



European Federation of Museum & Tourist Railways

# UPDATE No.62

June 2024



## 2024 — A year with many activities

I am deeply grateful for the trust placed in me to lead FFEDECRAIL for the next three years. We are aware that we find ourselves in a different world, marked by uncertainties, changes, and the pressing challenge of climate change. FEDECRAIL takes its mission to guide, support, and work for and with its members with the utmost seriousness. Leading the new board and officers is an exciting opportunity, and I am thankful for the support from those who have been with FEDECRAIL for a long time.

Some of the key areas where FEDECRAIL will now accelerate its efforts include:

- We will advance our work on equality, inclusion, and diversity. We recognize the need for a comprehensive policy in this area.
- Welcoming new members, especially from organizations in Eastern Europe, where we see a great potential for expanding our community.
- Focusing on young active members, with initiatives for knowledge transfer, inclusion, and exchange programs. We aim to become a part of Erasmus+ and develop our own initiatives.
- Continuing our efforts on environmental issues and the challenge of fossil fuels. Several aspects need to be addressed and ensured for the long-term preservation of our mobile cultural heritage.
- Developing partnerships, collaborations, and our working groups to cover all our members' needs, whether they operate tramways, run on mainline tracks, or have their own infrastructure.
- Increasing our marketing efforts on social media, where we know the EU is very active, as well as continuing to develop our website. Don't forget to visit our website regularly to see our updates and ongoing developments.

## Index

<b>2024 — A year with many activities</b>	<b>page</b>	<b>1</b>
<b>FEDECRAIL Conference 2024 in Bilbao</b>		<b>3</b>
<b>The FEDECRAIL board</b>		<b>5</b>
<b>Next week — What are you going to do, Jaap?</b>		<b>6</b>
<b>Erasmus + Qualifying young people</b>		<b>6</b>
<b>Visit to Bosnia Herzegowina</b>		<b>8</b>
<b>HOG-Meeting in Bilbao</b>		<b>8</b>
<b>The Luxemburg Rail Protocol</b>		<b>9</b>
<b>EUROPA NOSTRA Nomination 2025</b>		<b>9</b>
<b>Europa Nostra Award 2024</b>		<b>10</b>
<b>150 Years of Trams in Ghent</b>		<b>11</b>
<b>2024 Steam in the Auvergne</b>		<b>12</b>
<b>Seudre Océan Express — Dining on the train</b>		<b>12</b>
<b>The hunt for the last steam</b>		<b>13</b>
<b>TICCIH Conference 2025 in Kiruna</b>		<b>14</b>
<b>International project Karl Ritter von Ghega</b>		<b>14</b>
<b>FEDECRAIL — The next dates</b>		<b>15</b>

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- Working on funding for our activities in various ways, both from the EU and other grant opportunities. weekend in November for our next member meeting.

This year will be filled with activities. We hope you will follow us closely and that we will see as many of you as possible in Saint Quentin during the first

***Mimmi Mickelsen***  
***President of FEDECRAIL***

### **UPDATE No. 62**

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# FEDECRAIL Conference 2024 in Bilbao

## ***Business and excursions***

The Fedecrail Conference took place in Bilbao, northern Spain, from May 2 to May 5, 2024. The city, rich in cultural history and home to the European Guggenheim Museum, provided an ideal setting for the event.

### **\*\*Thursday, May 2\*\***

The conference began with a visit to the Euskotren tram depot. Attendees toured the traffic control center, workshop, and wash hall, and enjoyed a ride along the entire tram line. Bilbao's tram system includes a converted railway section with plans for further expansion to create a ring around the city. The day concluded with a meet and greet featuring pintxos and sangria, offering a chance for participants to mingle.

### **\*\*Friday, May 3\*\***

The morning sessions were dedicated to working group meetings, including the Heritage Operating Group, Environmental Group, Working Industrial Mobile Heritage (WIMH), and Tramway Group. Each group discussed various challenges and issues facing their members. Key topics included ERTMS, border stations, fossil fuel challenges, EU elections, and youth engagement in heritage railways. Notably, the Tramway Group featured presentations from UK Tram and discussions on



**2 May: Euskotren**

veteran tram operations in Stockholm.

