



FEDECRAIL as a guest at Danube University in Krems/Austria, photo taken on Sunday, 23 May 2023, by Benny Huberty

WARM GREETINGS FROM KREMS AS START OF A NEW YEAR OF OUR FEDERATION

We had a wonderful start two months ago: It is art. 4 in the constitution of our federation that teaches us that a FEDECRAIL-year is the period between two AGMs. Looking backwards we could see the last AGM in traditional form, with conference and an educational programme had been organized in Wernigerode (Harz) in 2019. After that we were reigned by Covid and were the formal AGMs organized in Hybrid form without any other additional activity (except an HOG meeting in 2022).

The board was happy to look into a possibility to use the invitations of the Donau University in Krems, our Austrian Umbrella Member ÖMT and Europa Nostra Austria, to organize the 2023 AGM with an additional interesting + programme, from April 20th to 23rd with a meet and greet to start with, working group meetings of HOG, Environment, Tramway and Youth working groups, of which the HOG meeting was also hybrid and used by members from all over Europe. Workshop visit in St. Pölten in the modern workshop of the Niederösterreichische Verkehrsorganisations-Gesellschaft (NÖVOG) since 2010 the Mariazellerbahn fleet (760 mm gauge) maintains. On Saturday we visited the tramway museum in Vienna. What a wonderful city and what a wonderful collection and an interesting presentation! On the last day we started with several speakers in a conference form: subjects like fossil fuels as cultural value for the working industrial and Mobile heritage, monumental Status of infrastructure as well as rolling stock (ÖBB and SBB), and the restauration of older electric railcars (Former ÖBB and StMLE Peggau – Übelbach).

This was followed by the formal AGM in which accounts were approved by the members, as were the annual plan 2023 and the budget and the Strategic plan 2023 – 2028. The board asked the members to become more part of the activities that are ongoing and use FEDECRAIL more as an activity platform than we are used to until now. I myself told the members that I will not be available for a next term after ending this term in 2024. In that light the board gave an overview from what board members are ending their term. I promised to come back to the members during the planned autumn Mem-

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bers meeting in the first weekend of November in Bilbao. Our Dutch colleagues HRN online represented by their Chairman Pieter van der Ham gave under any other business a short presentation developed by the Dutch Mobile Collection about sustainable Mobile heritage.

The programme did close with a trip on the NÖVOG Wachau railway, in which Univ.-Prof. Dr. sc. techn. Dipl. Arch. ETH Christian Hanus during the ride gave an interesting presentation about the history, influence, and the possible future possibilities. A possible European project, organized by the University and FEDECRAIL, is invited to join, which the board in the meantime decided to do so.

Our organizing working group had to find their way and did well. So, thanks to Gottfried Aldrian, Ian Leigh, Mimmi Mickelsen, Josef Sabor and the whole staff of the Donau University in Krems who were intensively involved in organizing our project.

If we have a wish for future meetings with the members, then we would be very happy to meet more new generation board members of the FEDECRAIL members, to discuss and develop future policies.

Jaap Nieweg, President of FEDECRAIL

UPDATE No. 56

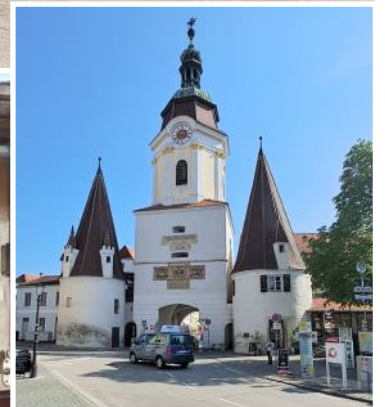
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Krems Conference

Photos: Sabor (1), Schütte (4)

Information from FEDECRAIL to its members

In 2024 several positions will be open within the board

At the care annual general meeting in 2024, there will be several positions open within the board. There are currently 4 members whose term of office expires in 2024.

Jaap Nieweg, President, not running for re-election

Mimmi Mickelsen, vice President and secretary, standing for re-election on nomination from a member

Frédéric Riehl, treasurer, standing for re-election on nomination from a member

Gottfried Aldrian, member of board Hog chairman, will announce its decision after a period of consideration.

