no more responsibility involvement with museum lines. The economic cooperation, like day trips, will continue as always.

How difficult it may be to start a museum or tourist railway, is the experience of a group which wants to start in Southern Limburg. For some years there have been negotiations with NS about the conditions on which the club can take over the line and superstructure, and start running independently. - Awaiting further developments, some people have already been sought to sit on a possible Supervisory Commission of the type already mentioned.

To start operating completely independent, or detached from NS, a museum line has a long way to go in order to receive the required concession from the Minister. - It involves:

- 1/ the acquirement of trackbed and superstructure
- 2/ the guarantee of sufficient knowledge with the personnel
- 3/ the guarantee of the required quality of the rolling stock and superstructure
- 4/ the drafting of a Rulebook with rules for the operation and the signalling
- 5/ the supervision of it by a number of independent experts, who will be appointed with approval of the Minister of Transport in the Supervising Commission for the relevant railway company.

From what I said before it appears that the existence of these Supervising Commissions on tourist or museum railways cannot be just wished away.

Tasks and authority of the Commission are mainly laid down by the Minister in the concession of the railway company. That means the supervision on a good and safe operation on the railway.

The Commission must consist of experts who shall be reported by the council to the Minister of Transport. In the Commission must at least be represented the skills of operation, Rolling Stock and Infrastructure. - The starting point is always, that the Commission must under all circumstances be fully independent. In fact the Commission functions as an extension of the office at the Ministry which is responsible for the Supervision of Railways.

The Commission may ask all relevant information, may inspect all yards, installations and rolling stock and indicate what has to be improved. As an ultimate step it may act in order to prevent danger.

As I said, the members of the Commission are appointed by the council. On the other hand it appeared from the contacts with the councils that appointment of members must be approved by the Commission. This seems to be an odd construction at a first glance, but this has arisen from experiences which were made in the cooperation between the Council and the Commission.

In some cases the constitution of the company states that any amendments to it must be approved by the Commission and in one specific case it was put down, that the entering into investment obligations above a certain amount will be put before the Commission for approval.

Regarding the powers and way of working of the Commission some clarificati-

on has emerged in the course of years. To be frank, the first Commissions were thrown into the deep, hoping that they would know how to survive. I can reassure you: until now nobody has drowned, but the search for consensus has sometimes led to lengthy discussions with the council of the museum line.

I don't have to tell you that not all the personnel and even council members of museum lines are enthusiastic in advance with the train of thought described above. We often hear that it all is not necessary because they are volunteers, who spend their efforts to the benefit of the club in their free time and often with great financial efforts.

On these grounds, a number of the volunteer staff think that they can bear the required responsibility. Any supervision, no matter if it comes from the Ministry or from the Commission, is then declared as superfluous. - Experience from many years has acted as a comfort, from time to time the supervision appears not to be superfluous and in the end it will be accepted.

In the course of time, it even could happen that members of the Commission are being asked because of their specialist knowledge and experience by council members of the club. This is one of the reasons why joint meetings are being held by the council with the Supervising Commission.

Mr chairman, ladies and gentlemen, I do hope that I have given you insight into some aspects regarding the museum and tourist railways in the Netherlands, insofar as these are being operated by volunteer organisations. In case you would like to have further information, I would of course be happy to inform you as well as possible.

Finally, I would like to permit myself the suggestion, that the above described kind of supervision, as it has grown over the years in the Netherlands, might also be applied in the other participating countries, if similar arrangements do not already exist there.

I thank you for your attention.

Rudolf F Ratjen, Dipl.-Ing.;

Manager of Verband Deutscher Verkehrsunternehmen (VDV) office in Brussels;
Department Manager in EuroTeam of Public Transport in Brussels.

A full text of this address is not available, but a summary (in English) of the topics covered follows, together with a fuller text (in German) of two of the topics.

VDV and UITP, our work with the European Authorities in Brussels

- * VDV, the German "Verband Deutscher Verkehrsunternehmen", Cologne**
- * Organisation, member companies, tasks and obligations, figures**
- * UITP, International Organisation, History and scope of activities**
- * UITP/EuroTeam, the division of UITP to take care of European matters**
- * Problems to be discussed with the European Commission**
- * Examples and results**
- * Expectations in the year of European elections.**

1 EUROTEAM

Die UITP hat im Sachgebiet "Europäische Aktivitäten" in enger Zusammenarbeit mit seinem Europäischen Aktionskomitee beachtliche Verbindungen zu den zuständigen Gremien aufgebaut. Jedoch hat sich herausgestellt, daß seit zwei Jahren, daß die Ressourcen der UITP auf Dauer nicht ausreichen, um gleichermaßen ihre weltweiten Aufgaben und die europäischen Fragen mit hoher Effizienz zu erfüllen.