Afternoon sessions included lectures and interactive sessions on Fedecrail's future direction. A significant advancement was the use of AI translation, which enabled participants to engage in their native languages, showing great potential for future inclusivity. Workshops also focused on engaging youth and developing new concepts for youth exchanges, leveraging the WIMH initiative for mobile cultural heritage in Europe.

mobile cultural heritage in Europe.

### **\*\*Saturday, May 4\*\***

The day began with the annual general meeting, covering standard agenda items such as the 2024 budget, 2023 annual report, and auditor reports. New members welcomed were Linia 102 from Ukraine. The decision was made to exclude Children Railway Kosice (Detská



**3 May: Working groups**



5 May: Apeitia. Photos (4): FEDECRAIL

železnica Kocice, o.z.) due to unpaid dues and lack of contact.

New board members were elected as follows:

- **President:** Mimmi Mickelsen (Sweden)
- **Vice President:** Pierluigi Scoizzato (Italy)
- **Vice President:** Philippe Dupont (France)
- **Secretary:** Gottfried Aldrian (Austria)
- **Treasurer:** Jenny Nunn (UK)
- **Board Member (Advisor on Belgian Legislation):** Rik Degruyter (Belgium)
- **Board Member:** Marieka Nauta (Netherlands)

**Auditors** elected were:

- Frauke Lehmann (VDMT)
- Per Englund (MRO)
- Jean-Paul Lescat (UNECTO)

All board members are nominated by their national organizations but represent Fedecrail as an organization and its members' interests rather than their home countries or organizations.

Afternoon sessions featured diverse presentations, including Dmitry Babarika's experience in relocating railway assets from war zones and in-

sights into Railevents and their work with heritage railways. Additional topics covered SNCF and UNECTO's cooperation on heritage preservation and a unique photo exhibition on the last steam locomotives.

The conference celebrated Fedecrail's 30th anniversary with a dinner at Michelin-starred restaurant Yandiola, featuring a speech by outgoing president Jaap Nieweg.

**\*\*Sunday, May 5\*\***

The final day included a trip to the Basque Railway Museum in Azpeitia, showcasing a remarkable collection of locomotives and an original mechanical workshop from 1925. Participants enjoyed a scenic journey through Spain's countryside, culminating in a visit to the museum's new exhibit: a Seat 600E, representing Spain's motorization in the 1960s.

The conference provided rich dialogues, interactions, and lectures, continuing the work on members' major challenges from the previous meeting in Frankfurt.

**Mimmi Mickelsen**

## FEDECRAIL Board:



*From left: Treasurer Jenny Nunn, Vice-president Pierluigi Scoizzato, President Mimmi Mickelsen, Vicepresident Philippe Dupont, Secretary Gottfried Aldrian, Board members Marieke Nauta und Ryk Degruyter.  
Photos: FEDECRAIL (1), private (1), Ingrid Schütte (1)*

### President Mimmi Mickelsen

Mimmi Mickelsen has extensive leadership experience in volunteer organizations and works professionally in the tramway/railway sector. She is accustomed to high-paced environments and managing large-scale deliveries, with a strong specialization in rail traffic regulations.

### Vice-president Pierluigi Scoizzato

Born in 1970 has been an enthusiast on steam trains since the age of 2. He met Fedecrail for the first time in 1995. Then he joined it again in 2006 and in 2015 he became councillor and now Vice-president. — Graduate in Architecture with a thesis on Touristic Railways he is a founder and volunteer in his local association SVF in Padova and Vice president of FIFTM-Italian umbrella association.

