



Wernigerode (Germany) 2019. Photo: Ingrid Schütte

Goodbye year 2022 with the many faces and welcome 2023!

This year started with a feeling of hope, of ending the pandemic and find the re-instatement of the former pre-Covid world on our route. And of course, in all countries and on all continents the translation of this feeling was different. Were we Dutch, so happy that we were completely freed of mouth caps, at our neighbour-countries like in Germany the mouth caps are still obligatory in the Public Areas. Like Public Transport. And China still maintained a very strict ZERO tolerance for COVID, which lead to great discontent feeling leading to a hardly earlier know in the Peoples Republic.

This year will also go into history for the sad fact that the war returned to Europe, or perhaps even to the whole world. For my generation (I am born in 1950), war in the direct neighbourhood unknown. Yes, I remember of Course the cold war and the end of that some 30 years ago. But it never became a full-scale military war in Europe. The Ukraine war brought its own uncertainties. Energy prices stimulated inflation and that makes the income from ordinary people, like you and me, of less value. But it brought fraternization in the EU and NATO and in majority even on UN scale. But all together this year was one of unexpected, unknown developments, which makes the future very uncertain.

This year the feeling for the fight against the change of the climate was Highlighted in Egypt during COP 27 Sharm-el-Sheikh 2022, that was highly influenced by political diversion between the existing industrial (Western) world and those areas that suffered at this moment of climate changes, like the Pakistan flooding.

This year It was also the moment to start the discussion about long term use of fossil fuels and looking into alternate forms of fuel for Working Industrial and Mobile Heritage. In both processes the first steps were made from a mutual point of few, in keeping the conceptual authenticity of our heritage upright and stimulate all possibilities to keep our environment upright as well.

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This is all together the impressive starting point for year 2023. In which we plan to organize a conference together with the FEDECRAIL AGM in April. It will be four the first time in 4 years that will happen. (Read further in this Update). It will be the time that in many boardrooms of our members plans will be made as answer on the uncertainties as route to continuity in the coming years). It will influence the very many working members on our railways, but it is important that successful existing routes can be continued to use

and where that is not possible, eventually new developments should ask for a very clear why and wherefore, to keep the whole load of collaborators, stakeholders and visitors enthusiastic about our wonderful heritage railways.

I wish you all, in name of the whole board and the officers of FEDECRAIL a peaceful and wonderful Christmas and a healthy and successful New Year.

Jaap Nieweg
President of FEDECRAIL

UPDATE No. 53

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FEDECRAIL Board (6):



JOS VAN DER PERRE

- Like David Morgan, I was President of the Federation of the European Bar Associations.
- Studied law at the Catholic University of Leuven.
- Started army service in 1968 and discharged as a lieutenant in the Armoured Infantry.
- Professionally active as a lawyer at the Bruges Bar since 1 January 1970.
- Honorary mayor of Oudenburg and former President of the Bruges Bar Association.
- Former president of both socially and culturally relevant organisations.
- Still professionally active today.
- Married to Laurette Devriendt since 1971.
- Two children and three grandchildren.

David Morgan asked me to serve on the board of FEDECRAIL in 2013, after which my appointment was ratified by the Annual General Meeting. FEDECRAIL is a Belgian organisation and is subject

to the new Belgian Companies and Associations Act, approved on 28 February 2019, as expressed in Article 1.1. of FEDECRAIL's constitution. The Belgian law and the constitution of FEDECRAIL therefore also provide for Belgian representation on FEDECRAIL's board, as can be read in article 4.2. of constitution of FEDECRAIL: *"The board will consist of at least six and no more than the number of members equal to the number of umbrella organisations that are members of FEDECRAIL. At least one board member will be of Belgian nationality"*.