However, those standing for re-election do not have to keep the position they currently have on the board. If the members wish otherwise that option is available. What we see is that in 2024 FEDECRAIL will have to choose a new President for its operations and our members are asked to think about suitable candidates for the board. Then not only to the position of President, but also to other positions.

President

We are looking for a non-prestige person who wants to work on FEDECRAIL challenges for its members. The president leads the board and its work and actively represents the association. The president is the one who is often the face and

should feel safe giving speeches to different gatherings of people.

Secretary

The secretary has a great deal of responsibility for the administrative work of the board, which means calling meetings, drawing up documents, minutes, sending out information to our members. An important aspect of the work is compliance with the constitution and information for general meetings and the like.

Treasurer

The Treasurer has the financial responsibility for the association and must ensure that there is a balanced budget, work with the auditors and be active in acquiring and managing the association's financial resources. As a person, you should be meticulous and structured and have order and order to complete this assignment.

Board member

As a board member, we are looking for different characters to create a good dynamic on the board and to create a good, jointly run association. We wish to receive nominations from driven individuals who want to influence and work forward with FEDECRAIL. It is also desirable to have varied experiences and expertise. If you think that board work is not for me, we still gratefully receive proposals for people who want to get involved and drive FEDECRAI forward.

The last day for nominations will be at least 80 days before our annual general meeting. Since the date and place have not been fixed for this, we will come back with the deadline, but do not hesitate to send in your nominations already now to secretary:

Mimmi Mickelsen, mickelsen@fedecrail.org

NERHT:

Study Tour to English Railways

Support for Ukrainian youth

As you already know, encouraging the younger generation is one of the main targets of FEDECRAIL's work and attention to them is always a priority. One of the main events that underlines the importance of young volunteers in railway preservation is the FEDECRAIL Youth Exchange. Unfortunately, this year's event (which was planned to take place in the UK) has been postponed to 2024 for financial and logistical reasons mainly related to the international economic situation (inflation, war in Ukraine).

One of our members, the New Europe Railway Heritage Trust (NERHT), in close contact with Eastern European associations has for many years sponsored the participation of volunteers from Ukraine and other eastern European countries in the Fedecrail Youth Exchange. As the opportunity

does not arise this year, NERHT is organising a study tour to enable some young Ukrainians to visit some preserved English railways (some of which are members of FEDECRAIL) for a few days. This will enable them to gain valuable practical knowledge and experience of the world of heritage railways during a short break from the current very difficult time in their country.

Fedecrail is supporting by way of exception this initiative by making a donation to the NERHT appeal. We also felt we should draw the attention of all our members to this initiative. We hope that perhaps some members will also wish to make at least a symbolic financial donation to this very worthwhile event.

For information on how to contribute, please contact NERHT Chairman, Stephen Wiggs:

sandgw@hotmail.com.



The station of Kortrijk in 2021, photo Marc Grieten

EUROPA NOSTRA:

„7 Most Endangered 2023“:

Kortrijk Station on the list

This year's list of the *7 Most Endangered* monuments and heritage sites in Europe has been announced by Europa Nostra and the European Investment Bank Institute (EIB). Sadly, once again a railway location is one of the threatened places – the main station building at Kortrijk (Courtrai) in Belgium. The station was rebuilt in the mid 1950s designed in a unique modernist style, viewed by many as one of the most iconic buildings in the city. Background information on the full 2023 list of sites can be found at:

www.europanostra.org/europe-7-most-endangered-heritage-sites-2023/

The battle against complete demolition of the building is being led by VVIA, the Flemish Association for Industrial Archaeology who are appealing for support from other heritage organisations (VVIA nominated the station for inclusion in the 7ME 2023 list). In particular, supporters are asked to write to the Flanders Regional Government (Minister in charge of Immovable Heritage) and to Stad Kortrijk, the town council. A comprehensive briefing paper can be found on the VVIA website: www.industrieerfgoed.be/content/Kortrijk-Courtrai-station-gare The paper explains the significance of this building to European heritage, including also the names and email addresses to whom support letters should be sent. A campaign Manifesto has also recently been published. A key point is that the main practical elements to improve facilities for station users could still be implemented without destroying the existing building.

From the railway and industrial heritage sector, the campaign is strongly supported by FEBELRAIL, our Belgian umbrella body member (who have also provided some useful background notes), and TICCIH The International Committee for the Conservation of Industrial Heritage. Both bodies have already written valuable support letters. Similar letters from FEDECRAIL are under preparation.