Das seit dem 1. September tätige **EuroTeam** hat also den Sinn, diese "Europäische Aktivitäten" schneller, intensiver, effizienter und mit mehr Expertise zu betreiben in Bezug auf den europäischen Binnenmarkt und in Anbetracht der Fülle zu erwartender Verordnungen, Richtlinien und Normen, die von beachtlichem Einfluß auf die Kostenentwicklung der Verkehrsunternehmen sein werden.

- EuroTeam ist ein Team von Spezialisten:

Die nationalen europäischen Verkehrsverbände im EU-Bereich entsenden ihre Vertreter nach Brüssel, wobei deren Kosten und Gehälter von den jeweiligen Entsendern getragen werden.

Diese Vertreter bilden das EuroTeam, das zur Organisation der UITP gehört, aber unter gewissen Randbedingungen arbeitet:

- das EuroTeam ist ausschließlich dem Europäischen Aktionskomitee der UITP unterstellt. Der Generalsekretär der UITP bleibt für alle Aktivitäten der UITP verantwortlich, mit Ausnahme der spezifischen EU-Aktivitäten;
- das EuroTeam erhält sein eigenes Budget und ist außerhalb des normalen UITP-Sekretariats angesiedelt;
- die einzelnen Mitarbeiter des EuroTeams arbeiten mit den Geschäftsführungen ihrer nationalen Verbände auf das engste zusammen. Einerseits, übermitteln sie diesen regelmäßig Informationen, und andererseits wird ihnen von dort eine qualifizierte Unterstützung im Rahmen ihrer Kontakte zur EU-Kommission und bei der Vorbereitung der Beschlüßfassungen des europäischen Aktionskomitees bereitgestellt.

Natürlich werden alle europäischen Mitglieder aus dem EU-Bereich gebeten, ihre Wünsche und Fragen in allen EU Angelegenheiten an das EuroTeam zu richten.

- Wer bildet das EuroTeam ?

Wie schon erwähnt wird EuroTeam von Vertretern der Verkehrsverbände im EU-Bereich gebildet.

Der Leiter des EuroTeams ist **Adolf Müller-Hellman**, Geschäftsführer für Technik des VDV, Köln.

Die anderen Mitarbeiter sind:

- **John Fawcner**, von London Underground, Fachbereichsleiter für Verkehr- und Regional Politik;
- **Jean Dekindt**, von der RATP-Paris, verantwortlich für soziale Angelegenheiten;
- **Lies Goller**, von der ATC-Bologna, Fachbereichsleiterin für Wirtschaft- und Steuerfragen;
- **Rudolf F Ratjen**, vom VDV-Köln, Fachbereichsleiter für Energie, Technik und Umwelt;

- **Drewin Nieuwenhuis**, von der KNV, Holland, Fachbereichsleiter für Forschung, Entwicklung und Telekommunikation, sowie für öffentliche Auftragsvergabe;
- **Claire Plantier**, von der UTP-Paris, Fachbereichsleiterin für Kommunikation und Datenbanken.

2 AKTIVITÄTEN DER EU-KOMMISSION

Die zur Gründung der Europäischen Gemeinschaft geschlossenen Verträge, insbesondere die Verträge von Rom und auch von Maastricht, sehen keine ausdrückliche Zuständigkeit der EU auf den Gebieten des Nahverkehrs und der Stadt vor. Es wäre doch falsch zu glauben, daß sich die Tätigkeiten der Gemeinschaft in keiner Weise auf diesen Bereichen auswirken.

Zahlreiche Aspekte der Politik der Europäischen Gemeinschaft auf dem Gebiet der gewerblichen Wirtschaft, im sozialen Bereich, sowie im Bereich des Umweltschutzes und der Energie, haben heute schon bedeutende Rückwirkungen auf den Nahverkehr, auf die Städte und die Regionen. Jede Generaldirektion der Europäischen Kommission, hier in Brüssel, übt heute bereits Tätigkeiten aus, die eine lokale Dimension besitzen.

- Die Generaldirektion I "Auswärtige Beziehungen"

der EU mit anderen Ländern verwaltet das **Programm "PHARE"**, das sich mit den Ländern Osteuropas befasst. In diesem Rahmen, können die von den Städten ergriffenen Initiativen zu Maßnahmen auf dem Gebiet des Nahverkehrs führen.

- Die Generaldirektion III "Gewerbliche Wirtschaft"

hat sich besonders die Verwirklichung des europäischen Binnenmarktes zum Ziel gesetzt und bedient sich dazu in erster Linie der Richtlinien auf dem Gebiet **der öffentlichen Auftragsvergabe**. Die sogenannte "Sektoren-Richtlinien" betreffen unmittelbar den öffentlichen Personennahverkehr, ein Gebiet auf dem Aufträge für Bauarbeiten und Lieferungen seit dem 1. Januar 1993 in der ganzen Gemeinschaft öffentlich ausgeschrieben werden müssen.

