



European Federation of Museum & Tourist Railways

Fédération Européenne des Chemins de Fer Touristiques et Historiques

Europäische Föderation der Museums- und Touristikbahnen

International Heritage Railway Conference

Odense, Denmark

26-27/04/2007

Conference Proceedings



Conference 2007

Odense, Denmark

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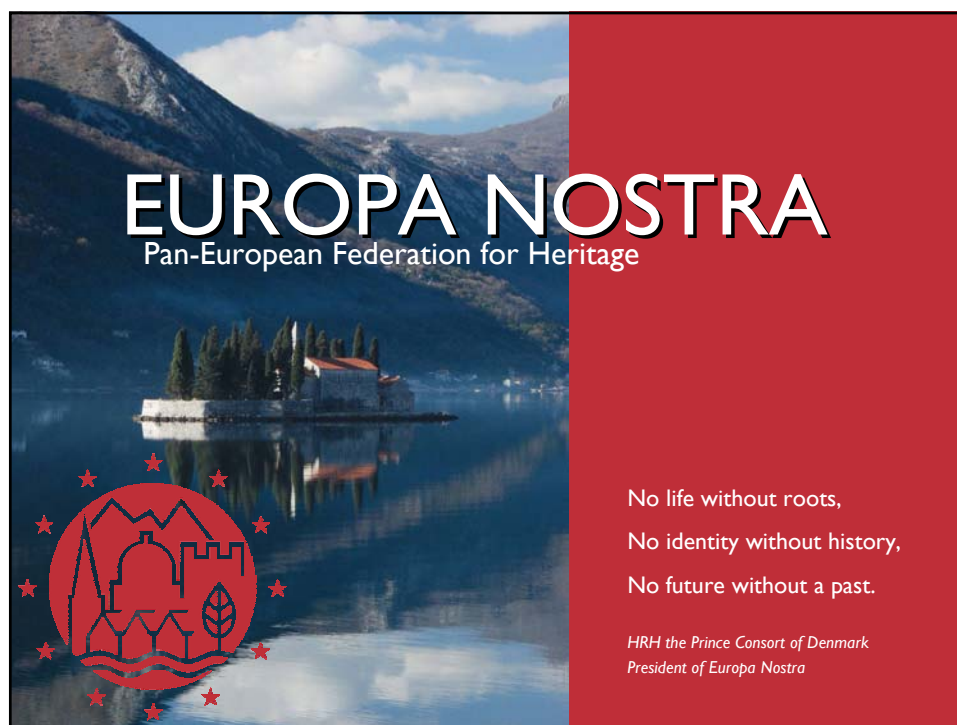
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Content

- ◆ **Catherine Collet** – Europa Nostra
- ◆ **Birgitte Wistoft** – The International Association of Transport and Communication Museums
- ◆ **John Jones** – European Union Funding
- ◆ **John Fuller** – Partnerships for Success
- ◆ **Bo Lönnemyr** – Environmental Issues
- ◆ **Thomas Olesen** – Railway Preservation in Denmark
- ◆ **Poul Thestrup** – The Dansk Jernbane Museum



EUROPA NOSTRA

Founding organisations:

- Italia Nostra
- Vieilles maisons françaises
- Schweizer Heimatschutz
- National Trust for England, Wales and Northern Ireland
- Deutsche Burgenvereinigung
- Associazione dei centri storici
- Bond Heemschut
- National Trust for Scotland
- Civic Trust
- Irish Georgian Society

EUROPA NOSTRA

- An umbrella organisation of 230 conservation organisations, from about 40 European countries

- A dynamic movement of the European civil society committed to cultural heritage

Membership

- 230 Member organisations
- 200 Associate members
- 1450 Individual members



Member organisations include



Key (inter-)governmental partners



The EUROPEAN UNION



The COUNCIL OF EUROPE



UNESCO

Member States

The EUROPEAN UNION: 27



The COUNCIL OF EUROPE: 46



Council of Europe: 46 Member States

Albania	Germany	Portugal
Andorra	Greece	Romania
Armenia	Hungary	Russian Federation
Austria	Iceland	San Marino
Azerbaijan	Ireland	Serbia
Belgium	Italy	Slovakia
Bosnia and Herzegovina	Latvia	Slovenia
Bulgaria	Liechtenstein	Spain
Croatia	Lithuania	Sweden
Cyprus	Luxembourg	Switzerland
Czech Republic	Malta	"The former Yugoslav
Denmark	Moldova	Republic of
Estonia	Monaco	Macedonia"
Finland	Netherlands	Turkey
France	Norway	Ukraine
Georgia	Poland	United Kingdom

European Union: 27 Member States

Austria	Germany	Netherlands
Belgium	Greece	Poland
Bulgaria	Hungary	Portugal
Cyprus	Ireland	Romania
Czech Republic	Italy	Slovakia
Denmark	Latvia	Slovenia
Estonia	Lithuania	Spain
Finland	Luxembourg	Sweden
France	Malta	United Kingdom

EUROPA NOSTRA is supported by



Main activities

- Influencing policy
- Campaigning for endangered heritage
- Exchanging ideas and experiences
- European Union prize for cultural heritage / Europa Nostra Awards
- Coordination of the European Heritage Days
- Raising awareness

Influencing policy

Promoting the awareness and a better understanding of the values of Europe's cultural heritage



Influencing policy

EUROPA NOSTRA forum "Cultural tourism: its encouragement and control", Malta, May 2006



Influencing policy

Cultural heritage forum “Cultural heritage counts for Europe”, Brussels, December 2005



Influencing policy

EUROPA NOSTRA forum “Safeguarding coastal culture”, Bergen, June 2005



Influencing policy

EUROPA NOSTRA forum “Enlargement = Enrichment”,
Dubrovnik, May 2002



Campaigning for endangered heritage

Cultural heritage: victim of inter-ethnic conflicts
Kosovo



Campaigning for endangered heritage

Cultural heritage in Kosovo: From Apple of Discord to Ferment of Reconciliation

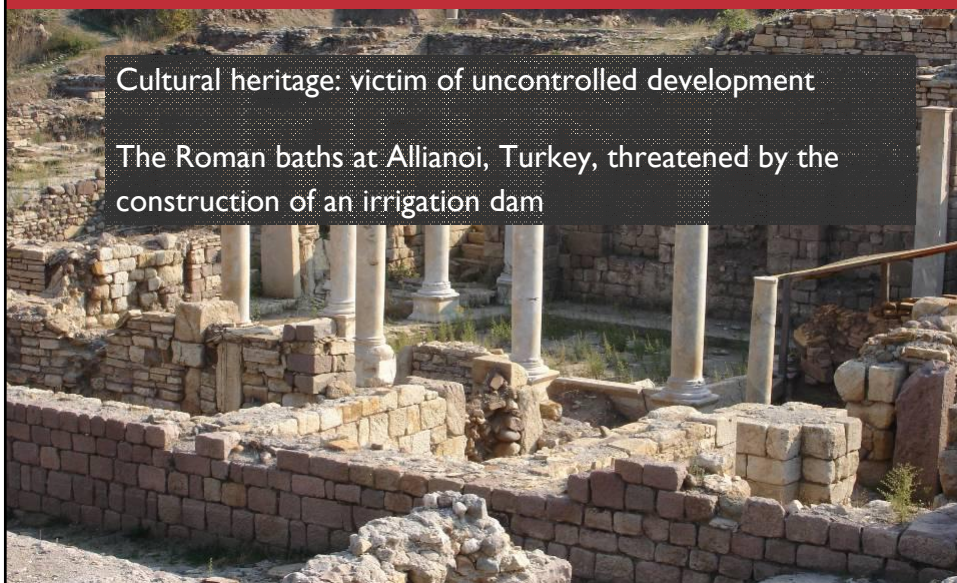
Forum: Paris, November 2006



Campaigning for endangered heritage

Cultural heritage: victim of uncontrolled development

The Roman baths at Allianoi, Turkey, threatened by the construction of an irrigation dam



Campaigning for endangered heritage

Cultural heritage: victim of uncontrolled development

Campaign against negative impacts of wind turbines on Europe's landscapes



Exchanging ideas and experiences

EUROPA NOSTRA organises

- Congresses
- Conferences
- Forums
- Regional NGO meetings
- Working Group meetings