As always with 7ME locations, help is being sought from organisations (and individuals) throughout Europe (and beyond). While support from other

rail sector national umbrella bodies is particularly valuable, input from individual heritage bodies would also be very welcome. VVIA have asked that copies of all support letters submitted to the authorities should also be sent to them by email to: info@industrieerfgoed.be

We very much hope that some members will feel able to add their active support to the efforts to save this important building.

Peter Ovenstone - Co-Secretary EN Industrial & Engineering Heritage Committee



FEBELRAIL (Belgium):

Kortrijk – Campaign to save the station from demolition

Kortrijk, located on the western border of Belgium close to the French border and the city of Lille, has a railway station since 1839. The station was erected at the periphery of the city of Kortrijk, which led to the creation of a new city quarter, with the Kortrijk Station at its core. Kortrijk became an important railway junction with a marshalling yard, locomotive depot, etc. As a result, it was heavily bombed in 1944, after the invasion of Normandy. More than 1800 buildings, including the station, were destroyed.

The Kortrijk Railway Station was rebuilt in the early 1950s and inaugurated in 1956. The building was designed by the Kortrijk architect Pierre A. Pauwels who gave the new station a unique modernist look. Even though the building has an unmistakable heritage value and is undoubtedly one of the most iconic buildings in the whole city of Kortrijk, the owner of the building, the SNCB/NMBS (Belgian Railways), plans to demolish it as part of the redevelopment of the Kortrijk station area. Built in solid materials like concrete, bricks and

glass, the building is still in good condition and today it still fulfils its role as the main gateway to the city. The redevelopment does not necessarily have to include the disappearance of this unique station building. It is a symbol of the resurrection and reconstruction of the war and, moreover, it is the last remaining important station building in Belgium, dating from the reconstruction period after the second world war.

In Kortrijk, the demolition plans have already caused quite a commotion, and an all-out campaign to save the station has been set up. Indeed, there is a strong public support from the public and from several heritage associations in order to save the station from destruction. Furthermore, the Kortrijk Railway Station has been nominated as one of the 7 most endangered monuments and heritage sites in Europe for 2023 by Europa Nostra (see https://belgium.representation.ec.europa.eu/actualites/la-gare-ferroviaire-de-courtrai-classee-parmi-les-7-sites-patrimoniaux-les-plus-menaces-deurope-2023-04-13_fr). If you want to support the campaign to save the station, please contact the Flemish Association for Industrial Archaeology VVIA via info@industrieelerfgoed.be

UIC Developments June 2023:

“Tourist Friendly – UIC TopRail”

New document

Since FEDECRAIL signed the Memorandum of Understanding (MoU) with the UIC on 27th April 2017 we have worked with the UIC TopRail Projects to promote and develop opportunities for Rail Tourism in conjunction with UIC full member railways and organisations. The value of the work that has been undertaken by TopRail and the guidelines that we have helped to produce has been recognised by the General Assembly of the UIC. As a result, from 1st January 2023, TopRail has become a permanent Sector within the Passenger Department of the UIC and is funded centrally rather than from UIC members on a project basis. I am pleased to confirm that the MoU between FEDECRAIL and the UIC is continued in recognition of our inputs to the work over the last six years

and the importance of sustainable development of Rail Tourism to include Heritage and Museum Tourist products.

We have recognised the benefits achieved by other sectors of the leisure tourism industry by having a system of classification and categorisation of their products that can be easily understood by travel agencies, tour operators and prospective visitors. Accordingly, since last year, we have been working on this objective both for Tourist Railways and for Tourist Friendly Railways. The foundation is our 2020 publication “Guidelines on how to increase Attractiveness for Rail Tourism” which was made available to FEDECRAIL members on publication.

The new document just being completed is “Tourist Friendly – UIC TopRail”. Sections 1 and 2 introduce the concepts and clarify the differences between “Tourist Railways” (including FEDECRAIL Members) and “Tourist-Friendly Railway Services and Experiences”. Section 4 describes the proposed classifications. This document is intended to be voluntary and self-enforced but it is hoped that the successes of similar systems in other sectors of the tourism leisure industry will demonstrate its value to railways and tramways.