Die UITP hat zu diesem Thema ein erläuterndes Dokument über die Öffnung der öffentlichen Beschaffungsmärkte in Europa veröffentlicht.

Im Bereich der Industriepolitik werden durch eine ganze Reihe von **Richtlinien die Vorschriften für Kraftfahrzeuge** harmonisiert. Der Fall der Linien- und Reisebusse soll in einer spezifischen Richtlinie geregelt werden.

Die Generaldirektion III ist auch eng in den Prozeß der **EU-Normung** eingeschaltet, der von den europäischen Normenausschüssen CEN und CENELEC in Gang gesetzt worden ist (Interoperabilität).

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- Die Generaldirektion V "Soziale Angelegenheiten"

arbeitet an mehreren Richtlinien, von denen einige für die öffentlichen Verkehrsbetriebe von Bedeutung sein konnten, zum Beispiel:

- Neuordnung der Arbeitszeiten,
- Beförderung mobilitätsbehinderter Arbeitnehmer,
- Hygiene und Sicherheit auf den Transportfahrzeugen, usw.

- Die Generaldirektion VII "Verkehr"

wurde aufgrund des Subsidiaritätsprinzips paradoxerweise bisher im öffentlichen Nahverkehr nur beschränkt tätig.

Aktiv ist sie hingegen auf dem Gebiet der **Regelung bestimmter Formen des Transports**, wie der Kabotage, und im Bereich des Schienenverkehrs (Fernverkehr, europäische Schienennetze).

Diese Generaldirektion verwaltet das **"COST"-Programm**, das sich mit der europäischen Zusammenarbeit auf dem Gebiet der wissenschaftlichen und technischen Forschung befaßt. In diesem Rahmen ist eine Reihe von Maßnahmen getroffen worden, insbesondere:

- eine Studie über den Einsatz von Elektrofahrzeugen
- eine Studie über den Einsatz und den Betrieb von Niederflurbussen

(COST 322).

Die Generaldirektion VII hat im Dezember 1992 ihr **Weißbuch** über die künftige Entwicklung der Verkehrspolitik veröffentlicht, in dem Nah- und Regionalverkehr Bestandteil einer "dauerhaften Mobilität" sind.

- Die Generaldirektion XI "Umwelt"

Das herausgegebene **Grünbuch über die städtische Umwelt** nennt die politischen Grundlagen und erklärt die Begründung für die von der EU getroffenen Maßnahmen auf dem Gebiet des Umweltschutzes.

Eine Studie mit dem Titel "Forschungsvorschlag für eine autofreie Stadt" wurde veröffentlicht. Aus dieser Studie ergibt sich das sehr starke Engagement der Europäischen Gemeinschaft für die Rückgewinnung der Lebensqualität in den Städten, wobei der öffentliche Personennahverkehr eine große Rolle spielen soll.

- Die Generaldirektion XII "Wissenschaft, Forschung und Entwicklung"

erfaßt in ihrem Dritten Rahmenprogramm die Technologien für die städtische Umwelt, und wird auf diesem Gebiet 100 Millionen ECU investieren.

Auf energiepolitischem Gebiet befassen sich zahlreiche Forschungsvorhaben mit städtischen Aspekten:

- erneuerungsfähige Energiequellen in Gebäuden und historischen Stadtzentren,
- Elektrofahrzeuge in Stadtkernen,
- Energiebedarf des Nahverkehrs, usw.

Das **vierte Rahmenprogramm für Forschung und Entwicklung** soll die Wettbewerbsfähigkeit der europäischen Industrie mit Hilfe der Europäischen Gemeinschaft stärken. Es ist spezifisch auf den Verkehr - insbesondere den öffentlichen Verkehr - abgestellt, der zum ersten Mal zum Thema von EU-geförderter Forschung wird.

- **Die Generaldirektion XIII "Telekommunikation und Informationsindustrie"** ist durch ihr **Programm "DRIVE"** sehr bekannt. Dieses Programm für zweckgebundene Infrastruktur für die Fahrzeugsicherheit in Europa befaßt sich mit der Verbesserung der Sicherheit und Leistungsfähigkeit des Straßenverkehrs und der Verringerung seiner umweltschädlichen Auswirkungen auf die Innenstädte.

Das **Programm "POLIS"** soll die Technologien zur Steuerung des Verkehrs zwischen europäischen Städten fördern. Fünf Projekte für die Telematik im Verkehr mit 21 Städten und einem Gesamtaufwand von 32 Millionen ECU sind bis jetzt in Angriff genommen worden.

