

European Federation of Museum & Tourist Railways

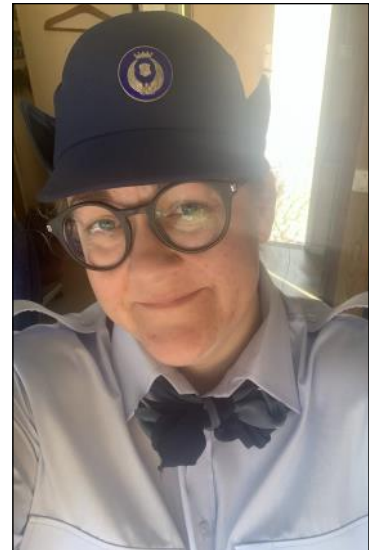
UPDATE No.63

August 2024

Incredibly motivated at work

It's now been a few months since May when I was elected as chairperson. During these months, the board has spent time getting to know each other as well as familiarizing ourselves with the organization. We are incredibly motivated for the work that lies ahead. In the meantime, the European elections have taken place, and we recognize that this will bring additional work moving forward. This includes the ongoing development of Fedecrail, our working groups, and ensuring the preservation of mobile cultural heritage.

We hope to see many of you in Saint Quentin in November, where we will continue working together on our shared goals and addressing the challenges faced by our members. There are also newly developed policies that we look forward to presenting to you. Additionally, information about booking for our November meeting can be found on our website.

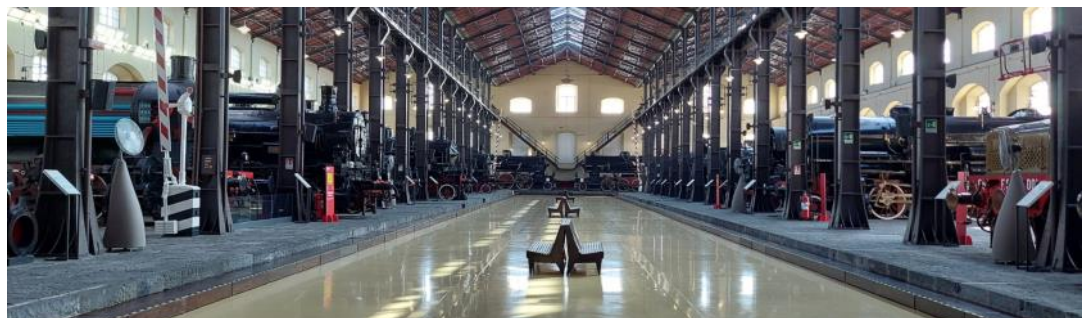


Mimmi Mickelsen, FEDECRAIL President

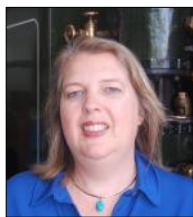
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Pietrarsa/Italy



The FEDECRAIL Team:



Marieke Nauta

Marieke Nauta is a member of the leadership team of Museumstoomtram Hoorn-Medemblik, the largest Dutch heritage railway, since 2022. Before that she was involved as a volunteer at the railway from age 16. She is also on the board of the Dutch umbrella organisation HRN (Historisch Railvervoer Nederland). Before being employed professionally at Museumstoomtram Hoorn-Medemblik she worked in local government and higher education as a policy advisor and finance professional both in the Netherlands and in the United Kingdom. Within the board of FEDECRAIL she takes on the development of Equality, Diversity and Inclusion policy as a comprehensive basis for a sustainable future of FEDECRAIL and its members.



"I'm **Sam Burton Smith** and I'll be the new secretary of the Tramway Working Group. Ever since I was young I've had an interest in transport history and been a volunteer at the National Tramway Museum in the UK for over 10 years.

In the real world I work on the modern trams in Nottingham and have just completed my undergraduate degree. When not thinking about trams I like to spend time with my two dogs."