The new status of TopRail gives opportunities for wider work to promote and develop Rail Tourism in the challenging years to come. A current study headed “Future Rail Tourism 2025” aims to define the key factors in shaping the future of Rail Tourism taking us forward from 2025 which need to be built into strategic planning for our industry.

Other objectives will be considered in the next few months as the new status and consolidated future settles down. I am happy to continue representing FEDECRAIL in these challenging opportunities. It is especially good to see the benefits of expansion of museum and heritage railway and tramway tourist opportunities being recognised by full members of the UIC. For examples, in Spain RENFE and FGC are expanding their tourist and heritage products, ZSSK (Slovakia) will run tourist trains three times each week and Trenitalia is expanding their tourist products. It is vital for our Fedecrail Members to take advantage of the “feel good” feeling for Rail Travel that is generated by expanding opportunities in the Rail Leisure Market.

**John Fuller, FCILT UIC Representative,
FEDECRAIL**

FEBELRAIL:

150 Years of Trams in Antwerp

Parade and more

Recently, several spectacles and tram parades have been organized in European towns and in towns worldwide, on the occasion of the 150th anniversary of the local tramway network. This was also the case in Belgium. In 2019 there was a huge tramway parade in Brussels, and on 28th May 2023 a similar event took place in Antwerp.

All operational historic vehicles of the De Lijn / VlaTAM (Vlaams Tram en Autobusmuseum) museum collection took part in a parade (including one "horse omnibus" and one horse tramway – see <https://www.150jaartram.be/en/antwerp/trams>). After this the general public was able to inspect the vehicles or to take a ride on the trams which

made a circular tour in the Antwerp town center. The event was an enormous success. The date of the next appointment for tramway fans is already known: 19th May 2024; location: Ghent (Gent) – the occasion: 150 years of trams in Ghent!

Joseph Van Olmen, FEBELRAIL

Blonay-Chamby (Switzerland):

Activities for Winter 2022 – 2023

Railcar - Steam locomotive - Salon car

Last winter, a team of motivated young members set about making "the 6 nets that are above the seats for passengers luggage, in our Sernftalbahn railcar, which is currently undergoing a general overhaul. While the knot itself is not extremely complicated to reproduce, obtaining a solid, aes-



6451 and 1660 at Antwerp Harbour House, 28.5.2023. Photo: Joseph Van Olmen



Young people build networks.

thetic and regular structure is another matter altogether. Under the guidance of our member who recreated the technique last year, the small team set about knotting the 415 metres of rope required, repeating a safe gesture more than 2,650 times. It was in a positive atmosphere, alternating between philosophy and great laughter, that the production was spread over 6 weeks of work in the dining room of the Chaulin buffet or at home. There's nothing technically very complicated about making these objects. We're in the process of producing an explanation that we'll be happy to share with anyone interested.

LEB 5 is the oldest Swiss metre gauge steam locomotive still in service in its original condition. After 133 years of loyal service, there are still some original parts... This winter, the downpipes that feed water from the water tank to the injectors to be changed. A lot of work went into this. First the water tanks had to be removed to gain access to the parts in question. Once the old downpipes had been removed, the new ones had to be built. A good number of hours of bending, grinding, straightening and adjusting were required to guarantee the correct positioning and watertightness during assembly.

Built in 1902 for RhB's wealthy clientele between Chur and St Moritz, Ace lounge car no. 2 arrived at Blonay Chamby in 1972. It was used as a rail shop before being put back into service when a modern reception building was built. On this occasion, the saloon car regained its prestige and was even

fitted with a bar. Since its inauguration in 1999, it has not undergone a major overhaul. As its yellow colour had faded with time and the tyres had reached their wear limit, it was decided to overhaul it in several parts. This overhaul will be completed shortly with the final painting work currently in progress in the workshop. This was a great multi-disciplinary and inter-generational project, where the youngest children discovered the tedious work of scraping and sanding, but also the satisfaction of a job well done.

Blonay-Chamby, Chemin de Fer-Musée



[Leighton Buzzard Railway \(UK\):](#)

Royal Oak Day was celebrated

Traditional English Celebration

Leighton Buzzard Railway was thought to be the only railway in the country to commemorate Oak Apple Day, or Royal Oak Day on Bank Holiday Monday 29th May, with "Baldwin 778" carrying a special headboard for the day. It is a traditional English celebration of the restoration of King Charles II to the throne in 1660 following the death of Oliver Cromwell, so it is especially appropriate in King Charles III's Coronation year to see oak apples (oak galls) alongside the railway at Leighton Buzzard.