Meeting Presidents

Wattrain and FEDECRAIL

It was almost four years ago that Stefano Benazzo, President of Wattrain, the global umbrella for tourist and heritage trains, and myself had met physical. Of course, we had online contacts, especially during the very useful series of Wattrain global CORONA meetings, but a visit of Stefano to Amsterdam, brought us on Sunday morning November 27th on the same spot as four years ago, the wonderful first class waiting room of the Amsterdam Central station, with still the basic design and atmosphere of the opening year 1889.

We discussed several subjects of the situation in Europe and the other continents as well and agreed to interchange our newsletters, also with our members vice versa, as a start to strengthen the connection between the active workers on heritage rail all over the world.

One of the main discussion points was involving young passionate people into developing and enhancing our Associations's activities is not only highly advisable, but essential. This is one of the action points in the newly developed strategic Plan (2023- 2028), to be formally agreed by the FEDECRAIL AGM in April 2023. As a direct result FEDECRAIL will restart in 2023 organizing a 10-day youth exchange, this time in Great Britain for



Overview waitingroom First Class Amsterdam Central

young heritage railworkers aged between 17 and 25.

We both experienced our meeting as very useful and will stay in contact, sometimes by meeting physical and sometimes online. **Jaap Nieweg**

WATTRAIN:

Close cooperation promotes advocacy

Since being founded in 2010, WATTRAIN (The World Alliance of Tourist Trams and Trains) has been at the forefront in promoting the interests of the owners and operators of tourist trams and trains.

Its aims are to represent the interests of such operators on a global scale, to advise and assist its members on technical, legal, environmental, cultural, commercial, marketing and other matters, to exchange ideas and information, to encourage best practice and to promote the sector generally. And to build a repository of useful railway related

material and sources for member railways and individuals.

In particular, it seeks to ensure that traditional skills are passed on to the next generation. The strategy for achieving those aims is set out in WATTRAIN's Strategic Plan. WATTRAIN's Newsletter carries this message on each page: "WATTRAIN – Supporting and promoting heritage rail worldwide by anticipating and responding appropriately to challenges and developments."

And the last two years have been especially challenging, what with the Covid pandemic and the ensuing problems caused by the invasion of Ukraine. During the period of the lockdowns, WATTRAIN sponsored several global forums in an effort to learn from railway preservation and heritage colleagues around the world.

A Summary of the Fifth WATTRAIN Global Forum, June 1, 2021 can be found [HERE WATTRAIN Newsletter- May 2021 Edition.pdf](#) .

And to the future: Close cooperation between groups such as FEDECRAIL, WATTRAIN and other regional and national groupings around the world, can only strengthen our hand in coping with the environmental and other challenges we all face

Peter S. Lewis
Communications Director WATTRAIN



FEDECRAIL Conference 2023 on the Danube in Austria, here the panorama of Stein.

Photo: Karl Bauer, Wikimedia Commons

FEDECRAIL Conference 2023

Date: 20 or 21 April to 23 April 2023

Place: Krems on the Danube, Austria

In the spring of 2023, we will once again have the opportunity to meet not only online but also in person during our General Assembly and a conference. As we fully respect the fact that personal contacts are just as important for our members as the possibility of online meetings, we will organize the Annual General Meeting 2023 together with a conference as a hybrid event.

This time we have chosen Krems on the Danube in Austria as the conference venue, one of the oldest cities in Austria, a university town, an important railway junction and the "gateway" to the magnificent cultural landscape of the Wachau, which is a UNESCO World Heritage Site.

A worthy setting, then, to host the FEDECRAIL conference and serve as a starting point for a compact study tour programme for both young and experienced, young-at-heart museum railway enthusiasts. Danube University Krems - our important partner in the organization - is kindly providing us with premises and technical equipment.

We are currently in the process of preparing the conference programme and the supporting programme and will keep you informed; please also note the information on our homepage.

We are looking forward to many participants and specially to meeting you personally in Krems.