### Vice-president Philippe Dupont

Volunteer since 1993, President since 2012 at CFTV (Chemin de Fer Touristique du Vermandois) non-profit organization in Saint-Quentin (north of France) where will be hold our next meeting in november. Former Mathematics teacher, presently headmaster of a secondary high school. Apart from Heritage railways, interested in transatlantic liners and rugby. Vice President of FEDECRAIL since Bilbao AGM, presently chairing the Constitu-

tion Commission and into the starting block to meet and convince new European Parliament members and European Commission decision-makers.

### Secretary Gottfried Aldrian

During the past term of office, I was responsible for the Heritage Operations Group-HOG within the Board of Directors. At the last General Assembly, I was re-elected and additionally entrusted with the role of Secretary. My main focus will continue to be on representing the interests of our members at the European institutions, as well as finding common approaches and solutions that can ultimately lead to the strengthening of our community.

### Treasurer Janny Nunn

Jenny Nunn has a background in marketing and tourism. She joined Seaton Tramway in Devon twenty years ago as Commercial Director and has been Managing Director and Chief Executive for the last eighteen years. She is also now the longest serving director of the HRA/UK and has been involved with FEDECRAIL for many years in the Tramway, Marketing/Communications and Youth Programme groups, and since the last AGM has also been Treasurer of the Association.

## Council member Ryk Degruyter

Born 1950 in Lier/Belgium, Ryk Degruyter is a retired senior civil servant since 1 February 2011. He is secretary and treasurer of the Stoomcentrum Maldegem, chairman of the FEBELRAIL Museum Railways Commission and was a member of the Morgan Commission before the foundation of FEDECRAIL. From 1994 to 2010, he already held the office of FEDECRAIL Treasurer. He is now the Belgian delegate to FEDECRAIL.



**The presentation of the board members and the FEDECRAIL team will be continued in the next update 63 !**



## Next week ...

### What are you going to do, Jaap?

I was walking back to the hotel with my successor Mimmi Mickelsen, from the 30st anniversary dinner of FEDECRAIL on the evening of May 4th in Bilbao. She had been elected that afternoon by the members during the AGM, she asked me , “What are you going to do the coming week”. A complete surprise. I have of course thought about that, but I had not prepared for the direct question. So here is my short answer.

First of all, I am mandated by the board to represent FEDECRAIL on the European platform of Working Industrial and Mobile Heritage (WIMH). In May I was involved in an online expert meeting organized by Europa Nostra with the European investment bank (EIB) and there role in financing Cultural heritage. Later in the week I was one of the 11 people discussing the opportunities and problems of heritage [coal] mining, focusing on mines that have already closed.

This gave new impetus to the activities in Silesia, which we discussed during the WIMH meeting earlier in the week. During the coming week I will attend online a UIC meeting about alternative fuels (especially for diesel traction). The functional mandate for WIMH activities from Fedecrail ap-

plies until the next AGM in May 2025. I hope that I can be the bridge between the pre EU election and the post-election period, to transfer the knowledge we shared with the EU Parliament and EU Commission. To transfer my knowledge to people who will take over from me.

For the first time in about 45 years my diary doesn't look overloaded and that gives me the feeling for the first time of being pensioned. But nothing in the diary, does not mean nothing to do. I have started to produce week-schedules in which all the things I wanted to do, but I have not had the time will get there place. So I am rationalising my big Railway collection as my first task. This is to make space in time and physically, so that I can start searching in archives, as I will be writing at least two books about the Dutch steam tramways and their role in the development of our country between 1880 and 1966.

Further I hope to start painting steamtramway/ railway situations that never were photographed. In the past I have drawn these types of things, and already have done some painting, but I intend to start painting daily for s few hours a day in this coming year. And yes I do have time now to develop my playing of jazz music. Just started a new band ...

So, on May 4<sup>th</sup> I hadn't a structured answer for Mimmi, but I think this is what the future hopefully will bring. Plus Health and happy family life.