Exchanging ideas and experiences

Recent congresses were held in

- Valletta (Malta) in 2006
- Bergen (Norway) in 2005
- Munich (Germany) in 2004

Recent conferences were organised in

- Paris (France) in 2006
- Brussels (Belgium) in 2005
- The Hague (Netherlands) in 2004
- Cahors (France) in 2003

Exchanging ideas and experiences

Next Europa Nostra Congress in Stockholm

5 – 8 June 2007

European Union prize for cultural heritage EUROPA NOSTRA Awards

- Recognition of best practices in the field of conservation and enhancement of cultural heritage
- Promotion of the "Power of Example"
- Three main categories
 - 1 Exemplary conservation projects
 - 2 Outstanding studies
 - 3 Dedicated service to heritage conservation



European Union prize for cultural heritage EUROPA NOSTRA Awards

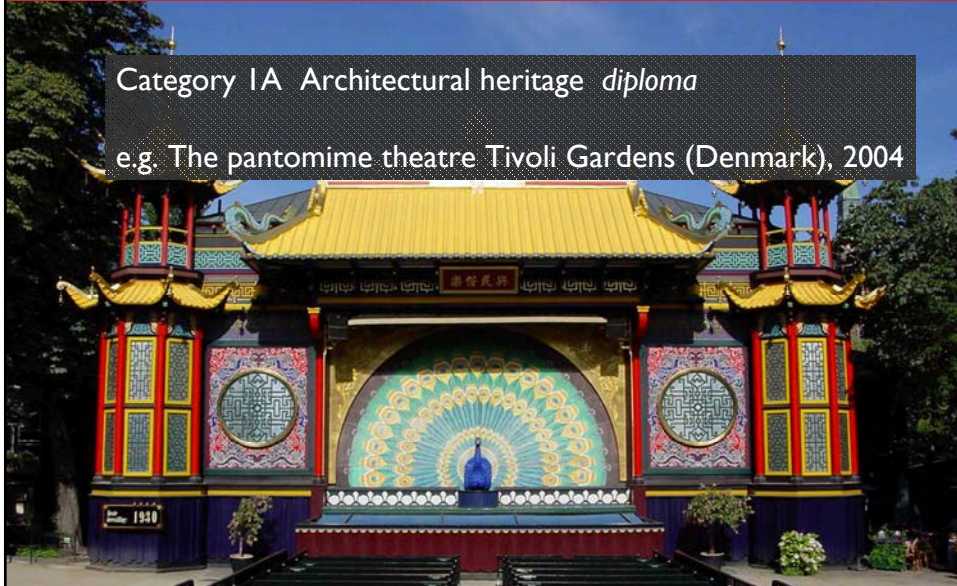
European Heritage Awards ceremony
Madrid (Spain), 2005



European Union prize for cultural heritage
EUROPA NOSTRA Awards

Category IA Architectural heritage *diploma*

e.g. The pantomime theatre Tivoli Gardens (Denmark), 2004



European Union prize for cultural heritage
EUROPA NOSTRA Awards

Category IB Cultural landscapes *prize*

e.g. The heathland centre (Norway), 2004



European Union prize for cultural heritage EUROPA NOSTRA Awards

Category IC Works of art *prize*

e.g. The Edward Chambré Hardman Photographic
Collection (United Kingdom), 2005



European Union prize for cultural heritage EUROPA NOSTRA Awards

Category ID Archeological sites *prize*

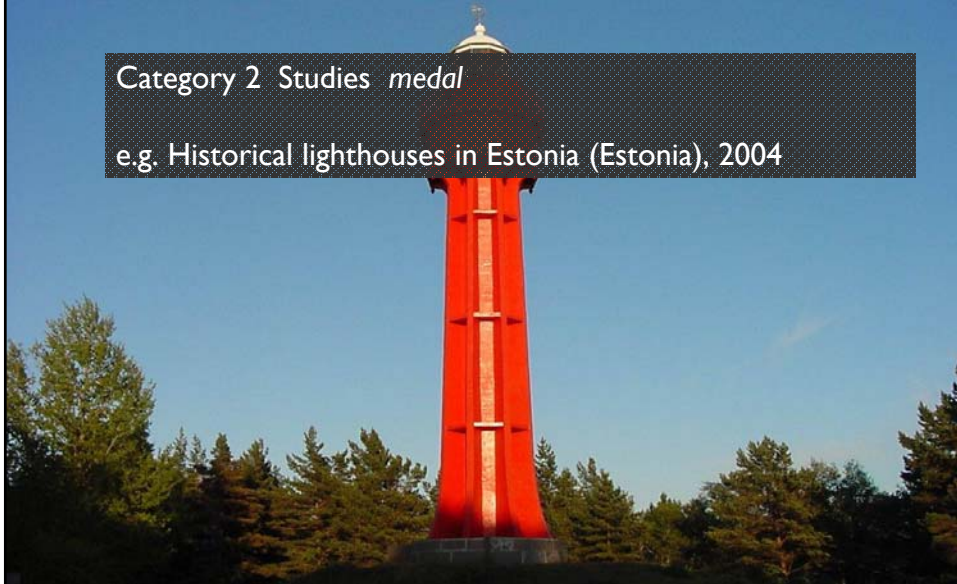
e.g. Kierikki stone age centre (Finland), 2002



European Union prize for cultural heritage EUROPA NOSTRA Awards

Category 2 Studies *medal*

e.g. Historical lighthouses in Estonia (Estonia), 2004



European Union prize for cultural heritage EUROPA NOSTRA Awards

Category 3 Dedicated service to heritage conservation *medal*

e.g. Cultural heritage without borders (Sweden), 2005



Coordination of the European Heritage Days

Every year, in September, 20 million of citizens visit monuments and sites in 47 European countries.



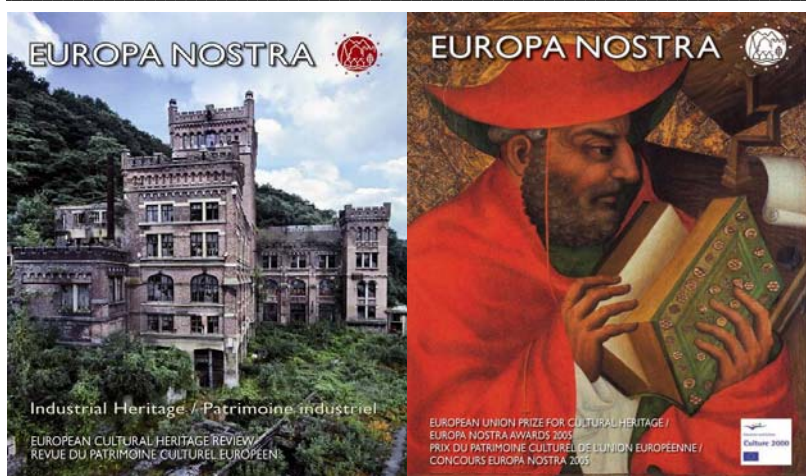
Coordination of the European Heritage Days

In 2006, EUROPA NOSTRA was appointed as the Liaison Office for the coordination of the European Heritage Days, a joint initiative by the Council of Europe and the European Union.