Gottfried Aldrian
Council Member

Heritage Operations Group:

Results from Annemasse

On the 5th November we held our second post pandemic HOG meeting in a hotel in Annemasse in France but very close to Geneva in Switzerland. Subject covered were the members questionnaire, ERTMS, marketing in a post pandemic world, main line running in Belgium, updates on the train drivers directive, the continuing use of heritage rolling stock in Austria and coal. The meeting was attended by 13 members, five in the room and eight online. If you would like more details including the minutes please contact me leigh@fedecrail.org

Ian Leigh

Inventory:

Coal consumption inventory

Following FEDECRAIL's recent call for an inventory of European fossil fuel use, it is good to present an interim report. It is now clear from a number of countries what quantities of coal are used on an annual basis for the purpose of heritage equipment and what their origin is.

Overview:



S.R.P.S. Railtours steam train in Stirling, Scotland. Photo, 2018 : Ingrid Schütte

- * **United Kingdom:** 35,000 tonnes of coal - mainly Welsh origin
- * **Germany:** 20,000 tonnes of coal - mainly of Polish origin
- * **Netherlands:** 1,000 tonnes of coal - mainly Russian origin
- * **Belgium:** 300 tonnes of coal - mainly Russian origin
- * **Denmark:** 140 tonnes of coal - unknown origin

We would like to thank all involved for the efforts to provide this information! It is very relevant to have insight into the total European heritage transport fuel consumption. This information is essential to continue the lobby for the future use of fossil fuels, as well as to conduct research on securing future coal supplies and also investigate possible alternatives.

Once again, we therefore urge all countries / members that have not yet provided the information to send it as soon as possible to: FvdBroeke@Stoomtram.nl. FEDECRAIL can then serve our collective interests based on the correct information!

Frank van den Broeke
Jaap Nieweg

HRA Scottish Advisory Committee:

Local Coal in Scotland

.... no more

In the week when the UK government authorised the opening of new coal mine in Cumbria to meet industrial needs, a sample news report on current coal and fossil fuels issue from further north.

This year marks the last time when most steam railways in Scotland will have been able to operate using locally sourced coal. Echoing developments right across Europe, active mining from the last open cast sites ceased some time ago, but purchases continued to be made from accumulated stockpiles until emptied. The Scottish Government also held a consultation this summer to review its "Coal Extraction Policy".

A good response was submitted on behalf of Scotland's heritage railways by the Heritage Railway Association emphasising the already recognised importance of our sector to Scotland's tourism economy – for example the daily Jacobite summer steam service on the scenic West Highland line is regularly used as a flagship for promotion of Scottish Highlands tourism (travelled on by Fedecrail delegates during our 2018 conference

programme). As always, the very low pollution element of both the Jacobite and heritage line steam operations was emphasised. A key point is that controlled low-volume extraction of high-quality coal from UK sources is the best way to limit overall emissions.

A summary of the Consultation Responses has recently been published. Other submissions also emphasised the ongoing need for coal for cement, steel, and other industries, while a contrary view was taken by various environmental bodies. Interestingly, some other responses also focussed on Scotland's industrial heritage, which had been based of course on coal as the primary energy source. As with our sector, industrial museums and heritage sites play an important social, cultural and economic role in many former industrial communities – the history of which should not be ignored, but respondents urged should be valued. Our response was also passed to a leading Scottish Parliament Member – a former Minister for Business & Enterprise – who replied: “a strategic approach to sustaining our railway companies reliant on coal is something that should be supported – and supportable – throughout the UK”.

It is extremely unlikely that any new licences would be issued to re-start active operations at any of Scotland's former open cast mines (or new ones!). Future supplies will have to come from elsewhere in the UK (currently still possible from Wales) or from overseas...