Per Englund

"I live in Stockholm, working with heritage rail- and tramways since 2002 as volunteer. Since 2018 I have also been working professionally as CEO for the heritage trams in Stockholm. I'm also deputy chairman in the Swedish Tramway Association and chairman for the Swedish umbrella organisation MRO. In FEDECRAIL I have two roles: chairman of Tramway group and auditor. I'm looking forward to work with FEDECRAIL to take our cultural heritage into the future."



Steven Wood

Stephen Wood (UK) has been involved in FEDECRAIL since the 1990s. He is a career railwayman starting work with British Rail in 1969. His current role within

FEDECRAIL is as chairman of HOG (Heritage Operations Group). He has been involved in HOG since its inception in Austria in 2008, becoming its chairman some years later. They are concerned principally with heritage operations on the main line, monitoring legislation which may affect operations on the European Main Line network. Steven's last working role was dealing with acceptance for main line vehicles, including the heritage sector. One of the principal roles is liaison with European organisations in particular the European Union Agency for Railways (ERA), and the European Commission (DG Move).

The presentation of the FEDECRAIL team will be continued in the next update!

UPDATE No. 63

Content manager: Ingrid Schütte

Contributors: Rik Degruyter, Simon De Ridder, Vasco T. Duarte, Mimmi Mickelsen, Jaap Nieweg, Peter Ovenstone, Bruno Vachin, Steven Wood

Pictures: Vasco T. Duarte, F. Rouaix, Ingrid Schütte, Steven Wood

Contact: schuette@fedecrail.org

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Wattrain visited the National Railway Museum in Pietrarsa

Wattrain:

New members from Eastern Europe and Africa

Conference 2024 in Italy

National Railway Museum one of the best

The Wattrain Conference 2024 took place from 19 -21 July in Castellammare di Stabia, Naples (Italy) with participants joining both in person and online. The event saw representation from several key organizations, including the European Federation of Museum & Tourist Railways, the Heritage Rail Alliance (USA), the Association of Tourist and Heritage Rail Australia, the New Europe Railway Heritage Trust, the Italian Federation of Tourist and Museum Railways, the Advanced Steam Traction Trust, and International Railway Heritage.

The conference was highly rewarding, both in terms of the content presented and the networking opportunities it provided. FEDECRAIL was represented by Mimmi Mickelsen, President, and Pierluigi Scozzato, Vice President.

Particularly noteworthy were the discussions regarding some Eastern European countries and an African nation, which were received with great interest. These exchanges hold the potential to

foster further developments, reflecting Wattrain's core mission of fostering connections among global railway heritage communities. The presentations on coal, fossil fuels, insurance, climate impact, communication, and specific regional information were also incredibly useful.

As part of the conference, we visited the National Railway Museum in Pietrarsa, owned and managed by the Fondazione FS on behalf of the Italian National Railway Entity. The visit, guided by an English-speaking expert, was fascinating. Participants unanimously praised the museum's work, its management, and its appeal to both rail enthusiasts and the general public. Many attendees expressed that, in their experience, this museum stands out as the premier railway museum in the world.

The Hotel dei Congressi in Castellammare di Stabia provided a warm and welcoming environment, complemented by top-notch hospitality, excellent cuisine, outstanding room service, and access to amenities such as the swimming pool, pizzeria, and roof garden. Wattrain extends its gratitude to the owners, the manager, and all the staff for their exceptional service.

Some participants also had the chance to visit the

Pompeii excavations, a must-see for anyone in the vicinity. Despite some technical issues and associated flight delays, the conference proceeded as planned. It was unfortunate that one participant had to cancel his trip due to a flight cancellation.

Overall, the conference was a great success, with all presentations being highly engaging and the event itself being an enjoyable experience for all involved. FEDECRAIL would like to extend a special thanks to the Wattrain President Stefano Benazzo and team for an exceptionally well-executed conference.

Mimmi Mickelsen

making the long terms budgets of FEDECRAIL. In the next Update October 2024 I hope to give an overview of the definite action plan.