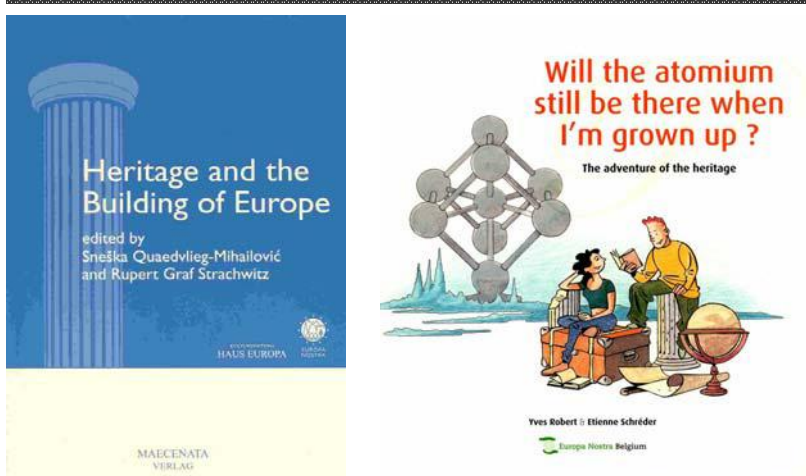
Raising awareness

Publications



Raising awareness

Publications



The Hague

Location of Europa Nostra's International Secretariat



Europa Nostra Secretariat

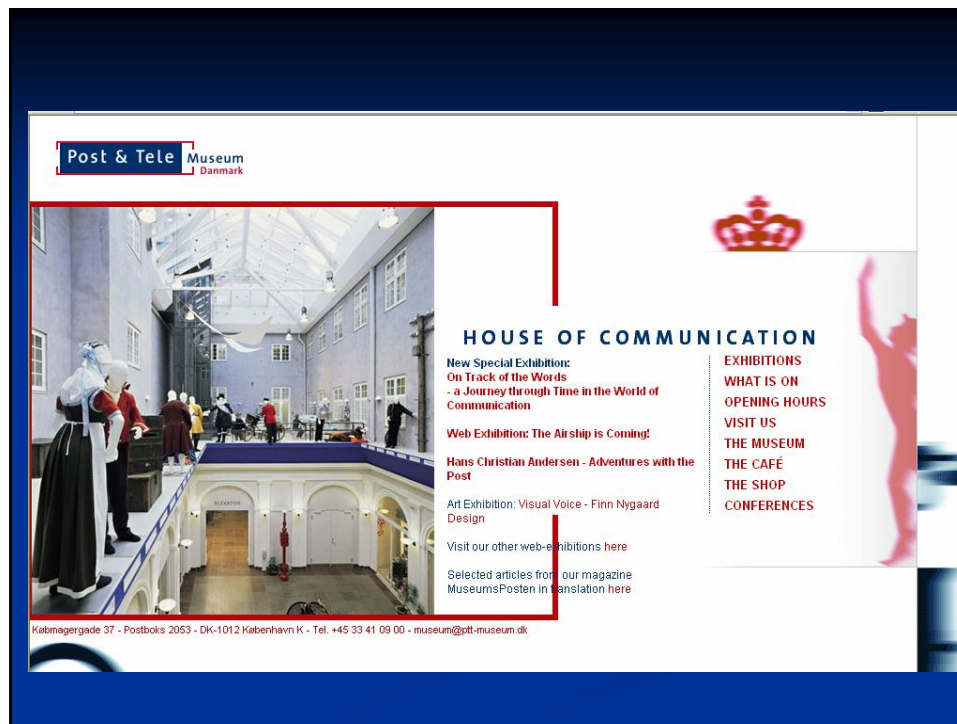




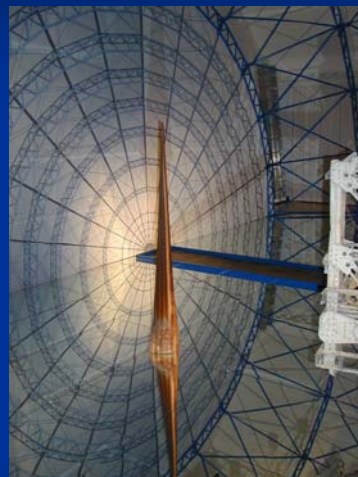
IATM a presentation

by
Birgitte Wistoft
President

The International Association of
Transport and Communications
Museums



The Airship is Coming!



IATM Newsletter



- Twice a year
- In print
- On-line
- News
- Debate
- Invitations
- Edited by curator Mark Steadman, PTT-Museum of Denmark





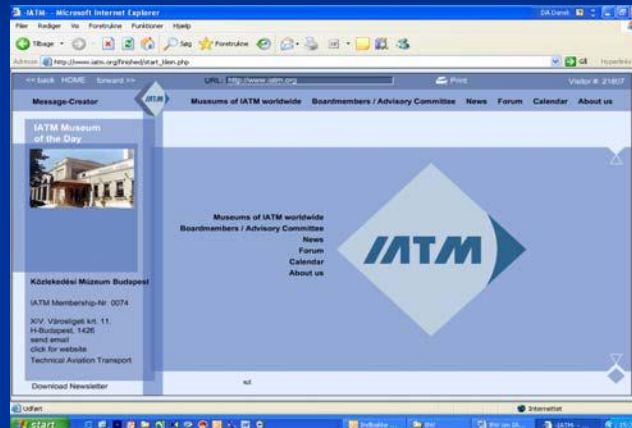
Transport Museums



- Journal of IATM
- Every two years
- Papers and reports from conferences
- Research
- Debates & news
- Edited by curator Mark Steadman, PTT-Museum of Denmark

www.iatm.org

edited by director Luc Eekhout, National Carriage Museum, The Netherlands



IATM Statutes

- The International Association of Transport and Communication Museums (IATM) is a non-profit making association.
- The Association shall recognise as a Museum of Transport and Communications any permanent institution which meets the requirements of the International Council of Museums and is wholly or partially devoted to one or more subjects in the fields of transport and communications.

Within this definition shall also fall:

- **Permanent institutions which conserve historical monuments in the fields of transport or communications and are officially open to the public.**
- **Permanent institutions which operate one or more historical means of transport or communication for the public.**

IATM in York 11-15 June 2007

- **Prioritising conservation strategies**
Michael Cope (UK) 'Challenges and opportunities for railway carriage preservation in the UK'
- Killian Elsasser (Switzerland) 'The conservation of the 1st St. Gotthard Railway Line'
- Chris Smyth (UK) 'Railway preservation: a problem of biblical proportions?'
- **Creating partnerships**
Guenter Dinthobl (Austria), 'Railways as UNESCO World Heritage Sites'

IATM in York 11-15 June 2007

- **Volunteer enthusiasm: a discussion of a UK case study**

Hilary Geoghegan (UK), Caroline Mark (UK), Tim Proctor (UK), Michael Rigg (UK)

- **Volunteering in an international perspective**

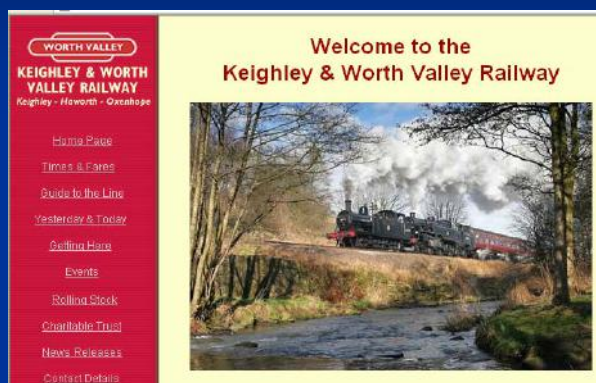
Martin Cooper (UK), 'Railway museums in Brazil: state politics and the rise of the volunteer museum'

Luc LM Eekhout (The Netherlands), 'Volunteers in a transport museum'

IATM in York 11-15 June 2007



IATM in York 11-15 June 2007



IATM in Scotland 16-18 June 2007



EUROPEAN UNION FUNDING

FEDECRAIL Conference
Odense

John Jones

27/04/2007

FEDECRAIL, Odense - John Jones

1

EUROPEAN REGIONAL DEVELOPMENT FUND (ERDF)

- Aim :To stimulate economic development in less prosperous regions of EU
- The ERDF is an instrument to help reduce regional imbalances
- Projects must offer substantial benefits meeting the needs of an area (Evidence!)
- Projects must show additionality

27/04/2007

FEDECRAIL, Odense - John Jones

2

ERDF Who can apply?

- Member states manage most of the ERDF through government departments, usually those responsible for spatial planning.
- The relevant agency may be national or regional.
- Local authorities and voluntary sector
- Private sector can be involved BUT grant is Not for Profit

27/04/2007

FEDECRAIL, Odense - John Jones

3

ERDF Eligible Regions Convergence

- NUTS II Regions with less than 75% of EU mean GDP so most of the new member states plus lagging regions such as parts of rural Spain, Mezzogiorno, North and West Wales and Cornwall
- Tourist and Heritage Railways have benefited
- Similar to old Objective 1
- 251,000 million euro 2007-2013

27/04/2007

FEDECRAIL, Odense - John Jones

4

ERDF Eligible Regions

Regional Competitiveness and Employment

- Succeeds Objective 2
- Some transitional regions (ex Objective 1)
- Much more emphasis on technology and knowledge economy
- Application to heritage railways less direct but think laterally about innovation and application of new technologies
- 49,000 million Euro 2007-2013

27/04/2007

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5

EUROPEAN SOCIAL FUND ESF

- Primarily about employment
- Meeting needs of labour market
- Meeting needs of employers
- Meeting needs of work-force
- Covers whole EU
- Emphasis on target regions
- Heritage sector strong on new jobs!
- Heritage sector strong on skills

27/04/2007

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6

ERDF

European Territorial Cooperation

- Known as Interreg 7,750,000 million Euro
- Three sub-themes
- Interreg IV A 74% of total
Cross Border (including sea borders) NUTS III
- Interreg IV B 21% of total
Transnational (macro regions such as North Sea)
- Interreg IV C
Interregional Networks 5% of total

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7

INTERREG Projects

- For what are you eligible?
- Always start with the most obvious!
- Know the rules
- Find out about regional strategy
- Get involved in operational programmes
- Learn the language (EU technical jargon)
- Find friends!