*Jaap Nieweg*

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## Erasmus +

### Qualifying young people in the railway sector

FEDECRAIL is embarking on an exciting initiative to engage with the Erasmus+ program, aiming to foster new opportunities for young people within the railway sector. Erasmus+ is the European Union's program to support education, training, youth,

and sport in Europe, providing funding for various projects, partnerships, and activities that enhance skills and employability. This collaboration can significantly benefit FEDECRAIL by tapping into a well-established framework that promotes international cooperation and learning.

By integrating Erasmus+ into its strategy, FEDECRAIL plans to create a supportive environment where young individuals can engage, network, and actively participate in its conferences and activities. This initiative is not just about developing separate activities for the youth but ensuring they are an integral part of FEDECRAIL's established events and programs.

The aim is to provide young people with the tools and opportunities to gain hands-on experience, enhance their knowledge, and build professional networks within the railway sector. This will be achieved through various means, including skill transfer programs, workshops, and active ex-

changes between different countries.

Such exchanges will allow young participants to learn from the diverse practices and experiences of their international counterparts, fostering a vibrant, interconnected community of future leaders in the railway industry. By involving young people in FEDECRAIL's existing activities, we ensure they are not isolated but are mentored and integrated into the broader professional community.

Ultimately, this approach aims to cultivate a new generation of skilled, knowledgeable, and well-connected individuals who can contribute to and lead the railway sector's future growth and development.

**Mimmi Mickelsen**



*A Bosnia class 33 sits in the shed in Tuzla awaiting the refitting of its superheater elements on 24/4/24. Photo: Ian Leigh*

## Visit to Bosnia Herzegovina

### ***What is the interest in joining FEDECRAIL?***

During April I was invited to accompany the New European Railway Heritage Trust with Stephen Wiggs and John Jones for a visit to Bosnia Herzegovina. The reason for the visit was to assess the potential for recruiting new members in Eastern Europe. We flew to Sarajevo, after riding the Tra tram in the morning, we met with the minister of tourism and transport, Edin Forto, in the afternoon. Followed by meeting the head of Bosnia Herzegovina railways, Enis Dzafic, and two of his direct reports.

The meeting with the minister was to promote the concept of tourist railways generally. He thought there was merit in the idea and promised to consult on the possibilities. The meeting with the Bosnia Herzegovina railways was to promote the idea that they could run steam hauled trains from Sarajevo to Mostar. They were interested, but they would need external funding. During these visits we were accompanied by the British ambassador Julian Riley. We then went on to Banovici in a very fast taxi as there is little, long distance public transport. In Banovici we met the four top officials of the local coal mine, as the general manager was unavailable. They use a narrow-gauge railway to transport coal from the mine to the separation plant. Then the coal is taken by standard gauge line to the local power station. The coal trains are diesel hauled but they have two working steam locomotives and three coaches paid for by US aid.

They were also interested in running tourist trains, but they current lack the facilities. We then when on to Tuzla, the railway station in Tuzla was closed and used a terminal for bus services into the EU. In Tuzla we met with the director of Kreka Mines, they use a standard gauge railway to move coal from the mine to the power station. They have 5 former DRB class 52 Kriegslöks, class 33 in Bosnia, but they use diesels for day-to-day traffic. One of the Kriegslöks had been stripped of all useable parts. One was in light steam, and one was in the workshops having the superheater elements re-

placed. We didn't see the other two.

My assessment was they need a major overhaul, especially if they were to work tourist trains over the main line from Sarajevo to Mostar. Our final meeting was with the local Canton Minister of Tourism, Transport and Trade, Denis Becirovic. He and the seven other people they invited were very interested in tourist operations over the narrow gauge lines. We are awaiting an invitation to return to study how they can start regular tourist operations. So at the moment the potential for new members is low. However, Bosnia Herzegovina railways expressed an interest in joining.

*Ian Leigh*

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### HOG:

## **Meeting in Bilbao**

During May we had the conference in Bilbao. As part of this conference we held an in person meeting of HOG. This covered our usual subjects, such as ERTMS, ECM and TSI revisions. It was a popular meeting and was attended by many HOG members including 3 people from Spain, two people from PNP rail and two people from the US Rail Events. I hope to complete the minutes soon and issue them to the HOG members.