Jaap Nieweg

FEDECRAIL WIMH mandate officer

WIMH:

The European Elections done — What's next ?

Immediate action initiated

The European Elections for the EU Parliament for the period 2024 – 2028 were held from the 6th until the 9th of June 2024. In the week of July 16th the first Plenary meeting of the European Parliament in Strasbourg was held and the Cultural world was represented by the Secretary General of Europa Nostra, 'Sneška Quaedvlieg - Mihailovic' and the newly appointed European Policy officer of Europa Nostra, 'Dimitra Kizlari'.

As FEDECRAIL WIMH officer I sent a message to Sneska and Dimitra, with some thoughts they could bring forward in their first contacts with the new Parliamentary population, together with the newly produced Factsheet of the European Platform for Working Industrial and Mobile heritage. This will be sent to many of the newly elected members of the EU Parliament.

After the Strasbourg meeting we received an enthusiastic reaction from the Europa Nostra delegation for providing an informative briefing.

The WIMH Platform met online at the end of July where we discussed the draft action programme I wrote for the coming year. Because of that we decided, that I would make the plan extend over a longer period until 2026. That is also important for



Special train in Kanczuga. Foto: Steven Wood

HOG:

Conference of the Polish umbrella organisation

HOG chairman speaks about legislation — Visitors' programme

Many members will be aware of the work of our FEDECRAIL member NERHT (New Europe Railway Heritage Trust), whose aim is to provide help and

support to railway heritage organisations in the former Eastern Bloc countries. Its chairman asked Steve Wood (Chairman of HOG) to speak on behalf of FEDECRAIL at a conference organised by the Polish Federation of Museum, Tourist and Local Railways in Przeworsk, Poland, in March. Here is his report:

“Przeworsk boasts a narrow gauge 75 cm line running a total of 46 KM to the village of Dynow which is used to run heritage trains during the summer months and is operated by Przeworsk Council. With the help of EU funding, the track was completely re-laid after the original route was damaged by flooding and now meets the highest standards.

The formal part of the conference was on the Friday morning where I spoke on legislation that applies to Heritage railways both on standard and narrow-gauge lines, also the background from the UK perspective. Other notable speakers were from the UTK (the Polish NSA), and members of the Polish Federation also the contractors who carried out the work relaying the line.

In the afternoon we went on a train ride on the line to Kanczuga hauled by one of their diesel locomotives, which is their current limit of operations due to flood damage. The affected section is only short and will be re-laid in order for trains to

