A Reprise of the Reasons for Forming a Worldwide Body

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Co-President: *International Congress of Tourist Trains*

Chairman: *Heritage Railway Association (UK)*
My presentation will introduce new and important subjects

1) The need to lobby international organisations such as UN and World Bank;
   a) In respect of proposed legislation, e.g. on environmental issues, and
   b) For financial support.
2) To support members on presentation to national and local bodies.
3) To carry out research.
4) To circulate details of suppliers etc and advice
5) To negotiate special terms etc, e.g. on insurance.
   Plus...........
The Way Forward

- Form a company with limited liability.
- Recruit heritage and tourist railways and tram operators and federations of such organisations to become members.
- Encourage supporters to join as associate members.
- Invite suppliers and others in railway industry to affiliate.
- Elect a Council of Management.
- Establish administration and office base.
On the last point made...

• You may not be surprised that I will suggest the base to be in the United Kingdom.

• Why the UK?
Working with other organisations – Europe.

• With the UK being a member country of the European Union, there was growing interest in Heritage and Tourist Railways sharing information.
• FEDECRAIL led by the UK’s Heritage Railway Association was formed in 1991.
United Kingdom

1825

The birth of railways, when Britain led the world.
European Federation of Museum and Tourist Trains

36 Members in 25 Countries, representing 527 heritage and tourist railways.

Annual conferences are held in different member states.

Austria  Belgium  Czech Republic  Denmark  Estonia  Finland  France  Germany  Ireland

United Kingdom  Greece  Hungary  Italy  Latvia  Lithuania  Luxembourgh  Netherlands

Norway  Portugal  Russia  Serbia  Spain  Sweden  Switzeland  Ukraine
FEDECRAIL
Examples of Marketing & Information

THE RIGA CHARTER
Adopted by unanimous vote of FEDECRAIL members at their Annual General Meeting held at Anse near Lyon on 16th April 2005 having been first proposed in Riga, Capital of Latvia.

FEDECRAIL
NEWSLETTER NOVELLES BREVES MITTEILUNGEN
Lectures on Steam Locomotive Operation in the 21st Century
May 1998, Barcelona, Spain

European Union Co-Funding Opportunities for heritage railways
March 2003 Conwy, North Wales UK

Common Safety Targets and Methods
March 2003 Conwy, North Wales UK
April 2006 Volos, Greece

12-Nov-09 World Congress on Heritage and Tourist Trains and Trams. David Morgan
FEDECRAIL

Some European-wide Achievements

- Government support for the re-opening of a metre gauge line after flood damage in southern France.
- Recognition of the role played by heritage railways in European directives on railway access and franchising.
- Withdrawal of a proposed EU directive on Safety in the Workplace (so-called ‘Hot Surfaces’) which would have required heavy lagging of locomotive fire boxes and pipes.
- Research on smoke and exhaust gas emissions and on treatment of water in steam boilers, e.g., the Livius Dante Porta methods.
- Emergency EU funding for the Severn Valley Railway following severe damage by flooding.

- **Launch of the ‘RIGA CHARTER’**
FEDECRAIL
The “Riga Charter”

The ‘Riga Charter’ is a statement of principles which guide the conservation, restoration, maintenance and repair and use of historic railway equipment, which is being operated. It is hoped that it will help our members make wise decisions.
Problems of legislation and solutions (1)

Whilst safety in railway operations is of prime importance to heritage and tourist railways, it is sometimes necessary to educate regulators as to the differences between ‘main line’ trains and those of the more leisurely heritage train operations. This has been very effective in the EU as the following example shows:
Problems of Legislation and Solutions

Under Article 2.2 of an EU Directive it was stated that member states may exclude railways where the infrastructure and rolling stock are:

“reserved for a strictly local, historical or tourist use adapted to the character, extent and other characteristics of the operation in question.”
Taking the UK’s HRA and Fedecrail as an example, the proposed worldwide body needs to consider:

• Saving of engineering, industrial and cultural heritage.

• Environmental issues:
  reduction in carbon emissions (contaminants)
  protection of habitat
  road use reduced.

• Creation of employment.
Objectives

- To lobby international organisations such as UN and World Bank –
- To share information, expertise and skills.
  (a) In respect of proposed legislation, e.g. on environmental issues.
  (b) For financial support
- To support members on presentation to national and local bodies.
- To carry out research
- To circulate details of suppliers etc and advisers.
- To negotiate special terms etc, e.g. on insurance.
- To help arrange twinning of railways and exchange of personnel.
An example of a problem with contaminants……

• In the United States there was a proposal that contaminants from steam powered locomotives, traction engines and steam ships should be banned.