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8

INTERREG 2007-2013

- Now is the time for new strategies and programmes
- Projects **MUST** be Transnational
Sustainable
Cross-sectoral

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9

Interreg IV

- Projects should engage the 4 Ls
- Linkage with previous and existing projects
- Locality (Be part of policy direction)
- Legacy (Particularly organisational)
- Latitude and Longitude (Have strong transnational and cross-sectoral links)

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10

Interreg IVB

- Strong Points for Rail Heritage sector
- In many regions
- Long organisational history
- Good network capacity
- Interfaces with different sectors
- Commitment to innovation, equal opportunities and sustainability

27/04/2007

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11

TOURIST RAILWAYS & MUSEUMS

Partnerships for Success

John Fuller FCILT



John R. Fuller

- Fellow of the Chartered Institute of Logistics & Transport
- Retired Professional Railway Manager
- Retired Project Manager
- 34 years as a Director of a UK Tourist Railway
- Trustee of New Europe Railway Heritage Trust
- FEDECRAIL “Hat”

2

Why Partnerships?

- We do not exist in isolation but are part of a community
 - Geographical
 - Economic
 - Industry-wide
- Therefore we always interact with others
 - Win friends
 - Make long term relationships
 - We want to be around for many years to come
- The EU magic word is partnerships
 - New trans-national relationships to be made
 - Railway heritage is the ideal to “oil the wheels”

3

“Sustainability” The Key to unlock Funding!

- We have all heard this word - but are we sustainable?
 - Think about using local forestry waste products – Wood!
 - Think about your energy consumption
 - Think about how any project can be made to help this
 - Can you join with neighbours to “make a difference”?
 - Are there already local initiatives that you can join with?
 - Make sure you publicise any efforts.
- Let us look at some real examples

4

A Success Story! – Banitis, Latvia

Photos ©
A.Biedrins/J.Fuller



2006 – 31,235 passengers (includes 246 Tourist Groups).

“Sustainable Regeneration” of the rural economy!

5

Heading the Right Way! – Vyhoda Forest Railway, Ukraine (100km south of L’viv / Lemburg)



Photos © W.Wendelin/J.Fuller



Forestry Company has created
Tourist Use to complement Industrial
Purpose(No roads in Myzunka Valley)
2006 – 52 Tour Charter Trains.
= “Sustainable Employment”

**Borzhava Valley Railway, Irshava, Ukraine.
The eco-friendly path linking developed
areas with mountain areas
“Sustainable Tourism”**



**Some Railways are already playing their part!
– The Bieszczady Railway, Cisna, Poland**



Saved in 1992 (2006-42,000 visitors).
2006 - 7km extension from Wola
Michowa to Łupków for re-opening with
help of Carpathian Foundation
“Sustainable Partnerships”

Photos © P.Oldakowski, J.Chiziński, Bieszczady Railway

The Viseu de Sus Railway, Romania “Sustainable Jobs and Industry”



The Siclau Association, Covasna, Romania (with one of the last railway inclined planes)



Sargan Mountain Railway, Mokra Gora, Serbia



Čiernohronská Railway, Čierny Balog, Slovakia



New challenges arise! Sibiu – Agnita, Romania



Photo © Chris Bailey

Until 2001 Sibiu, European City of Culture 2007, was linked to Agnita.

This year NERHT with the Mihael Eminescu Trust is working to help re-open the railway with the help of local people.

Regional Government has already written the restoration of this Railway into their Development Strategy Plans

Sustainable Regeneration



Photo © Bill Parker

Things to get the decision makers thinking!

- Tourist Railways get people out of their cars
- Visitors feel they are contributing towards conservation if they travel to / through sensitive landscapes by train.
- Visitors are in “manageable chunks” and are contained and controlled.
- Trains are safe both summer and winter.
- Visitors spend as much or more in the area of the railway as they do on the railway itself.

14



Make it a Partnership Success Story for Young and Old!



Young Ukrainian Volunteers learn about Tourist Railway operation on a NERHT sponsored visit to the UK.

People make Railways work and People make Partnerships



Do not forget the Internet!

Research your Partnership possibilities there.

Think "Outside the Box"

Do more Research!

Do not forget your Visitors use it as well to decide where to spend their money!

Make sure they find the sustainable transport option to reach you.



THE END

www.fedecrail.org

18

- **Mr Bo Lönnemyr**

- MSc Environmental Engineering
- StorStockholms Lokaltrafik AB (SL)
- The Stockholm Transport
- Dpt of Track and Civil Engineering
- My earlier railway carrier:
- *Permanent Way Worker, Train Guard at the Railway Roslagsbanan (891 mm, 70 km length)*



Bo Lönnemyr ("Bobo") i Lindholmen. September 1979.

First - Sweden is member of the European Union (EU)...!

The Swedish legislation system

- 1) The Government
- 2) Swedish Environmental Protection Agency (a government authority)

Supervisory and licensing authorities:

- 3) County Administrative Board
- 4) Municipal Environmental Board

The Swedish Environmental Code

- Focus on both environmental impact and health effects
- Gives guidance and Environmental objectives, but no details of measures, contents or levels
- Emphasise on the aspect of everyone's responsibility for knowledge
- In-depth rules and forcing measures in several ordinances

Airborne particles

Health aspects

Particulate Matter can be carried deep into the lungs where they may cause inflammation and a worsening of the condition of people with heart and lung diseases.

High concentrations of inhalable particles (PM10) in ambient air have a proven relation to mortality and different kinds of airway disorders in the population. There are also indications of a connection to cardio vascular diseases, as well as to some sorts of cancer, depending on what substances and chemical compounds are involved.

Sources

Particle sources are derived from both human and natural activities, and include finely divided solids or liquids.

dust	road traffic
fly ash	tyres
soot	combustion of fossil fuels (coal!)
smoke	combustion of wood
aerosols	

Different types of activities include agricultural operations, industrial processes, construction and demolition activities, and entrainment of road dust into the air. Natural sources include windblown dust and wildfires.

PM10

10 μm aerodynamic diameter

Definition

Particulate matter which passes through a size-selective inlet with a 50 % efficiency cut-off at 10 μm aerodynamic diameter.

PM10, aerodynamic diameter is a diameter of a spherical particle having a density of 1 gm/cm^3 that has the same inertial properties in the gas as the particle of interest

Coarse !

Medium ! ⇒ PM10

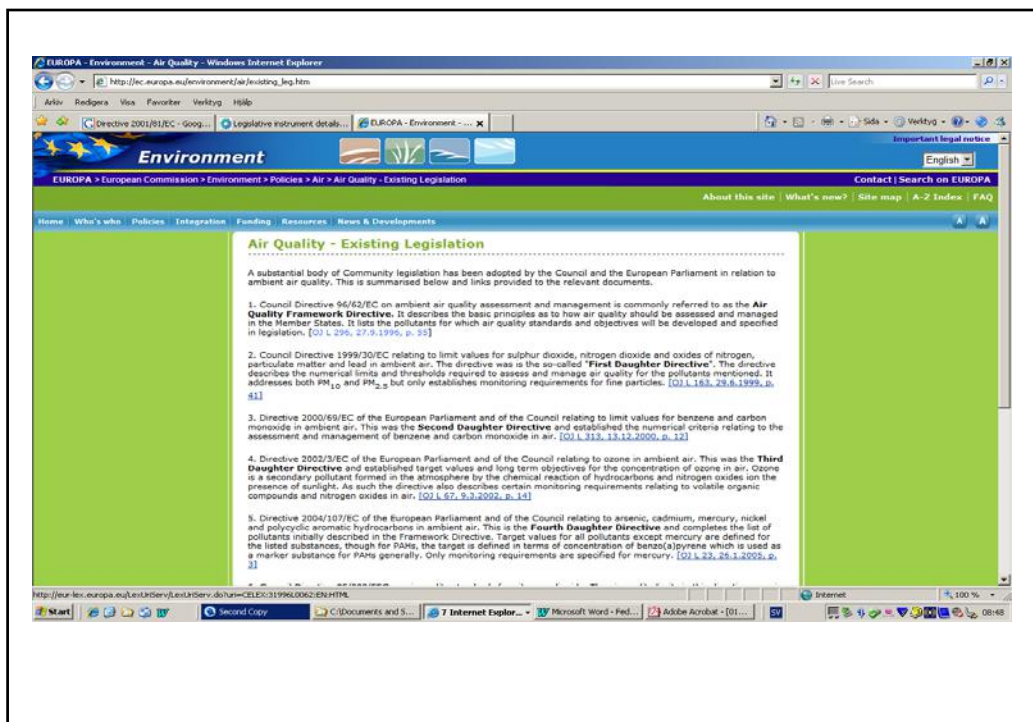
Fine ! ⇒ PM2,5
PM1,0 *Maybe the most dangerous...*