- **Die Generaldirektion XVI "Regionalpolitik"**

verwaltet die **Strukturfonds**, d.h. die Mittel der Gemeinschaft, die dem Zweck dienen, die Interventionen der Gemeinschaft auf sozialem und regionalem Gebiet, sowie im Bereich der Forschung, der Energie und der Umwelt zu konkretisieren. Obwohl die Strukturfonds nicht ausdrücklich auf Ballungsgebiete ausgerichtet sind, geht jedoch ein erheblicher Teil der Mittel in die Städte. Bis jetzt haben 22 große Ballungsgebiete aus dieser Quelle **Finanzhilfen** erhalten, die für Infrastruktur- und Produktionsinvestitionen aufgewandt worden sind.

- **Die Generaldirektion XVII "Energie"**

ist vor allem auf dem Gebiet stadtbezogener Studien tätig. Das **Programm "THERMIE"** dient dem Zweck, Energietechnologien für den rationellen Einsatz von Energie und für erneuerbare Energien zu fördern. Im Jahre 1992 und 1993 wurden Initiativen ergriffen, um die Leistungsfähigkeit des öffentlichen Verkehrs zu verbessern. Hierbei handelt es sich nicht ausschließlich um Maßnahmen zur Energieeinsparung, sondern vielmehr um Schritte, mit denen in großem Maßstab das Umsteigen vom privaten Pkw in öffentliche Verkehrsmittel gefördert werden soll.

- **Die Verbraucherpolitik**

wurde durch eine unabhängige Abteilung der Europäischen Kommission behandelt. Zur Zeit sind zwei Richtlinienentwürfe in Arbeit, einer über die Haftung von Leistungserbringern und der andere über mißbräuchliche Klauseln in Leistungsverträgen. Beide könnten sich auf öffentliche Verkehrsbetriebe auswirken, deren Haftung in bestimmten Fällen in Anspruch genommen werden könnte.

The Common Transport Policy of the European Union

INTRODUCTION

There are only two Common, or specific policies set out in the Treaty of Rome which formed the basis of the EEC, now European Union. The two common policies are agriculture and transport. The fact the forefathers of the EC recognised the importance of transport is vital for the development of Community transport policy. Of course the universal rules of the Community apply to transport-competition and so on. However, the fact that there is a specific transport section means that the general rules have to be applied in the framework of the specific policy. The starting point of Community policy was the need to clarify relations between the state and transport operators, to define for instance the obligations the authorities could impose and the financial aid they could give. Later the main emphasis moved to creating a single market, for transport as for other sectors. Now, in the Commissions view, the Community should widen its policy to create the conditions for sustainable mobility. In the case of the railways, liberalisation became a major issue later than with other forms of transport. It is only quite recently that the Community and the Member States began work on the reorganisation of the public railway systems.

EVOLUTION of COMMUNITY TRANSPORT POLICY

The objectives of the Common Transport Policy derive from the Community's general aims and these are both wide ranging and delicately balanced. The basic idea is to achieve the removal of artificial restrictions to trade and commerce in order to make the Union more competitive. This was the objective from the very early days but the process took on a new life when the expression of the "Single Market" was coined in 1985. Among the basic rules are, for instance, those of competition policy; these rules regulate agreements between enterprises, dominant positions and state aids. The application of such rules has to take account of the actual situation in the transport sector but the aim is to encourage efficiency and service quality in a vital part of the economy.

Other objectives than efficiency also shape transport policy. One is to facilitate the free movement of people and of goods throughout the Community, and in

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particular international flows between the Member States. Others of equal importance are to protect the environment, to conserve natural reserves, to develop the least-favoured regions, to link the remote to the central areas of the Community, and to improve the safety of transport for both users and workers.

The evolution of the Common Transport Policy reflects these diverse goals. In recent years the creation of a single open market has been its main thrust, and this is now close to being realised, though ensuring that all the legislation adopted works properly will be a major job. A wider policy is now needed, that should consolidate the internal market, while creating the conditions for sustainable mobility.

There are three main ideas behind this new approach. One is that the development of transport has been out of balance: road transport in particular has developed at the expense of other modes, because external costs do not enter into users' choices. As a result, forms of transport more friendly to the environment are losing their share of the market.

Another idea is that priority must be given to protecting the environment, particularly by reducing atmospheric pollution, noise and traffic congestion. This implies action on two fronts: first improving the environmental performance of the transport sector, by setting progressively higher standards for emissions, and, second, developing forms of transport that are environmentally friendly, in particular public transport that offers a real alternative to the private car in terms of comfort and convenience.

Thirdly, there is the objective of developing Trans-European Networks of transport, telecommunications and energy infrastructure, to help citizens, enterprises and communities fully to benefit from a space without internal frontiers. This is one of the important innovations of the Treaty on European Union (Maastricht).