***Peter Ovenstone, Vice-Chairman,
HRA Scottish Advisory Committee***

Brünig Dampfbahn (Switzerland): Resumption of Steam Service Interlaken Ost – Meiringen – Giswil via the Brünig Pass

September 25th, 2022, was a very special day for members of the Brünig Dampfbahn (BDB) and indeed, for that matter, anyone interested in Swiss railway history. This was the day that witnessed the resumption of steam over the Brünig Pass and the return of HG 3/3 N°1068 to passenger service. Following a 59-year retirement and 34 years sat on a plinth at Meiringen station, this was quite an event, to say the least.

The operation of BDB steam services between Interlaken and Meiringen have been a regular event for several years now. These duties have been performed by G 3/4 No. 208. Extension over the Brünig section to Giswil however involves the rack sections and these of course require a suitable locomotive. With the return of No.1068 from her rebuild at the RhB in Landquart, the suitable motive power is now to hand.

Following successful test runs and crew training, the date was finally set for the 25th of September 2022. Normal departure from Interlaken was, as usual, with No.208 heading the train to Meiringen. The only difference this time, being the order of coaches, there had to be a rack-braked coach at



Steam in Switzerland: the BDB over the Brünig Pass.

Photo: Georg Trüb

each end of the train!

Arrival, as expected, was on time accompanied by the greeting whistles of No.1068 impatiently waiting to reverse onto her first train in nearly six decades!

With No.208 uncoupled, departure was cautious, until the rack just outside Meiringen was engaged. 1068 then did what she was built to do. Mike Ellis (Brüning Dampfbahn) was standing on the front coach balcony directly behind the loco and it was quite stunning for him to watch and hear the action.

For the technically minded: the used of the rack-motion involves shifting the locomotive from simple to compound operation at very low speed whilst the pinion rides into the rack-rail. The non-inclined boiler is also something the fireman must keep in mind when water levels are considered on the rising and falling gradients.

Ellis: I'll not go into further technical detail here about the trip and the emotion those on board experienced. You simply must live that for yourselves! Please therefore forgive me for the following few words of 'sales-pitch': The BDB have hereby proven the concept of steam services as an excursion package from Interlaken to Giswil. They now offer a monthly excursion for the public to 're-live' the journey in a period train that operated this section in the 1920's.

No.1068 dates from 1926 and is the final steam

locomotive that was built for the SBB. Think of her like a Swiss 'Evening Star'. A return trip is a full day out and includes the very best scenery of the Bernese Oberland and the Lake of Brienz. With numerous in-between halts there are plenty of photo-ops, and always something happening. It really is as 'Swiss' as it gets."

Regular detail updates available online at: https://bruenig-dampfbahn.ch/?fbclid=IwAR11c7CmicSsHxpkihwCs2-UI3BDt37Bi9WL-Ey9NDBDSAAbbSOXCNcl_eek

Michael Ellis

Museu Nacional Ferroviário, Portugal:

Festival Vapor: a Steampunk Circus

The 3rd edition of Festival Vapor took place between 16 and 18 September and attracted 5,166 visitors, spread over the three days, most of them national and foreign families. The festival is already a regional cultural event, to be held annually in September at the National Railway Museum. Targeting mainly families and young people, the project sought to create a celebration around the national railway heritage and the National Railway Museum.



"Steampunk atmosphere" in the National Railway Museum. Photo: Museu Nacional Ferroviário

The "steampunk atmosphere" matches perfectly with the National Railway Museum and its collection, which includes iconic pieces such as the first steam locomotives ever to circulate in Portugal, the Portuguese Royal Train and the Presidential Train – a world of iron and steel, of technological innovations from the Industrial Revolution to the dystopian, fantasy world of steampunk: "If there was a steampunk-themed festival in Portugal, it would have to be at the National Railway Museum!"

In 2022, the three days of the Festival offered diversity and quality and guaranteed entertainment for everyone. Between Crafts Fair and book stalls, a Victorian Carousel and minicamp rides, board games and model railways, everything happened. The food of the festivalgoers was guaranteed by regional products provided by the Associations and Collectivities of Entroncamento.