EU Regulations

Air Quality Framework (Council Directive 96/62/EC)
Daughter Directive (Council Directive 1999/30/EC)

- Implementation in national legal framework of each EU member state
- An annual limit value of 40 microgram PM10 per m³
- Scope for national supplement and conditions

Note ! National work environment regulations often allows much higher levels of pollutions, reflecting exposition conditions, selection of individuals etc.



Attention and scientific worry about particles



Sources:

Local and regional road traffic, distant natural and human activities

Scientific research and particle measurements have given a strong focus on high particle levels in the London Underground. It is, through measurements, also stated that the Stockholm Underground as well as the Paris Metro has similar problems.

The Swedish National Railway Administration (Banverket) has a research programme on the particle problem.

* * * * *

- Wheel and rail wear
- Block brake wear
- Electric wire and pantograph wear/third rail and collector wear

Other railway and underground managers do also watch the air quality situation, but have not given publicity to the results.

Östra Södermanlands Järnväg (ÖSIJ)



Gauge 600 mm

Length ca 5 km

Mariefred Town

Main station, workshop etc



> 40 years of operation:

Only very few complaints about smoke (smell, dirt), but nothing explicit regarding particles or health effects.

The "old new" line



Part of an abandoned 1435 mm-line which is replaced by a new high-speed line.

ÖSIJ intend to rebuild part of this old line to 600 mm.

Some (few) homeowners try to stop the project (maybe in an attempt to incorporate the railway ground into their own estates).

Countryside surroundings.

In lack of arguments, the risk of health affecting particles from the steam locomotives, is highlighted as a reason to stop the 600 mm rebuilding project.

ÖSIJ refers to a Dutch study of smoke and particles from steam locomotives, which concludes that background levels are dominant over the emissions from the locomotives.

The Municipal Environmental Board is principally positive to the project, but has required an independent study on the health risks.

The study is carried out. The risk of health affects can not be neglected, but is considered fairly low.

The local authorities are dealing with the matter, but no decision is taken yet.

Zuid Limburgse Stoomtrein Maatschappij (ZLSM) 1435 mm

Worry from the neighbours about noise, smell, dirt and health affecting particles

The Municipal Environmental Board made a literature study ⇒ Very little known from this issue (emissions from steam trains)

A two day field study was performed by the authorities

Difficulties on measuring emissions travelling locomotive

"Fire up" the locomotives before work and departure from station Simpelveld were considered as a representative worst case

NO₂, SO₂, CO, PM10, VOC, PAH ⇒ both from the locomotive and as background values

Large variations on both background values and from the locomotive

The levels are depending on weather conditions

Handling of the locomotive and different activities during the "fire up" affected the pollution levels \Rightarrow Increased pollution levels above background levels !

Very high levels sometimes (few minutes each time), but rapidly decreasing

None of NO_2 , SO_2 , CO , PM_{10} , VOC exceeded the allowed values

Max PAH were close to Dutch national background levels. Simpelveld has low background levels compare to the national values

Relatively low PM_{10} , but risk of health effects can not be neglected !

Upsala-Lenna Jernväg (ULJ)

891 mm, 33 km



33 years of operation

Very few complaints on any environmental aspects



Wadstena Fogelsta Järnväg (WFJ)

891 mm, 10 km



Due to complaints on smoke, a scrubber is installed inside the workshop where "fire up" is done

To avoid problems, the skill of the locomotive workers is very important !!

("Fire up"-crew, driver, fire-man)

Maintenance!

At last...

Towns and villages grow, and areas alongside the railway will be settled.

It is important that the preserved railway associations observe the society development and take active part in society planning work to defend their surroundings and interests !

Thank you !

Railway preservation in Denmark



Odense April 27, 2007

Thomas Nørgaard Olesen

Dansk Jernbane-Klub

Chairman

www.djk.com - formand@djk.com

Danish Railway History – Some Key Points

- 1847: First railway in the Kingdom of Denmark – private owned
- 1867: The state takes over the railways in Jylland and on Fyn
- 1869: First 'private railway'
- 1860s: First 'industrial railways'
- 1880: The state takes over the railways on Sjælland
- 1885: Danish State Railways (DSB) is founded
- 1970: Last main line steam
- 1972: For the last time, a 'complete' Danish railway line is closed
- 1990s: Liberalization:
 - DSB is split up
 - 'Private railways' are turned into regional railways
 - Leasing of rolling stock
 - Private freight operators
- 2003: Arriva takes over the operation of a number of lines in Jylland

Railway Preservation in Denmark – Some Key Points

DSB's own preservation activities (today Danmarks Jernbanemuseum)

- Started in the 1930s, preservation of DSB rolling stock back to around 1870
- Owns around 1/3 of all preserved Danish rolling stock (rough numbers)

Dansk Jernbane-Klub

- Founded 1961, first museum railway 1962
- Private railway rolling stock back to around 1880
- State and industrial railway rolling stock back to around 1900
- Owns around 1/3 of all preserved Danish rolling stock (rough numbers)

Local societies

- Owns around 1/3 of all preserved Danish rolling stock (rough numbers)

Important observations:

- No 'Denkmalschutz' and no money from the Ministry of Culture

Dansk Jernbane-Klub

- 2800 members
- One of the leading publishers of railway books and magazines in Denmark
- Huge archive and library
- 26 steam locomotives, many railcars, diesel locomotives etc., ranging from main line diesel and steam engines to small narrow-gauge shunters
- 1 small, but expanding, railway museum
- 7 "baneforeninger" = independent vintage railway operators
- No employees – but some 250 volunteers

SWOT Analysis

- Strengths
- Weaknesses
- Opportunities
- Threats

Strengths

- Good relations to authorities
- Good relations to majority of old and new operators
- Danish railway history 1870-1970 is extremely well preserved

Weaknesses

- Little or no coordination between the different organizations
- Little or no attention from Ministry of Culture and state-owned museums
- Danish railway history after 1970 is not well preserved

Opportunities

- Storytelling: Let the trains talk
- Cooperation with professional railway companies: Image, recruiting, CSR (corporate social responsibility)
- Professional fundraising

Threats

- Misunderstood commercial thinking in some railway companies
- Leasing of rolling stock by railway operators, short-lived companies
- Bad ethics! ("Easy money")
- ATC and removal of unused tracks

A Few Things to Think About ...

Is this a Danish Train?



... maybe not. But it is an important part of Danish railway history.
Who will take care?

Scandinavian Design



Jørn Utzon
Arne Jacobsen
Poul Henningsen
... and Jens Nielsen?

Trains are not just trains – storytelling can be carried out on many levels

Is This a Steam Locomotive?



How can we distance ourselves from our own understanding of the world?