Then late in May, the HOG management team Steve Wood, Gottfried Aldrian and myself held a meeting with Josep Doppelbauer the executive director of the European Union Agency for Railways in Brussels. We raised the recent issues that HOG asked us to do. I will issue the full minutes to HOG when they have been approved by Mr Doppelbauer. At his suggestion we have written to the EU commission suggesting we join the executive board of the agency and we join the Risk committee.

*Ian Leigh*



## The Luxemburg Rail Protocol

This March, the "Luxemburg Protocol " to the "Convention on international interests in mobile equipment" (often referred to as the "Cape Town Convention") on matters specific to railway rolling stock came into force. Behind this is an international treaty under UN auspices that sets up an international registry for (financial) interests in rolling stock. Most EU countries are now in the process of ratifying the protocol, as a condition for its applicability there.

For example, a leasing company could register its ownership for a fleet of new locomotives under a sale-and-lease-back-agreement. A registration would not fully prove ownership like for a ship or aircraft, but the registration would give it priority over any other claims of ownership or creditors. The interest of the Protocol and register is therefore mostly for financial contracts. Registration is voluntary.

In due time some effects of this registration could drip down to heritage rail, however. It can involve the registration of a change in ownership of a vehicle to a heritage operator. Or a heritage owner could register a long-term hire of a locomotive to a heritage organisation in another country. A registration of ownership could then protect against the risk of claims in case of bankruptcy.

Every registered vehicle is issued a lifetime number, the "URVIS identifier". This is a unique 16-digit (3 x 5 + check digit) identification number. URVIS stands for "Unique Rail Vehicle Identification System". The URVIS number is an unstructured random number and has no relationship with the well-known 12-digit vehicle numbers for main line vehicles. A marker plate (10 x 15 cm minimum) with this number must be permanently fixed to the vehicle.

The register is managed by a company in Luxemburg, Regulis S.A., under supervision by international organisations like OTIF in Berne. It is financed by one-time fees on (changes in) registrations. The introduction of the Luxemburg Protocol is supported by the Rail Working Group. This Group represents numerous private parties with financial and industrial interests.

Although the main purpose of the Protocol is to

support financing of new purchases of rolling stock, the register is also explicitly welcoming **heritage vehicles**. The registrar has published a guidance document, with pictures of different types of rail vehicles and other guided transport that can be registered. Among them: Manx Corporation toast-rack 44 to depict a horse-drawn tram, and Bluebell Railway's 34059 steam locomotive with Mk1 coaches to illustrate heritage rolling stock in general. The Rail Working Group's web site similarly shows, amongst others, loco BFD 3 of Blonay-Chamby and tramcar 170 of Stockholm's Sparvagsmuseet.

[Further information at https://rollingstockregistry.com/about-us/](https://rollingstockregistry.com/about-us/)  
<https://www.railworkinggroup.org/>

**Andres Wedzinga**  
**HRN - Rail Safety Working Group**

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## EUROPA NOSTRA :



*The Achensee railway/Austria was on the Europa Nostra list in 2021. Photo, 1 April 2022: Richard Fuchs*

## Nomination 2025 of the 7 most endangered cultural heritage sites

The call has now been announced for nominations for the Europa Nostra 2025 7ME list. Members may recall Fedecrail played an active role in helping to secure inclusion of the Achenseebahn on the 7ME list for 2021. Encouragingly, this had a positive ending with subsequent return of the railway to full operation. More recently, the railway station at Kortrijk in Belgium was included in the 2023 list and currently campaigning continues by VVIA Flemish Association for Industrial Archaeology, Europa Nostra Belgium and other organisations against the plans for demolition of the station building.

A specific new development this year is to invite nominations of heritage endangered by current or projected climate change hazards. This could include places endangered either by slow onset events (e.g. sea level rise, changing seasonality) or rapid onset events (e.g. wildfires, extreme flooding). Other forms of threat continue to be eligible and relevant for possible nominations.