So liberalisation has to be seen as part of a wider transport policy, and the issue is of course liberalisation not privatisation. In fact the Community is neutral about the ownership of property: an article of the Treaty explicitly states that Community law shall in no way affect Member States' rules on property ownership. The general principles behind the single market for transport are rather freedom to provide services across frontiers, the right of establishment of nationals of one Member State in another, the approximation of laws that affect the common market, and the fair play of competition.

PUBLIC SERVICES and STATE AIDS

For long the main focus of policy was the obligations that governments imposed on and the state aids they granted transport operators, which is not surprising given Community responsibilities under the Treaty of Rome. The

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Treaty is largely concerned with efficiency, with breaking down barriers and limiting state intervention. However it accepts there are good reasons why the state has sometimes to intervene in the market, for instance to maintain public services that the market would not provide.

The Community has applied these principles to the transport sector, through legislation on public service obligations, on the normalisation of railway accounts and on state aids. Perhaps the most interesting is the legislation that the Community adopted in 1969 on public service obligations in the transport sector (a public service obligation being a requirement to provide transport along a particular route or to carry particular categories of passengers at preferential rates, when not in the commercial interest of the transport operator to do this).

This regulation was designed to reconcile two aims. One was to let the market determine the transport services that individuals and businesses required and so to reduce public service obligations to the essential, and the other was to allow their continuation when needed to ensure an adequate level of transport. The law therefore made two rules. Public service obligations should be terminated except when necessary for the provision of adequate transport. But, when a Member State decided to maintain an obligation, it had to compensate transport undertakings for the financial burden that this involved. Consequently governments had to define the non-commercial services they wanted and to take financial responsibility for them. Railway managers had greater independence and clearer objectives.

In 1991 the regulation was revised to allow transport operators greater commercial freedom and independence of management. A system of ex-post payments of compensation was replaced by one of contracts negotiated between the authorities and the transport company. Such contracts were to specify the nature of the services to be provided, their price and financial transfers required to compensate transport operators.

GENERAL POLICY for RAILWAYS: DIRECTIVE 91/440 of 1991

Greater independence of management and commercial freedom was also a central theme of the principle Community measure for the railways, the influential directive 440 of 1991 that created a specific policy for the railways. When proposing this, the Commission had two essential ideas in mind. One was to include the railways in the rapidly developing Common Transport Policy and begin the extension of single market principles to this sector.

The other was to take action against the worsening performance of the railways: their declining share of an expanding transport market and the deterioration of their finances. There were of course many reasons for this, but an important one was lack of management independence and excessive control

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and interference by governments. These complicated management objectives and hampered response to new market conditions and commercial developments. The situation was made worse by the financial position of the railways, which suffered from growing debts and insufficient own capital.

It was not for the Community to specify one kind of structural reform or lay down one model of organisation. But it did have a legitimate interest in limiting the obligations and restrictions that partly prevented the railways from responding rapidly to customers's demands and from developing the transport services that an enormous integrated market would require. Government control over a long period was also a reason for the national bias in the organisation and objectives of the railways; greater independence was necessary for the development of services that met the needs of the Community as well as of the Member States. Finally the Community had an interest in seeing basic Community principles applied to the railways, in a way that recognised their special features.

So directive 440 lays down that the railways should be run on commercial lines and enjoy managerial independence with assets, budgets and accounts separate from those of the state; and it defines areas where management should be free to act. It also requires Member States to help reduce debts to a level that allows sound financial management and to improve the finances of the railways.

However, the directive goes further and states that infrastructure management should be separated from transport operations, with the minimum requirement of separate accounting systems. Charges should be levied on transport operators for the use of infrastructure, even if these are only on paper within integrated systems. In this way, two different if related activities would be distinguished in the interests of good management, and government intervention would be made more transparent.

OPENING-UP of RAILWAY INFRASTRUCTURE: FIRST STEP

There was a further aim behind this separation of infrastructure management and transport operation. Under the single market programme, the Community was progressively opening access to other networks, like telecommunications and energy infrastructure. In the case of transport, the roads and the waterways had traditionally been treated as public utilities whose use was open to all. This was not so with the railways, particularly after the private companies were merged into single public undertakings.

In the Commission's view, opening railway infrastructure to new users, and so creating a degree of competition, should improve services, lower costs and raise the competitiveness of the railways compared to other forms of transport. Single Market principles should be applied to the railways, as to other modes of transport. However Commission was well aware that the railways were dif-

ferent and opening access to infrastructure would be more difficult than in other sectors. Many services were maintained in the public interest with government subsidies, especially local passenger services. Network benefits were important to consumers and might be lost if the railway system were to break up. Ways would have to be found to ensure that newcomers could operate services without compromising the very high standards of safety characteristic of the railways.