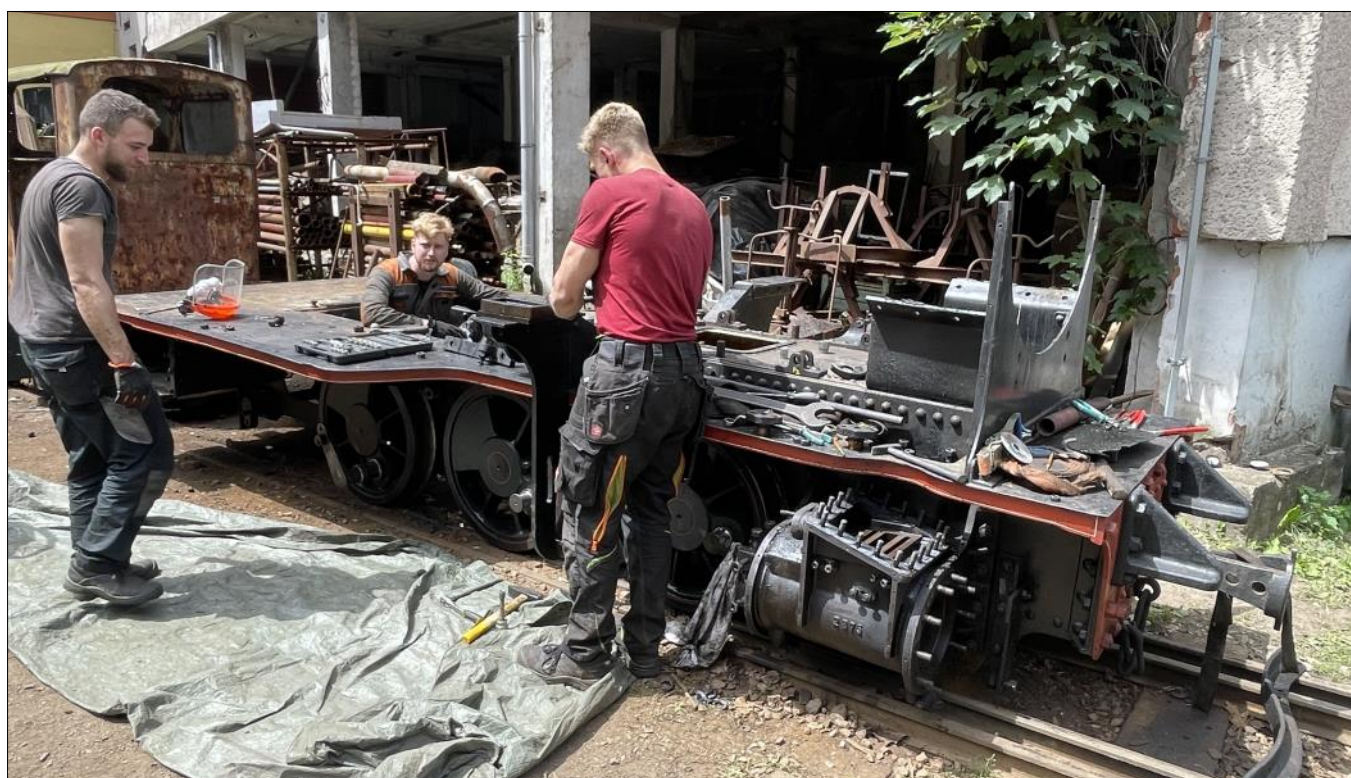
be restored this summer.

We then proceed by coach to inspect their tunnel, of which they are particularly proud, which is 602 meters long on a dead straight alignment. Tunnels are comparatively rare in Poland and on narrow gauge in particular.

The whole day was rounded off by a dinner and an informal evening at which many points of mutual interest were discussed, particularly the possibility of the Polish Federation umbrella joining FEDECRAIL.

The following day the opportunity was taken to visit prospective member Line 102 based in Przemysl. This is an international organisation which with Ukraine aspires to operate heritage trains cross border. The line has been completely re-laid and we were taken to view this, followed a meeting in their club car one of the two preserved coaches in Przemysl yard. Unfortunately, the Ukrainian representatives were unable to be there due to the difficulty of leaving Ukraine during the current situation. — I would like to thank everyone, but especially Stephen Wiggs and Andrew Goltz for an interesting conference.”

Steve Wood,
FEDECRAIL Chairman of HOG



Dismantling of the steam locomotive 2 "Urskog" of the Norsk Jernbanemuseum.

Norsk Jernbanemuseum:

General overhaul of the "Urskog"

Recommissioning of the museum locomotive planned for 2025

After 13 summer seasons at the Norwegian Railway Museum in Hamar, the Norsk Jernbanemuseum's steam locomotive no. 2 "Urskog" is undergoing a general overhaul, which is progressing according to plan. Project manager Vasco T. Duarte explains: "I am happy to have Kolínská lokomotivní onboard due to their attention to the Riga charter's principles and ethics for restoration and conservation. The locomotive is protected heritage and works the narrow-gauge train "Tertittoget" in the railway museum park. "Urskog" is planned back in service for the 2025 summer season.