If you are aware of any railway - or tramway - location under threat, you may wish to consider the feasibility of a possible nomination. We recommend keeping Fedecrail informed about any potential nomination and we may be able to provide useful advice and also consider possible formal support.

Deadline this year for nominations is **Sunday 15.09.24**. As always, an essential first step is to study carefully the "Call for Nominations" document on the website to assess whether an application might be appropriate. Full details are available at:

<https://7mostendangered.eu/call-for-nominations/>

**Peter Ovenstone - Fedecrail Team + EN Industrial & Engineering Heritage Committee**

## European Heritage Award / Europa Nostra 2024 Award



Photo: private

The European Commission and Europa Nostra have announced the winners of the European Heritage Award / Europa Nostra 2024 Award. This is the most important European distinction that is awarded to projects, people, organisations and institutions working in the field of cultural heritage.

Among the 26 laureates from 18 countries was the founder and Chairman of the Board of the Foundation for the Preservation of Silesian Industrial Heritage, **Dr Piotr Gerber**, who received the award in the Heritage Champions category. In 2007, Professor Gerber founded the Foundation for the Protection of Industrial Heritage, the largest non-governmental organisation in Poland dedicated to the active protection and promotion of monuments of technical culture. The organisation's mission is realised by building a network of museums based on former railway and industrial sites.

In his work with monuments of technology, Professor Gerber places particular emphasis on authenticity and preserving the original, historic substance of the objects. All of the facilities that make up the Foundation's network are equipped with historic and, above all, operable vehicles, machines and sets of equipment. The laureate's activities also include influencing the improvement of industrial heritage legislation, e.g. through the development of conservation guidelines for post-industrial heritage assets, which are implemented by the Ministry of Culture and National Heritage.

As the Jury noted: 'its activities involve cross-border cooperation with experts, and its impact on Europe is important as it highlights the importance of this heritage beyond Poland.' The presentation of this year's awards will take place on 7 October 2024 in Bucharest.

**Rik Degruyter**



Three-axle tramway 339. Photo: Joseph Van Olmen

## 150 Years of Trams in Ghent

After the festivities on the occasion of the 150<sup>th</sup> anniversary of the tramway networks of the Belgian towns of Brussels (2019) and Antwerp (2023), a third big tramway event has been organized in the town of Ghent (Gent) in May 2024, at the occasion of the 150<sup>th</sup> anniversary of the local metre gauge tramway system in that town. The first horse tramway line in Ghent (known as the Ghent American Railway or “Chemin de Fer Américain de la ville de Gand”) was inaugurated on 23<sup>th</sup> May 1874. On Sunday 19<sup>th</sup> May, there was a tram parade in the historic town centre of Ghent, with more than 20 vehicles. The parade was led by a horse tram and a steam tram, followed by a procession of vintage electric trams with or without trailers, a railbus (“autorail”), PCC trams and the latest modern trams. All historic vehicles were once part of the fleet of the former town tramway company or the Belgian national vicinal tramway company SNCV/NMVB. The modern vehicles belong to the tramway fleet of the Flemish public transport company De Lijn. After the parade, the

public was allowed to take a ride on most of the historic trams.

The event was a big success and was attended by a huge crowd of people. The big turnout is an evidence for the fact that many members of the general public are genuinely interested in historic railway vehicles, provided that they can see (and hear, and in the case of the steam tram locomotive, even smell !) them in action. However, the big turnout of admirers prevented photographers from taking good pictures !