For the Community the first priority was to create access rights for international services, as this would do most to develop the transport that the single market needed, while limiting difficulties of implementation. So directive 91/440 creates access rights for international groupings of railway undertakings to run services between the Member States where they are established, and for railways offering combined transport to use the infrastructure of other Member States.

This creates the possibility of a railway company using tracks that belong to a separate infrastructure manager and paying a charge for it. To calculate a fair charge, it is necessary to know the cost of providing the infrastructure. Hence the financial separation of infrastructure management and transport operation, already mentioned.

FOLLOW-UP to DIRECTIVE 91/440

What directive 91/440 does is to lay down access rights in very simple terms. It does not state the conditions that have to be met nor the precise methods of implementation. However leaving it entirely to the Member States to create their own rules could lead to great differences in treatment, that hindered access to infrastructure for international services. The Commission therefore proposed, at the end of last year, complementary legislation designed to make sure that directive 91/440 is implemented in a consistent way throughout the Community.

The first proposal is for Community rules on the licensing of railway undertakings. The idea is to ensure that the railway undertakings operate competently and safely by creating licences for access to the profession, but without blocking entry to the sector (here the right balance has to be found).

The second proposal is for Community rules on allocating train paths to railway operators, once they are licensed, and on charging fees for the use of the infrastructure. The rules on allocation lay down that train paths must be allocated without discrimination and following market principles, by a body that does not offer transport services itself, so as to avoid conflicts of interest.

As for charges, they must be non-discriminatory and reflect market factors such as demand for the track, the nature and time of the service and the quality of the infrastructure (it should be said that these charging principles are de-

signed to implement directive 91/440, not to solve the general problem of charging for transport infrastructure). These two proposals are now being discussed by the Council of Ministers.

IMPLEMENTATION of COMMUNITY POLICY

Community directives are framework laws that do not apply directly; Member States have to transpose them into their own legislation. They are now making significant progress in implementing directive 91/440, admittedly after a slow start. In fact the directive has had considerable influence on the way Member States have reorganised their railways, and it is interesting to see the different approaches that they have followed.

At one extreme is the United Kingdom, that intends to privatize its railways as far as possible and has reorganised them to prepare for this. To simplify a complex structure, British Rail has been divided into an infrastructure company and into twenty-five transport operations, primarily organised on a regional basis. A franchise to run these operations for a limited period will be sold to the company offering the highest bid, or asking for the lowest subsidy. This is clearly a radical reform, that goes far beyond the obligations of Community legislation.

More cautious are the reforms being made in Federal Republic of Germany and the Netherlands. These countries are creating separate publicly owned companies to manage infrastructure and operate services, though these will be linked initially. Privatisation is an option to be considered at a later date. The separation of infrastructure and transport services into different entities should make it easier for newcomers to exercise their access rights.

Other Member States are maintaining integrated railway systems, while allowing greater managerial independence and the separation of infrastructure and transport services in the accounts, and sometimes in terms of organisation. They have usually still to implement access rights, clearly more difficult with an integrated organisation.

TRANS-EUROPEAN NETWORKS

This is the regulatory framework that the Community has built up, but there are other sides to railway policy.

First of all, there are the Trans-European Networks. While the Commission launched the idea of a Trans-European Network of high speed trains several years ago and did much preparatory work, the Maastricht Treaty gave the necessary political impetus. The Treaty sets the objective of creating networks of transport, telecommunications and energy infrastructure, so that the Community can draw full benefit from an area without internal frontiers, help the devel-

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opment of the least favoured regions and link the remote to the central regions of Europe. The Community's contribution would be to define the networks, identify projects that are of common interest and give financial support to the Member States in realising projects, primarily through the Cohesion Fund. The Commission has just made to a proposal to the Council for a decision on transport networks, covering roads, high speed rail, conventional rail, combined transport, waterways and airports. This identifies the networks and makes proposals about financing.

INTEROPERABILITY

The benefits of European networks would be the greater if interoperability between the national systems was possible, or less difficult and costly; the Maastricht Treaty in fact calls for interoperable networks. There are major differences between national railways in electrical supply, signalling and operating procedures, which makes running international services more expensive and difficult than it should be, or obliges halts at frontiers to change engines and crews. Such problems would be worse in the case of high speed passenger services over long distances that rely on speed to compete. The Commission has just presented a proposal on the interoperability of high speed trains. This would establish a process for, first, defining general specifications that would allow interoperability and, second, setting technical standards for infrastructure and equipment.

As for conventional rail, the Commission is beginning reflection on the approach to follow. Compared to high speed rail, international services are less important and there exists a huge stock of heterogeneous equipment, so there seems less advantage in generalised harmonisation. It is probably better to begin by first identifying the needs for greater interoperability and then the areas where improvements could be made at low cost (to operating procedures as well as infrastructure and rolling stock).