This little 0-6-0T locomotive was built in 1895 by Sächsische Maschinenfabrik (construction number 2102) for the private narrow-gauge railway Urskog-Høland. Originally named "Eidsverket" but renamed in 1925 to "Urskog" after loco nr.1 (the original "Urskog") was scrapped. In 1945 the Norwegian State Railways (NSB) took over the Urskog-Høland railway and "Urskog" entered the locomotive denomination as type XXVII. "Urskog" was a reserve engine until 1950, but was eventually withdrawn in 1954. By 1960 the railway was closed and "Urskog" was sent to the Norwegian railway museum in Hamar for preservation.

The locomotive was put back in service at the museum's own narrow-gauge line (750 mm) after an overhaul in 1982, where amongst other repairs, the copper firebox was converted from coal to oil firing by adding a burner to the fire door. The engine ran back and forth every summer as it supposed to, however the 1924 boiler (number 197 from SMF) was running out of life; partly due to its age but also the outside storage of the locomotive was unfortunate to its condition together with poor routines for drying out the boiler after the end of the running season. The boiler was inspected and eventually condemned.

Urskog's third and current boiler was or-

dered from the NSB workshop in Sundland in the winter of 1995/1996. Boiler number 118 was welded while retaining the old 1924 dome and smokebox, both riveted. A new steel firebox was also riveted to the welded boiler – a characteristic arrangement from the Sundland workshop dating back from the steam era in NSB.

In 2009 the locomotive was overhauled again and fitted with new smoke tubes. This time the oil burner was dismantled, and the fire grate rearranged to burn wooden-brickettes - the fuel source still in use today. The train has runs non-stop from the 1st of June until 18th June with only a 2-day break for maintenance in the beginning of July.

Unfortunately, a leakage from the foundation ring, together with a general worn out mechanical condition of the loco, has fast forwarded the decision for the planned general overhaul, which is now being carried out in the Czech Republic. Fortunately, this summer we are running with a step-in locomotive "Setskogen" (SMF from 1909) which is owned by the railway museum, and normally deposited at the museum line "Urskog-hølandsbanen" a few km from the capital Oslo."

Vasco T. Duarte, Norsk Jernbanemuseum



Lok Setskogen im Juli 2024. Fotos (2): Vasco T. Duarte



Järnvägsmuseet:

Swedish railway museum in Gävle reopens

After seven years of renovation

The Swedish Railway Museum in Gävle (200 km north of Stockholm) has reopened in June after seven years long make-over.

The new base exhibition in a former roundhouse is now focusing on showing the railway as part of the evolution of Sweden from an agriculture-based society to a post-industrial nation with just a few representative vehicles from 1850 to present times.

The main collection of locomotives, carriages and wagons is now displayed in a former railway workshop called Tåghallen (the Train Hall) five kilometres from the museum. The museum is operating a rail-car service to connect the two sites for an impressive visit.

www.jarnvagsmuseet.se

*Above: Locomotive 904 on the turntable.
Right: Shuttle service between the two locations.*





Welcome photo object: NKIJ train.

Youngest museum railway in Sweden

Part of the former Nordmark Klarälvens Järnväg

Sweden's newest historic railway was inaugurated on 21 July this year in Hagfors in northern Värmland. The railway is the only remaining part of the former “Nordmark Klarälvens Järnväg”, NKIJ, a 180 km long electrified narrow-gauge 891 mm railway used mainly for transportation of iron ore and timber.

The last part of NKIJ was closed down 30 years ago but some of the rolling stock was preserved and used for a static railway museum in Hagfors. Even 6 km of the tracks between Hagfors and Stjärnfors were saved and is used for “dressincykling” (rail bicycle), a common faite for abandoned railways in Sweden.

Four years ago, some enthusiasts started up a project to make it possible to run trains with passengers on the railway yard outside the railway museum. Due to the poor condition of the track and track-bed a huge amount of voluntary work has been undertaken to take the first step to make it

possible to operate trains on the yard.

Next step is to restore the line to make it possible to operate trains between Hagfors and Stjärnfors.