Festival Vapor: A Steampunk Circus is an unprecedented event in Portugal, but one that is already attracting huge crowds internationally. From the most purist tribes to casual fans, from eco-driven movements to the avant-garde, from alternative artistic productions to simple family entertainment, everyone had their place marked on this journey to the early days of the Industrial Revolution.

The setting couldn't be more perfect: great machines, many from the age of steam technology, and fully preserved industrial buildings have already hosted three editions of Festival Vapor, with a diverse programme of music, theatre, performing arts, cinema, games, talks, workshops, exhibitions and parades, always inspired by the retro style in which modern technology advances from steam-powered machinery.

Dilma Miguel
Museu Nacional Ferroviário

Austria:

Railway Culture Award 2022

The Austrian Railway Culture Prize, which was awarded for the first time in 2016 and is presented every two years, recognises an important and innovative work, project or organisation in the field of Austrian museum and tourist railways as well as extraordinary achievements in the field of Austrian railway history.



In Austria, a colourful diversity of numerous historic railways and train operators has established itself in recent decades. With their more than 3,000 volunteers, they convey living technology to visitors and provide an insight into the railway operations of times gone by. In addition to a large number of voluntary organisations, some transport companies are also active in this sector and are well aware of their tradition. They preserve rolling stock and railway equipment from decay, recognising them as irreplaceable technical cultural assets which state organisations lack the financial resources or interest to maintain.

Cultural heritage includes not only literature, art and objects, but also technical equipment that is used on a daily basis. Historical railway vehicles and technical railway equipment are therefore also to be regarded as valuable cultural assets. The Austrian Railway Culture Award is intended once again to draw attention to the achievements of the members of the Association of Austrian Museum and Tourist Railways (ÖMT) to raise their status in the public perception.

In 2022, the focus was on the topic of "vehicles" and three projects were submitted that deal with the refurbishment, repair or recommissioning of historic locomotives, railcars and wagons, including the associated planning and documentation work. There was a multi-stage evaluation process, carried out by experts according to the following criteria: Monument criteria, museum aspect, authenticity – Public perception and effectiveness, tourism – Use, operational concept, safety – Social aspects, voluntary work, intangible heritage – Financing, economic and ecological sustainability.

The award winners: **Place 1:** Restoration of a "Haller TramTrain Set" of the former local railway Innsbruck - Hall in Tirol/ TMB-Tiroler MuseumsBahnen – **Place 2:** Restoration of the two-car tram and trailer set L1 2597 + k5 3965 of the Vienna Tramway/ WTM-Wiener Tramwaymuseum – **Place 3:** Reco of the multiple unit class 4030 of the Wiener Schnellbahn/ VEF-Verband der Eisenbahnfreunde.

On Friday, 25 November 2022, the Austrian Railway Culture Award 2022 was presented to the winning project of the Tiroler MuseumsBahnen in Innsbruck. The complete set consisting of railcar 4 with trailer cars 105, 8, 16 and goods wagon 263 was presented to the public in the Remise 2 of the Innsbruck Transport Authority. After a welcome by the chairman of the Tiroler MuseumsBahnen, Ing. Walter Pramstaller, and the presentation of the project, speeches were given by representatives from city and provincial authorities as well as by the "host", Dipl. Ing. Martin Baltes, Director of the Innsbruck Transport Authority.

The chairman of the independent jury, Univ.-Prof. Dipl. Arch. ETH Dr. Christian Hanus, Head of the Faculty of Education, Art and Architecture at Danube University Krems, praised the high standard of the projects submitted before the trophy was presented to the Tiroler MuseumsBahnen by the Chairman of the ÖMT, Ing. Harald Baminger and his deputy Gottfried Aldrian. After inspecting the exemplary refurbishment of the vehicles, a trip with motor coach 4 to Igls took place. The public presentation of the entire set with round trips on the city centre network is planned for spring 2023.

Harald Baminger, ÖMT

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Deadline for textes and photos is February 8th

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