The event was organized by the Flemish tramway and bus heritage federation META (<https://www.metavzw.be>) and De Lijn, with the help of the following tramway preservation societies: ETG ([www.etgvzw.be](http://www.etgvzw.be)), Poldertram ([www.herita.be/nl/poldertram-antwerpen](http://www.herita.be/nl/poldertram-antwerpen)), Schepdaal Tramway Museum ([www.tramsite-schepdaal.be](http://www.tramsite-schepdaal.be)), TTO-Noordzee ([www.ttonoordzeevzw.be](http://www.ttonoordzeevzw.be)), Flemish Tramway Museum VlaTAM ([www.vlatam.be](http://www.vlatam.be)) and the ASVi Tramway Museum in Thuin (<https://museedutramvicinal.be>)

*Joseph Van Olmen, FEBELRAIL*



140 C 27 in the Auvergne. Photo: Erwan Quintin

Seudre  
Océan  
Express

## Dining on the train

Between Saujon and La Tremblade, in Charente-Maritime, on the Atlantic coast, the Train des Mouettes is offering its gastronomic train-restaurant, the Seudre Océan Express. That's highlights regional gas-

tronomy and produce. In 2018, the Trains & Trac-tion association, which operates the tourist train, acquired four Revvivo 1st and 2nd class carriages from the Südostbahn in Switzerland, which have been extensively modified as a restaurant train.

The first run took place in September 2021, with 67 guests. In its first year, the SOE train-restaurant has welcomed 5,800 guests for lunch or dinner with two or three outings a week all year round. In 2023, 7571 guests enjoyed a trip on the 104 outings during the year.

In a train made up of 42-seater passenger carriages, decorated in a modern and comfortable style, passengers enjoy quality seasonal dishes concocted by Chef Henri Lhermite during the 3-hour journey. Further information:

<https://seudre-ocean-express.fr/>

## 2024 — A year full of steam in the Auvergne

This year, once again, the legendary 140 C 27, built in 1916, will be running! This season, the GADEFT (Group for the Aid of the Development of Tourist Railway Operations) and its locomotive, in partnership with the TVA (Auvergne Steam Train), will be making numerous journeys:

On Wednesday, July 10, with the Tour de France Train, round trip from Clermont-Ferrand to Le Li-oran.

On Sunday, September 15, destination Murat with the Cornet de Murat Train, round trip.

On Sunday, September 29, the Cévenol Express, round trip from Cler-mont-Ferrand to Nîmes.

On Saturday, October 5, a Nîmes-Marseille train via the Blue Coast. — More infor-mation about the jour-neys can be found on the TVA website:

[https://  
www.trainvapeur-  
auvergne.com/  
programme-annuel/](https://www.trainvapeur-auvergne.com/programme-annuel/).



Seudre Océan Express. Photo: PR



## The hunt for the last steam *Photo exhibition for hire*

This is a unique photographic exhibition from photographer René Strandbygaard. It is now in the Danish Railway Museum in Odense, and it will be available for hire from March 2025 onwards for periods from three to nine months.

The exhibition is of wonderful pictures of the last breath of steam railways, in almost unexpected circumstances in countries such as Eritrea, India, Cuba, Indonesia and Rumania. There are 45 photographs almost all are in full colour, two are in black and white. The pictures are divided in 12 themes and take up 50 metres of wall space.

If you would like to hire the exhibition please do contact, The Danish Railway museum, Head of Exhibitions Anna Back Larsen: [abl@jernbanuseet.dk](mailto:abl@jernbanuseet.dk) . From March 2025 the exhibition will

be available for let/hire, for periods from three to nine months.

If a national umbrella member of FEDECRAIL organizes a hire for more than one exhibition, then there will be a reduced rate over all the hires. Details are available from the Danish Railway Museum.

**Jaap Nieweg**



## TICCIH-Konferenz 2025 in Kiruna

### *Proposals expected*

TICCIH - the International Committee for the Conservation of Industrial Heritage - invites you to its 19th Congress under the theme 'Heritage in action: The heritage of industry at the service of the future' from 25 to 30 August 2025 in Kiruna. Interested researchers and practitioners are invited to submit proposals for conference sessions.