VDMT:

Third meeting of women on steam trains

Enjoying the hobby — Contacting like-minded people

The group of female steam locomotive and train crews in Germany met this year at the Historic Railway in Frankfurt am Main. On 28 April 2024, a steam train with ladies ran there with a large turnout of fans of all ages and genders. Three female steam engine drivers, six female stokers, train drivers, conductors and on-board caterers travelled from all over Germany, and several of the ladies’ daughters were also included. Together, the ladies ensured the safe and punctual running of the service and the pampering of the passen-



View into the firebox.

door of the large steam boiler with a flourish.

And so many of these ladies are not only active on various railways but are also involved in a wide range of activities in the Association of German Museum and Tourist Railways (VDMT). The umbrella organization VDMT e. V. is delighted with this diversity and is happy to put interested women in touch with like-minded people.

Contact: vdmt@vdmt.de

gers at this unique event. At the same time, the "steam train ladies" had a lot of fun with their shared hobby and inter-club dialogue.

The ladies also see their meetings as an appeal to all women with a railway driving license and the qualification for steam traction, all qualified stokers and women who are training to work on a steam locomotive. "We want to encourage everyone not to be put off by old traditions or role models and to pursue their own interests without prejudice," says one of the stokers, opening the fire

PFT-TSP:

"5519" back in historic mainline operation

Milestone for Belgium

After a 10-year vacuum of mainline heritage operation in Belgium, PFT-TSP organised a 400-kilometer railtour with recently restored 5519, the only remaining Belgian diesel loco fitted with ETS



Group photo in Frankfurt/Germany. Photos (2): Simon Klinz



Proud team at the 5519.

(Electric Train Supply). Not everything went smooth but the tour was a huge succes and more railtours will follow.

However, this does not mean "the Belgian authorisation issues" are over and dealt with: 5519 never got "out of the books" and, by consequence, is still allowed to run on Belgian national track.

The most suitable coaches to match with the class 55 was type M4 stock of national operator NMBS / SNCB. Of course, the K1 or M2 heritage coaching stock would have suited better but... these are no longer "in the books" so impossible to use on the national grid.

This event marks a milestone in Belgium: 5519 is the first mainline-operated loco whose keeper is a heritage association.

She now attends galas on other heritage lines, going there and coming back under her own power!

*Simon De Ridder
Member of the TSP-board*

Stoomcentrum Maldegem (Belgium):

**Train Mania celebrates
10-year anniversary**

Meeting of young volunteers

Many years ago FEDECRAIL launched the idea to organise a European youth camp to attract new young enthusiasts to the heritage railway world. In the foot steps of the original creators the Bel-

gian association Stoomcentrum Maldegem launched his own youth event to expand the home group with new volunteers.

This year, they are proud to celebrate the 10th anniversary of their youth camp 'Train Mania'. The youngsters came from just about every corner of Flanders. They have all one thing in common: they all love trains.

The first camp was organised in 2014. Back then, they had five interested participants. This year already 25 participants appeared on the scene! The youngsters have the chance to follow a comprehensive introduction into the world of trains both theoretical and practical : locomotive and wagon maintenance, track repair, signalling, ticket sales, safety critical jobs and even a taste to drive and fire a real steam locomotive. All these activities are interspersed with visits to the modern train world: train simulator, traction maintenance depot HST (High Speed Train), traffic control, etc, gratefully offered by the SCNB HR-services.

Thanks to this great initiative, we have already been able to enthuse many young people not only about the passion for steam trains and the preservation of railway heritage, but also to take on a professional railway career. Many participants become volunteers afterwards, contributing to the growth and rejuvenation of the volunteer workforce.

www.stoomtreinmaldegem.be

*Rik Degruyter, Stoomcentrum Maldegem,
secretary*



Enthusiastic young people at Train Mania.