Welcome to The danish Railway Museum

Our main site is in Odense







"The Danish Railway Museum"
and its operating organisation, "DSB
Museum Train",
is a part of DSB (The Danish State
Railways)



We like all our guests:

Families

Tourists

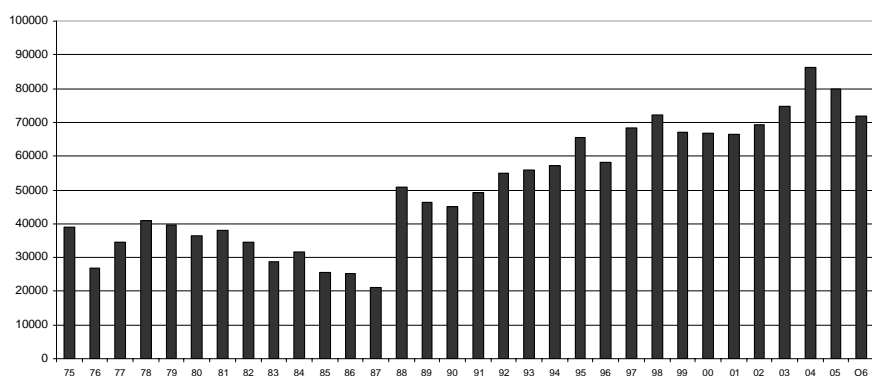
Railway enthusiasts

Schoolclasses

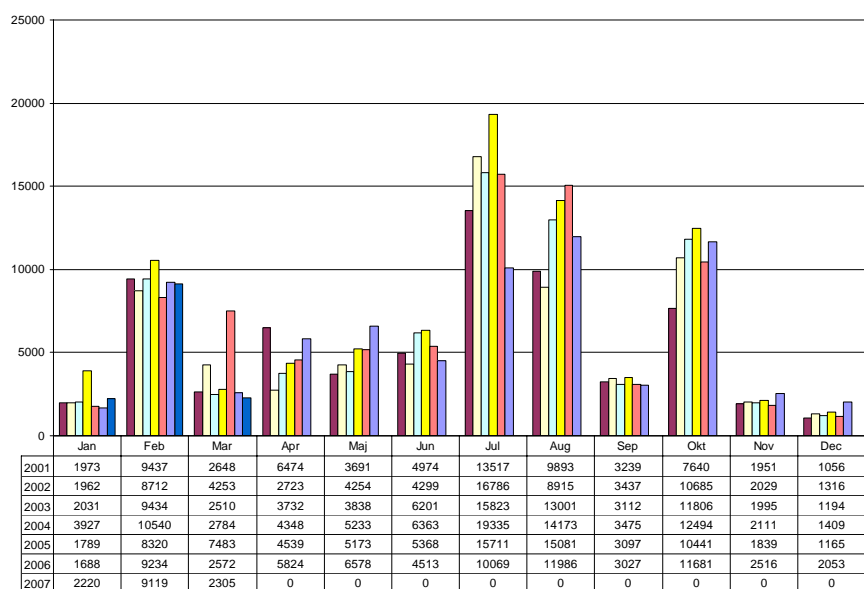


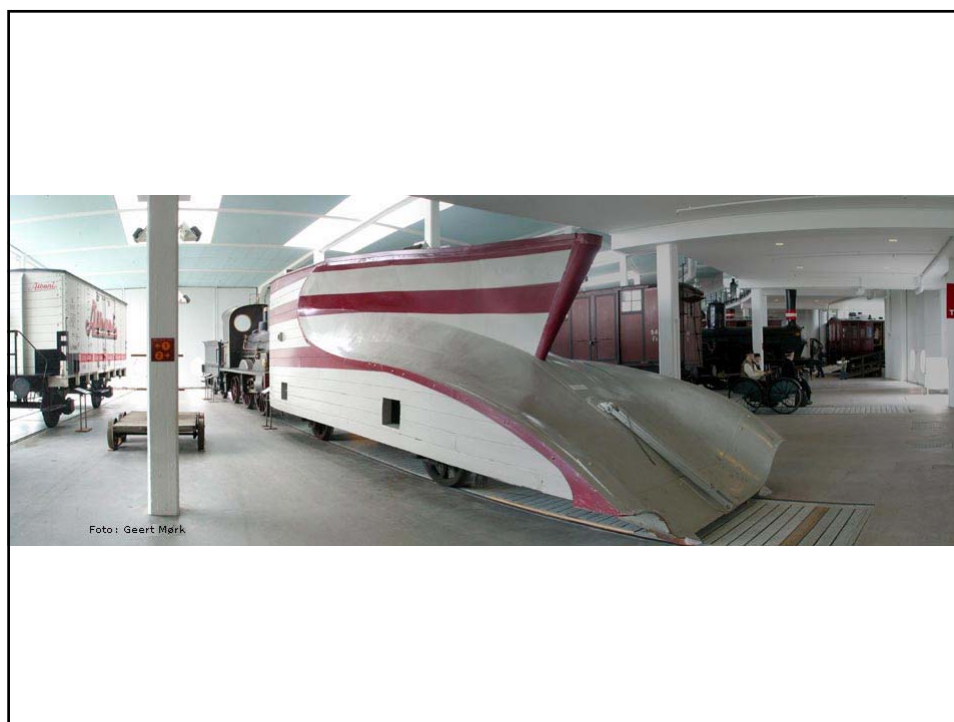
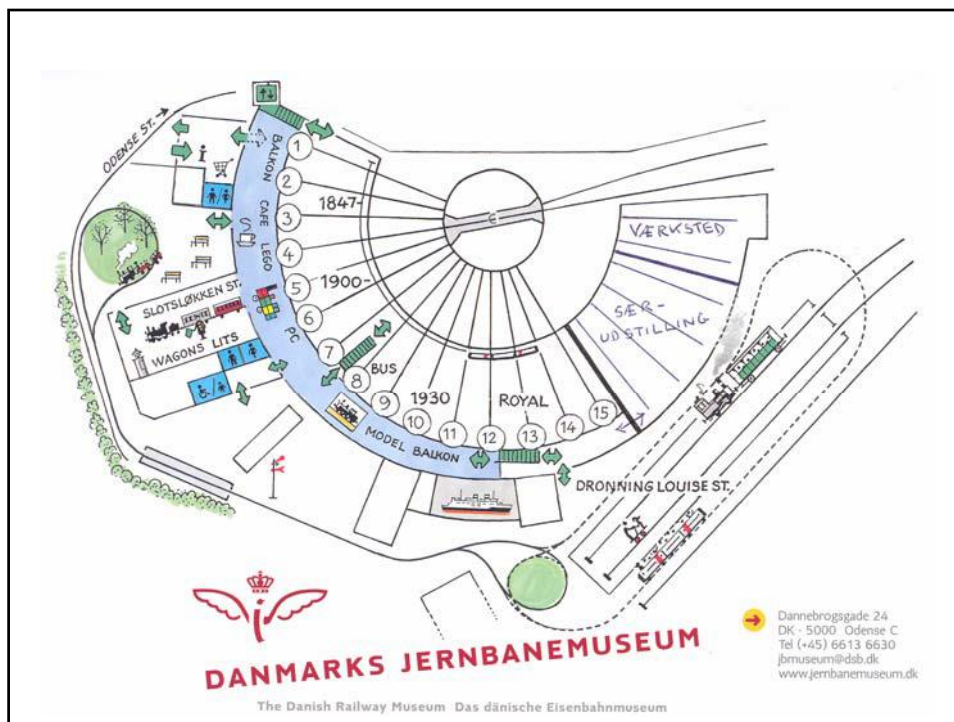
The museum is a four star attraction (Maximum is five)