The TICCIH Congress 2025 will focus on the tensions and controversies surrounding industrial heritage and its relationship to wider tensions in today's society. It explores how we think about the past and the future in the present and how we construct historical narratives to connect the two, tying them to built environments and artefacts in order to achieve what we want to achieve. This theme addresses key global issues related to the UN Sustainable Development Goals and the trade-offs that arise between them, but also ways of bridging tensions through heritage. The theme also includes the question of how we can work with contemporary industries as heritage and as heritage of the future. Deadline is 1 September 2024.

Further information at [ticcih2025-kiruna.se](http://ticcih2025-kiruna.se)

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## Karl Ritter von Ghega - Pioneer in the construction of mountain railways

### *International project*

Fans and supporters of European Tourist and Heritage Rail want to launch an international project on the life and work of Karl Ritter von Ghega (Venice 1802-Vienna 1860). He was an engineer and pioneering builder of mountain railways and completed, within Austro-Hungarian projects connecting Central Europe to the Adriatic, the spec-

tafular Semmering Railway - the first European mountain railway – a masterpiece now part of UNESCO's World Heritage. It was part of the ambitious project of three major European railway lines: Le Havre-Marseilles, Ostend-Genoa, Hamburg-Trieste.

But dissemination of info is not our ultimate goal of the initiators: They write: "We believe in starting an educational initiative about this brilliant designer of railway architecture. This should be a transnational project, although initially European; Ghega was born in Venice (at that time part of the Austro-Hungarian Empire) from an Albanian family, he graduated in Padova (in Italy, only 18 years old!), he gained experience in the UK (and the USA) and elsewhere, he became the Austrian Inspector General of Railways.

When he died, Ghega donated his manuscripts and studies to the Biblioteca Nazionale Marciana and the Correr Museum, both in Venice. It is a unique collection of artistic and technical documents related to his projects, with high communicative potential even for a non-specialized audience.

The project should include the following components: traveling, immersive, exhibition on Ghega's life and work, with stops planned in Tirana, Vienna, Trieste, Gorizia, Prishtina, Paris, London and in the USA.

The exhibition in 20 or 40 ft containers should be conceived in terms of contemporary taste, meaning that it should not only consist of displays in showcases of documents and objects, but should also make use of multimedia reworking of the documents, which could also attract a youthful audience, for example: video projections, visual simulations, such as simulations of train journeys. Since containers are now being used as mobile exhibition halls, each individual container should be equipped as an exhibition space.

Furthermore, there should be: scientific conferences on Ghega's revolutionary intuitions, and the results thereof, supported by relevant European Organizations - multilanguage exhibition catalog - documentary film - project-related merchandising. The project related to the gamification of the theme is already scheduled.

The initiators are exploring the interest of qualified partners to implement this project. An agreement has been signed between Italian and Albanian cultural and scientific entities, and funds are available to organize an international conference and publish the catalogue of Ghega's documents. Therefore, any entity interested in participating in this project is most welcome to express its interest and ask for further details.

If the case, please contact:

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## The next dates

- **6 July** online boardmeeting
- **8 august** last date for content to update

- **17 August** online boardmeeting
  - **14 September** online boardmeeting
  - **21 September** Heritage Operating Group meeting Bo'ness Scotland
  - **5 October** online boardmeeting
  - **8 october** last date for content to update
  - **1-3 November** Saint Quentin, General meeting with Members and meetings with workgroups and executive managers is planned (sign up is soon opening)
  - **7 December** online boardmeeting
  - **8 December** last date for content to update
- 8-12 May** AGM and conference **2025** Isle of Man save the date for this upcoming conference. Sign up is opening around september.

With the introduction of new board members and officers, we recognize the importance of maintaining closer contact. We are always keen to receive input from our members. Your feedback and suggestions are invaluable in helping us improve and grow.

If your organizations has items you want Fedecrail to put on the council agenda please don't hesitate to contact us at:

[contact@fedecrail.org](mailto:contact@fedecrail.org)



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**UPDATE Nr. 63 will be published in the end of August 2024**

**Deadline for textes and photos is August 8th**

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