Chemin de fer-musée Blonay – Chamby (Switzerland):

Young people — betting on the future

The 56th season has begun

Our museum opened its doors at the beginning of May 2024 to the delight of our members and visitors. The public and members are responding to the various requests. Numerous special trains were put into circulation for groups, mainly on the MOB's neighbouring network. A rhythm lost since the COVID crisis is returning to normal and is even increasing despite the renovation work on the Baye de Clarens viaduct, which means that the line must be closed during the week.

The Festival Suisse de la Vapeur (Switzerland of the steam) recorded record figures not seen since its 50th anniversary. The combination of the programme, the weather and the commitment of our members ensured that everyone enjoyed themselves during the 3-day festival. The Museum Night then delighted both the 900 visitors, and the 15 members involved, the vast majority of whom were young people.

It's a great activity to see, but it also demands a certain amount of commitment from the members. There have been a number of innovations in the organization of the event, starting with a change in the chairmanship. Jérôme Constantin, president for eight years, has decided not to stand for re-election. Laurent Tschannen, former vice-president, is now in charge. On top of that, young people are arriving to reinforce or replace the administrative departments, bringing a new dynamic. Not forgetting the workshop, where projects continue apace even during the summer months. Here, too, the young people learn old skills while demonstrating new techniques. It's an inter-generational exchange that takes some getting used to and requires everyone to adapt.

This aspect of the Blonay-Chamby (BC) activity is a bet on the future. The incorporation and training of young members is essential to the long-term future of a historic railway. The BC therefore attaches great importance to this, as it also involves passing on knowledge.

So, all's well on the Vaud Riviera for our museum railway, which is staying the course while constantly riding the wave. At the time of writing, half the season is still to go, culminating on 7 and 8 September with the Heritage Days, when an event on the theme of the railway will be organized. Guest vehicles, an extended timetable, technical tours, a draisine demonstration and a temporary exhibition are just some of the highlights of the event.

AATV-Midi Pyrénées :

75th birthday in Toulouse

Locomotive 241 P 9 —

The project will continue

It was with great enthusiasm that the members of the AATV-MP (Amicale des Anciens et Amis de la Traction Vapeur - Midi-Pyrénées) met up with locomotive 241 P 9 in Toulouse to celebrate its 75th birthday. The locomotive was put into service at the Dijon Périgny depot on 29 June 1949. It was built in Le Creusot together with the 35 locomotives of this last steam series of the young SNCF and was intended to pull heavy passenger trains such as the famous "MISTRAL" on the Paris-Lyon-Mediterranean line at high speed.

Replaced by the electrification of the PLM line, it was transferred to Marseille in June 1952 and to Le Mans in June 1962. Her last commercial train ran between Nantes and Le Mans on 22 September 1969. Her last steam run was a COPEF (Cercle Ouest Parisien d'Études Ferroviaires) special train in June 1973, and on 16 September 1974 she was transported to Guîtres, where she was sheltered for a long sleep of almost 35 years.

In autumn 2008, a team of volunteers set to work to restore the locomotive to working order. It was transferred to Toulouse where, thanks to the kindness of the SNCF, it returned to the Périole depot to experience its rebirth. Here, every Saturday for



241 P 9 leaves the engine shed, taken in May 2024. Photo: F. Rouaix

almost 15 years, after careful dismantling, all the parts were inspected, renovated, rebuilt or simply overhauled and repainted. To date, those involved have put in almost 40,000 hours of work on the machine.

The boiler still needs to be renovated, the shell completed and the pipework and auxiliary units reassembled, so it will be several years before the functional tests can be carried out. The tender is already ready for use and awaits its final coat of paint.

On 29 June, the 241 P 9 left the Toulouse Périole depot, the site of the future TGV station and the new metro line, with a destination that remains in the Occitanie region: Carmaux (TARN). - The project will continue!

www.241p9.fr

Bruno Vachin,
Amicale des Anciens et Amis
de la Traction Vapeur - Midi-Pyrénées,
Secretary



!!!

UPDATE Nr. 64 will be published in the end of October 2024

Deadline for textes and photos is October 8th

contact: schuette@fedecrail.org