**The danish Railway Museum
Visitors 1975-2006**

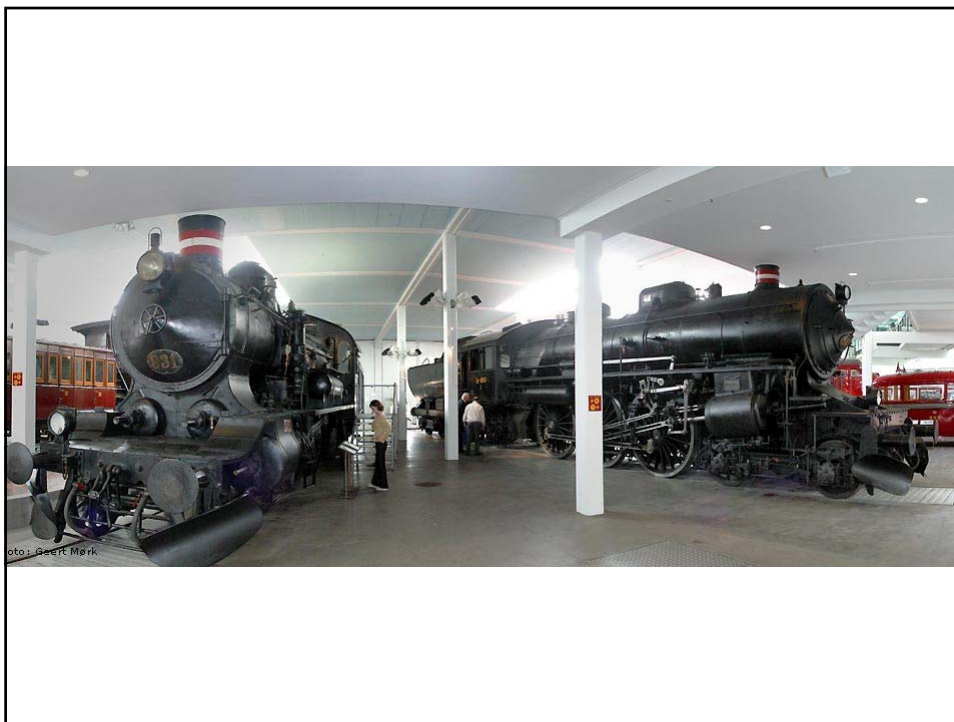


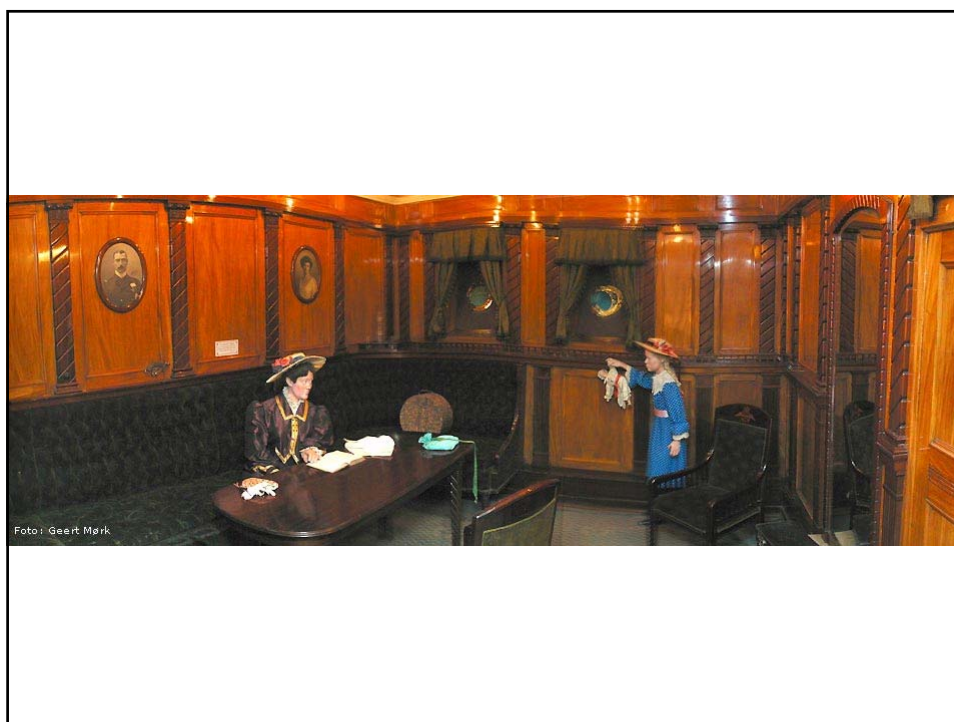
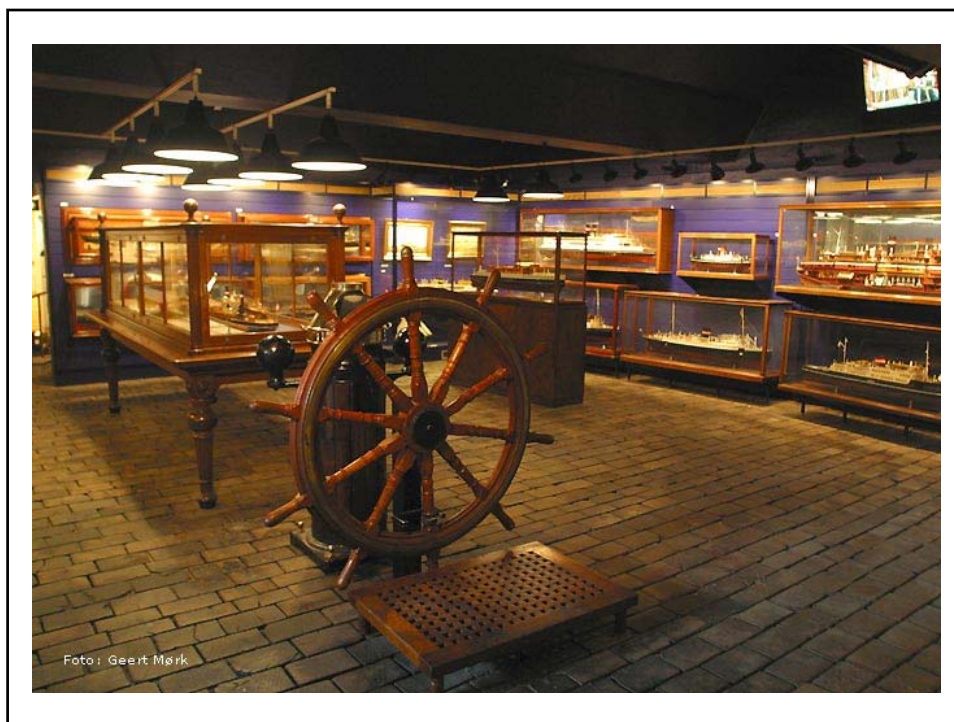
The Danish Railway Museum Visitors 2001-2007