OPTIONS for FUTURE LIBERALISATION

To return to regulatory policy, the Community has adopted the major elements of a policy but has not yet completed the task. Various proposals are on the table, and others being considered. A major issue for the future is whether the Community should further open up access to railway infrastructure. The Commission is now studying the three options: staying put, full liberalisation, or an intermediate solution.

It can be argued that further steps are premature because the last measure, directive 91/440, is only now being implemented; it is too soon to say precisely what impact it will have. Another point is that the liberalisation has to be reconciled with the need to continue public services and preserve the benefits for users of an unified network.

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In favour of full liberalisation, there are two different arguments. One flows from obligations under the Treaty to create an integrated, open market for rail as for other transport services. The other centres on the urgency of arresting the decline of the railways, by making them more efficient and responsive to the market, and by attracting new investment and management.

An intermediate position is that the Community should liberalise the types of service where this would do most to develop transport at Community level, while creating the least difficulties. For instance opening up freight services would help attract new capital and expertise and provide the logistics that national rail systems do not necessarily offer. Given recent trends it is urgent to do something to unlock the potential of long distance freight. An additional possibility would be to liberalise international passenger services, while leaving local transport to the national rail systems.

Another distinct issue is whether the Community can go further in laying down guidelines for rail infrastructure charges, without tackling the general issue of charging for transport infrastructure in such a way as to internalise all direct and indirect costs. One possibility would be to establish the principle that charges should reflect the marginal cost of a particular use, for example that of freight as opposed to passenger transport.

Whatever the next steps (by the end of the year the Commission has to report on whether further measures are needed to develop the Community's railways), the railways face a new political and legal climate, as well as ever stronger budgetary pressures and competition from other forms of transport, so that a wide process of organisational change is only now beginning. The Community can help create the right conditions for the railways to exploit the opportunities of the transport market; however, it is for the railways themselves to seize the opportunities and make the adjustments necessary to survive into the 21st century.

Andrew J Scott, MSc, AMA, CEng, MICE,
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examines the word "preservation" and the consequences of its definition.

Some Thoughts on **the World of Railway Preservation**

1 INTRODUCTION

In Britain, the historic railway operation movement tends to call itself Railway Preservation. One of the co-ordinating bodies, represented here today, for instance, is called the Association of Railway Preservation Societies. So clearly, the notion of preservation is fairly fundamental to us.

But I think it is worthwhile for us to think carefully about what is meant by the 'preservation' of railway material - and a number of questions arise:

- What does 'preservation' mean ?
- Is our organisation really in the business of 'preservation' ?
- Do we want to be ?
- Are we any good at it ?
- If not, what should we do about it ?

2 DEFINITION of PRESERVE

My dictionary defines the word 'preservation' as:

- to keep safe from harm or injury
- take care of
- to keep from decay
- to maintain a status quo.

These definitions suggest a world in which our acts of preservation have served to ensure the safe-keeping of the historic material we have acquired and that we have, at the same time, maintained a way of life to demonstrate to new generations. But have we really achieved these goals ?

3 WHAT ARE WE TRYING to PRESERVE ?

Let us look for a moment at what we are trying to preserve. Firstly, there are

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- **Artefacts.** The most obvious are the historic objects, the locomotives, rolling stock and the smaller items - lamps, uniforms, archives.

- **Infrastructure.** On many railways we preserve the infrastructure - that is, the buildings, bridges, viaducts, track, turntables - all of which go to make up the essential railway scene.

- **Atmosphere; Skills and Practices.**

Turning to something less tangible we are also preserving the atmosphere and activity of another era, and it is this which is to many of us and to our passengers the attraction and upon it depends our success.

It is here that problems spring to mind in that some of these activities are mutually exclusive. In order to preserve atmosphere we need artefacts, and in order to preserve the skills and practices we restore artefacts. It is not always the case that this restoration is commensurate with the preservation of historic material.

4 WHAT ARE WE DOING IT FOR ? WHO ARE WE DOING IT FOR ?

So let us investigate further behind the word 'preservation'. Perhaps it is worth asking ourselves why we are preserving material and who we are doing it for. In Britain, at least, the reasons will vary from organisation to organisation. Some preserved railways and many of the items of rolling stock are privately owned. Some are educational charities - organisations which commit themselves, at least in theory, to benefitting the public by providing educational services - in this case by preserving historic material and demonstrating it to the public.

Some charitable preserved railways in Britain have gone one step further to become Registered Museums. To achieve this status they have had to formally adopt policies which commit them to standards of care for their collections. Private individuals or organisations are obviously free to do what they please when it comes to their treatment of the historic material they own. We can only try to influence them to adopt minimum standards. Educational Charities and Registered Museums have certain responsibilities to the public at large.