The future King Charles II hid from his Roundhead pursuers in the Royal Oak, an English oak tree, in



*Day of the "Royal Oaks" celebrated.
Photo: Rocky Lancer*

Boscobel Wood after the Battle of Worcester in 1651. Nine years later, the restored Charles II rode triumphantly into London on his birthday, 29th May, to take his place on the throne. From 1660, the Restoration was celebrated as a national holiday, until the Victorians abolished it in 1859.

The oak became the symbol of Royalist sympathisers and, each year on 29th May, known as Oak Apple Day or Royal Oak Day, it became customary for subjects to show support for their king by wearing a sprig of oak leaves or an oak apple, caused by many things, mostly insects, but also bacteria, fungi and viruses.

The ones currently to be seen next to the railway, rather than being Oak Apples are Oak Marbles! Oak marble galls are caused by "Andricus kollari". This gall wasp was intentionally introduced from the Mediterranean in the 1800's because its galls have a high tannin content, which was useful for tanning leather and dyeing cloth. This gall has little dimples on its surface. Inside, the wasp larvae are protected from bad weather by the woody outer

shell and the tannins.

Full details of the railway's operating days, the timetable, and special events can be found at <https://www.buzzrail.uk>.

Project for the UK National Railway Heritage Awards

Following the successful diversion of the Leighton Buzzard Railway (LBR) and the construction of a road bridge over it, the railway is invited to submit the project as an entrant in the UK National Railway Heritage Awards. The day of the Awards Ceremony is the 6th December 2023. Unusually, the submission was by a drone shoot programme taken over many days during construction. The total cost of the project was UK£1,500,000. See <https://Youtube.com/watch?v=sKHeQGG9xlc>. (There is a sound track – LBR recommend it is turned OFF. It is still a work in progress...)

Tony Tomkins – VP LBNGRS/LBRM



months of July and December 2022 and marked the various initiatives linked to the anniversary of the arrival of the train in Lagos. The exhibition “Lagos, the last stop” was intended to mark the centenary of the arrival of the train in Lagos. On July 30, 2022, it will be

National Railway Museum (Portugal):

“Lagos, the last stop”

Exhibition awarded by the Portuguese Association of Museology (APOM)

The temporary exhibition “Lagos, the last stop”, on the centenary of the arrival of the train in Lagos, received an honorable mention in the Partnerships category, in the 2023 edition of the APOM, the Portuguese Association of Museology awards.

The exhibition was organized by the National Railway Museum in partnership with the Municipality of Lagos. It was on display at the Centro Cultural de Lagos, between the

100 years since a train first arrived at Lagos Railway Station. The press at the time echoed the event, which was attended by important figures from the national political scene and was lived with euphoria by the local population. Remembering the event, its actors and understanding the respective social, political and economic context, was one of the objectives of this initiative.

Dilma Miguel

Museu Nacional Ferroviário



New member of
FEDECRAIL:

The Monte Igueldo Funicular

Funicular railway in Spain

The Monte Igueldo Funicular (Donostia-San Sebastián) is over 100 years old and still operates daily with the same equipment and vehicles as when it was inaugurated on 25 August 1912. In 2014, the Basque government declared the Monte Igueldo funicular railway and amusement park a cultural asset under monument protection. The funicular is an essential addition to Monte Igueldo's tourism and leisure.

The main objective over the years has been to preserve the original condition. Apart from some minor changes, the carriages still have the original wooden bodywork. The funicular was designed by engineer Emilio Huici in collaboration with the Swiss company Von Roll.

The funicular is single-track, except for a central area where a double-track system allows the cars to pass each other. In just 3 minutes and 20 seconds, the Monte Igueldo funicular, which is equipped with a 125 Von Roll engine, covers 312.5 metres in a straight line over a 151-metre incline

with a maximum gradient of almost 60% and at a speed of 1.5 metres per second. Each vehicle has five compartments and a capacity of 50 passengers. The trams run every 15 minutes, with the frequency increasing at peak times. (www.monteigueldo.es)



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UPDATE Nr. 57 will be published in the end of August 2023

Deadline for textes and photos is August 8th

contact: schuette@fedecrail.org