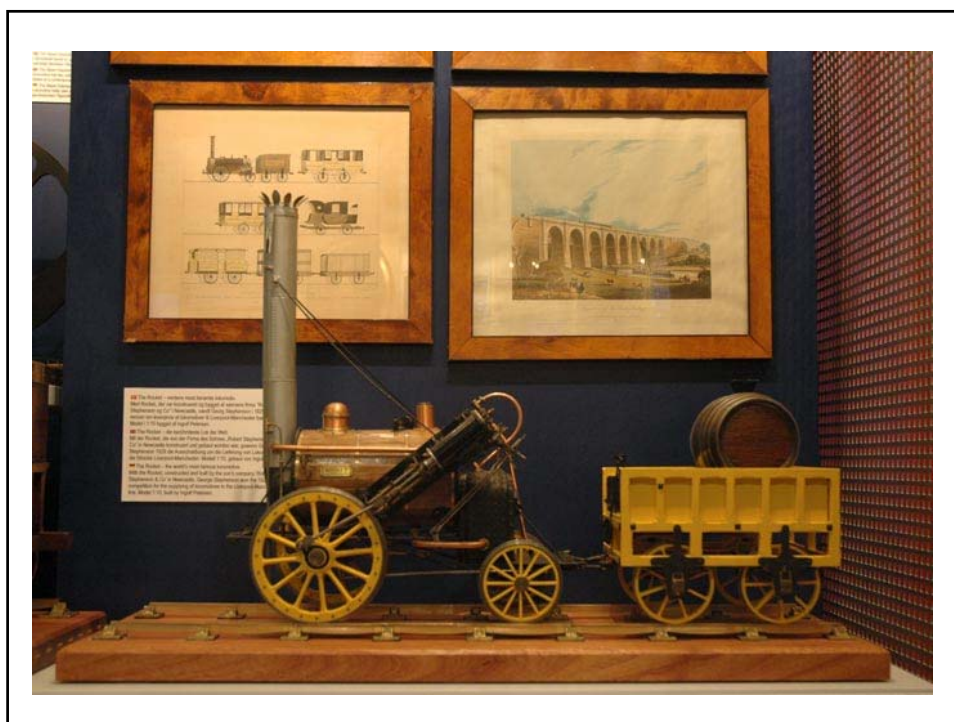


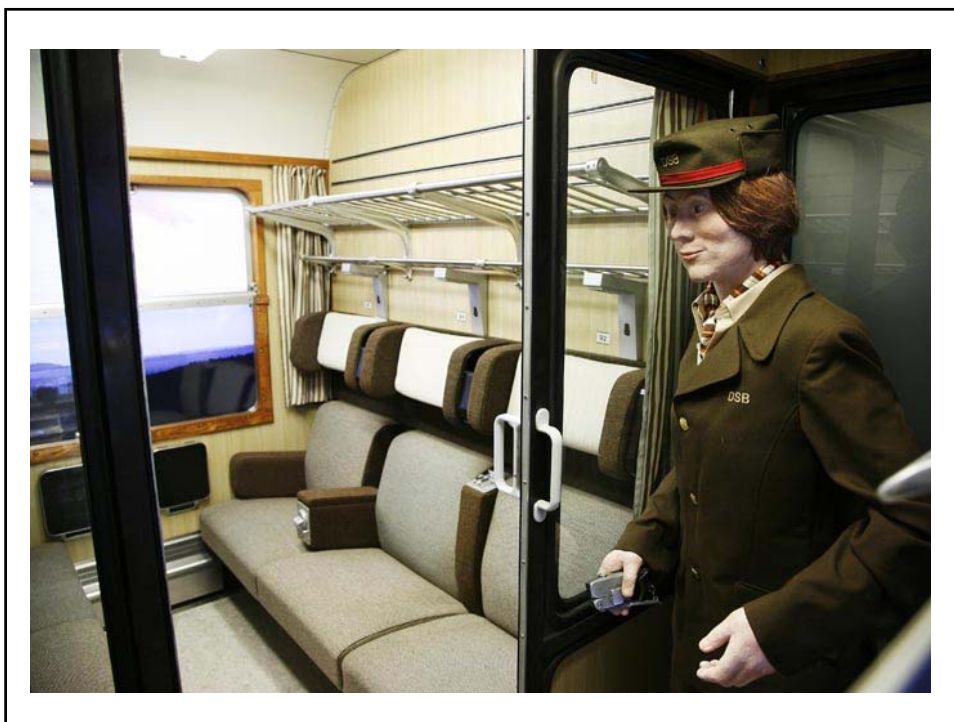


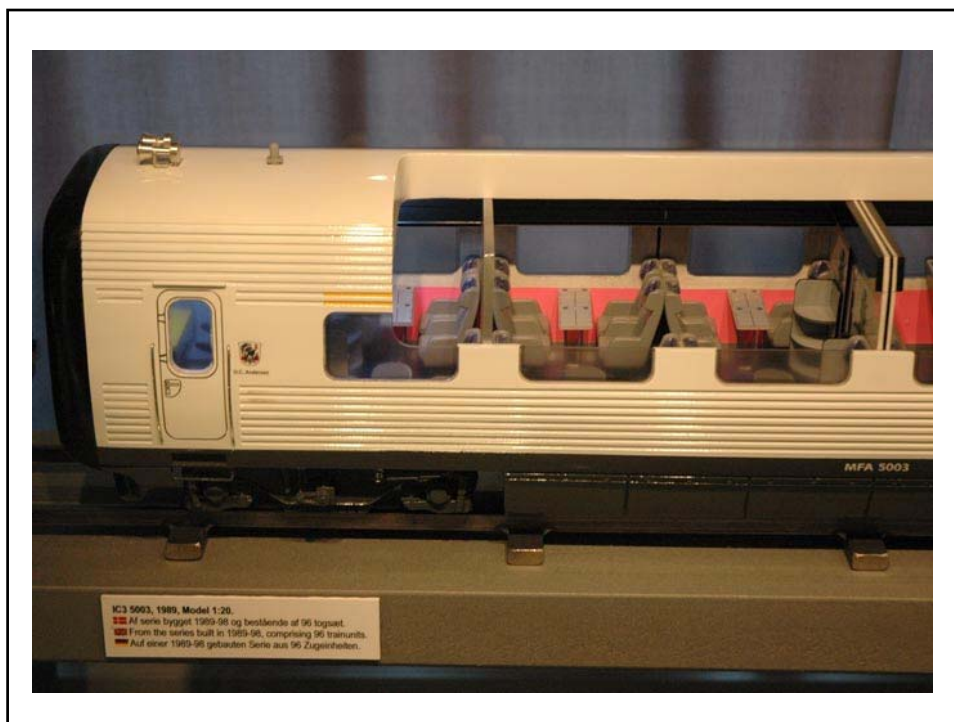




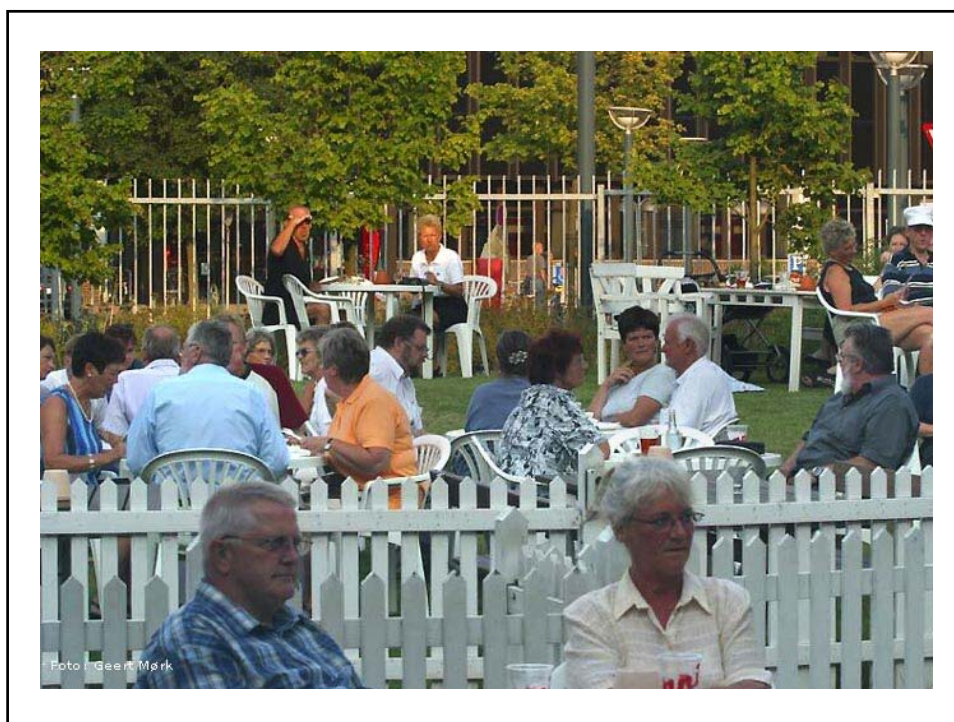




















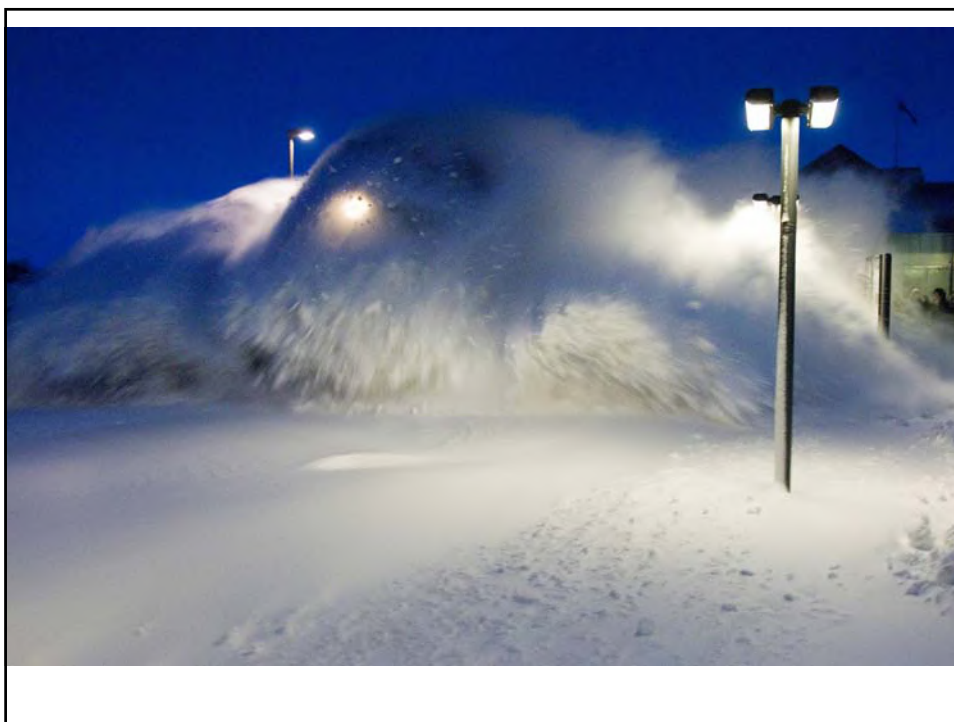


Visiting friends!



can give many visitors



















The "Odin" Project