Here are some of the answers these organisations might give to the question of 'why preserve':

- to preserve evidence for future generations
- to demonstrate the world of railways to others
- to create a memorial - lest we forget
- for my own gratification now - for fun
- to meet an operational need.

Some of these answers do not really square with that ideal dictionary definition

of preservation we discussed earlier. Experience shows that memorials sometimes get forgotten. Short term personal gratification is very different from a long term commitment to posterity. Meeting operational needs for, say, extra passenger carrying capacity on a tourist railway is no way to ensure that something still exists in 100 years time.

So the questions continue - and get more complicated !

- Are we really in the business of preservation for posterity ?
- Do we distinguish between that which we wish to hand over to future generations and expendable operational equipment ?
- Are we in business for our own gratification, or for the future ?

The Director of Britain's National Museum of Science and Industry - the parent body of our National Railway Museum - has reportedly accused railway preservationists of 'aiming to satisfy an internalist hobby interest rather than serve an externalist public good' and I think that this is what he was thinking about.

Whereas a publicly-funded museum will always say that its aim is to preserve material as evidence for today and for future generations - an outward looking policy - can we honestly say that is what we are doing, or are we only interested in our own gratification ? Certainly the clamour to return every last remaining steam locomotive to working order now would tend to support his view.

Although much good work is being done in Britain, one can still find horror stories.

- Sales of locomotives preserved by public appeal to the highest bidder.
- Setting historic equipment aside to rot whilst operational equipment gets maintained.
- Unsympathetic modernisation of historic locomotives in the name of continued operation.

5 THE KEY POINT

The point that I am trying to make is that in the world of historic railways the word 'preservation' is used freely and the participants assume that by the mere use of the word the well-being of our railway heritage is assured. - But this is not the case ! We can regard nothing as preserved unless we have made a specific commitment to preserve that item and have formulated a plan to ensure that preservation occurs. - Preservation does not happen by default.

6 HOW DO WE ENSURE PRESERVATION ?

What can we do to ensure that our preservation objective is met ?

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6.1 Clarify the mission

We need to clarify the mission. Any organisation needs clear objectives if it is to succeed. This is as true for the world of railway preservation as anywhere else. There are several options open to us, including:

- We can preserve a railway as a modern operating entity continuing its original aims and values. Perhaps the best example in Britain of this type of operation is the narrow-gauge Festiniog Railway in North Wales.
- We can preserve historic objects which happen to be on rails for the public benefit, as for example the work of the Vintage Carriages Trust in West Yorkshire.

All of our organisations need to remind themselves of their mission from time to time. (For Britain's charitable trusts, one way to do this is to re-read the Trust Deed which probably says something like: 'to promote the permanent preservation of the historic railway between A and B and the character and amenity of the said railway'.)

6.2 Have a preservation policy/collecting policy

We can have a preservation/collecting policy. If we want to ensure that our intentions for the future of the objects in our care are fulfilled we must make some decisions which can be incorporated into a statement of policy.

- Are we in the business of education or of private amusement ?
- What is our specific area of interest ?
- Which of the objects in our collection is primarily to be preserved and which is primarily for operation - perhaps to be used for generating income by carrying as many passengers as possible ?
- What is a short term whim ?
- What are we determined to hand over to future generations ?

6.3 Identify the collection

We can identify the collection. If you don't know what you've got then you can't preserve it. Keeping a list - and better still - a file on each item is the only way to be sure that control is not lost.

6.4 Obtain ownership - secure title/future ownership

Where necessary obtain ownership thereby securing control. If you don't own an object - or have a properly written loan agreement - then you can't control its future.

6.5 Stop deterioration

We can stop deterioration by striving where possible to get covered accommodation. This protection and added to this the need for security are the number one priorities in preservation.

If something is left outdoors it will deteriorate - getting covered accommodation must be the number one priority in preservation. - Different objects need different standards of environmental control and I am not saying that air conditioning of everything is crucial. A well ventilated shed can be all that is needed for metal items but control over humidity, over wetting and drying and over sunlight are crucial.

6.6 Make secure

After protection from the weather, protection from theft is crucial. If it is stolen you can't preserve it. You should also be looking at other risks like: corrosion, damage from unskilled operation, careless handling, accident, security of tenure.

6.7 Assess the conservation need and plan for the future

Finally, plan for the future. Each object should have a plan for its future.

- What needs to be done to prevent further deterioration ?
- What work should we plan to undertake:
 - stabilisation
 - restoration
 - operation/demonstration ?

When you acquire a new object - do a survey.

7 IN SUMMARY

To sum up, it is necessary to

- be aware of the objects in your care - and why they are there
- have a plan for their future
- provide systems to ensure their future management.

In other words:

- **be in control.**