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

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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
No life without roots,
No identity without history,
No future without a past.

HRH the Prince Consort of Denmark
President of Europa Nostra

Established on 30 November 1963
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
Andorra
Armenia
Austria
Azerbaijan
Belgium
Bosnia and Herzegovina
Bulgaria
Croatia
Cyprus
Czech Republic
Denmark
Estonia
Finland
France
Georgia
Germany
Greece
Hungary
Iceland
Ireland
Italy
Latvia
Liechtenstein
Lithuania
Luxembourg
Malta
Moldova
Monaco
Netherlands
Norway
Poland
Portugal
Romania
Russian Federation
San Marino
Serbia
Slovakia
Slovenia
Spain
Sweden
Switzerland
"The former Yugoslav Republic of Macedonia"
Turkey
Ukraine
United Kingdom

European Union: 27 Member States

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

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
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

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 1A Architectural heritage diploma
e.g. The pantomime theatre Tivoli Gardens (Denmark), 2004

European Union prize for cultural heritage
EUROPA NOSTRA Awards

Category 1B Cultural landscapes prize
e.g. The heathland centre (Norway), 2004
European Union prize for cultural heritage
EUROPA NOSTRA Awards

Category 1C 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 1D 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

Category 3 Dedicated service to heritage conservation medal

e.g. Cultural heritage without borders (Sweden), 2005
Every year, in September, 20 million of citizens visit monuments and sites in 47 European countries.

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

Will the atomium still be there when I’m grown up?

The adventure of the heritage

Catherine Collet - Europa Nostra
© FEDECRAIL and Author, 2007
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

Railway patrimony in Portugal
Best Practice

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
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 Dinhobl (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’

Birgitte Wistoft - The Int'l Association of Transport and Communication Museums
© FEDECRAIL and Author, 2007
IATM in York 11-15 June 2007

IATM in Scotland 16-18 June 2007
EUROPEAN UNION FUNDING

FEDECRAIL Conference
Odense
John Jones

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
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

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
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

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
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 5% of total
    Interregional Networks

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!
INTERREG
2007-2013

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

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)
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
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”
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”

“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
A Success Story! – Banitis, Latvia

2006 – 31,235 passengers (includes 246 Tourist Groups).
“Sustainable Regeneration” of the rural economy!

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

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.Ołdakowski, J. Chłystynski, Bieszczady Railway
The Viseu de Sus Railway, Romania

“Sustainable Jobs and Industry”

Photos © M. Schneeberger

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

Photos © The Siclau Association and various members.
Sargan Mountain Railway, Mokra Gora, Serbia

Now extended into Bosnia-Herzegovina

Sustainable Communities

Čiernohronská Railway, Čierny Balog, Slovakia

Sustainable Tourism.
Giving access to Forestry Museum while protecting the Environment.
Volunteer Youth Camps.
New challenges arise! Sibiu – Agnita, Romania

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

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.
An International Partnership Success Story!

Make it a Partnership Success Story for Young and Old!

Sustainable Resources!

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
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)

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 an chemical compounds are involved.
Sources

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

- dust
- fly ash
- soot
- smoke
- aerosols

road traffic
tyres
combustion of fossil fuels (coal!)
combustion of wood

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/cm³ that has the same inertial properties in the gas as the particle of interest*
Coarse!

Medium! \(\Rightarrow\) PM10

Fine! \(\Rightarrow\) PM2.5, PM1.0; \textit{Maybe the most dangerous...}

**EU Regulations**


- 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.

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**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.

ÖSJJ 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. Increased pollution levels above background levels!

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

None of NO2, SO2, CO, PM10, 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 PM10, 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
Due to complaints on smoke, a scrubber is installed inside the workshop were “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

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**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-guage 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

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:
DSB Museum
Train in
Randers,
Roskilde
Copenhagen
Exhibition 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)
Poul Thestrup - The Dansk Jernbane Museum
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Poul Thestrup - The Dansk Jernbane Museum
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Poul Thstrup - The Dansk Jernbane Museum
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Conference 2007
Odense, Denmark
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Visiting friends!

can give many visitors
The "Odin" Project

Poul Thøstrup - The Dansk Jernbane Museum
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