• *When properly researched the contaminant level was reported as being the equivalent of one man smoking a pipe for a year!*
On Insurance

- During our study trips last week, we learned that heritage railways in Victoria received ‘top-up’ insurance from the state, thus covering the liability for what might be termed ‘a catastrophic accident’.
- We also heard that in South Australia three heritage lines had to close.
- The likelihood of such an accident at the relatively low speeds of their railways is very rare indeed but the ‘top-up’ cover meant levels of insurance could be met.
- Other states/countries may be giving similar help – a world wide body might be able to make this international.
- We need to consider alternative solutions such as the establishment of a Mutual Fund and I am in discussion.
Working with other organisations - Europe

• With the UK being a member country of the European Union, there was a growing interest in Heritage & Tourist railways sharing information.

• FEDECRAIL led by the UK’s Heritage Railway Association, was formed in 1991
Convene triennial meetings throughout the world.

• See and hear speakers who have or are involved with our heritage and tourist railways, solved many problems and introduced new ideas.

• Attending meetings is obviously useful but taking part in study visits to see our heritage and tourist railways on the ground – much more can be given and learned.
The birth of railways when Britain led the world

The first century of railway history, a celebration of the Stockton & Darlington Railway with ‘heritage’ locomotives.

Tallylyn, the first railway to be preserved as a heritage line.
Create a Worldwide Website with Links might be the first step forward.

• Much useful information exists but probably not widely available or shared.
• Link information from any railway (including national systems) where technical and safety information may be of a common value.
• From a history point of view, look at a link with the UK National Railway Museum’s Search Engine.
Growth in UK Heritage Railways
1997 – 2008

If all the heritage railways in the UK and Ireland were joined together the total route mileage would exceed that of London – Glasgow main line. The 427 miles (687 km) is predicted to grow to 560 miles (901 km) in the next decade.
Passengers and Visitors

<table>
<thead>
<tr>
<th>Metric</th>
<th>Value</th>
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</thead>
<tbody>
<tr>
<td>Number of Visitors</td>
<td>8.5m*</td>
</tr>
<tr>
<td>Passengers carried</td>
<td>6.1m</td>
</tr>
<tr>
<td>Passenger journeys</td>
<td>12.9m</td>
</tr>
<tr>
<td>Passenger miles</td>
<td>94.7m</td>
</tr>
</tbody>
</table>

* These figures do not include the South of Ireland and a number of non-associated railways and museums. The estimated total for 2008 is 10.1m.
Employees & Volunteers
The lifeblood of heritage railways

Employed staff: 1,694
Volunteer staff: 16,291
Full time equivalent: 3,265
Heritage Railways in the UK

Workshops and depots

180

Workshops for maintenance and new construction.

*Heritage Railways locomotive sheds and depots throughout the world probably have an unparalleled source of mechanical engineering skills that can directly and indirectly benefit other heritage and tourist railways.*
UK Heritage Railways
Locomotives & Rolling Stock

STEAM 767

DIESELS 990

COACHES: 1,820

TRAMS: 89
Of Monetary Statistics...........
Perhaps the most important is:

Estimated contributions to local economies in the UK:

£579.0m - UK
(AUS 1,106.0m)
The UK has long experience with many different rail gauges.

UK & Ireland Heritage Railways

Gauges Used
Most, but not all, heritage railways are members of the Heritage Railway Association

154 Railways
549 miles
Those with sharp eyes will have noticed a single rail gauge! The re-created monorail (Lartigue System), in Listowel, Ireland.
UK Heritage Railways are Continually Developing.

Two Examples:
- A Brand New Steam Locomotive.
- The restoration of the Welsh Highland Light Railway making the Ffestiniog the longest heritage line in the UK.
A Brand New Steam Locomotive
Class A1 Pacific No. 60163 “TORNADO”

A similar A1 in the days of steam. All were scrapped.

New frames being delivered by rail.
“TORNADO” – New boiler under test.

- The frames and mechanical parts were manufactured in the UK.
- A new boiler was made in Germany.
“TORNADO” Completion
“TORNADO” Celebrations

Some of the largest crowds ever seen in London to welcome a steam locomotive.

For more information about “Tornado”
www.a1steam.com
Ffestiniog Railway (Wales, UK) and its new Welsh Highland Extension to Caernarvon

The Ffestiniog Railway in Wales is the oldest independent railway company in the world formed in 1832.

Enthusiasts ensured the line’s survival and it was re-opened in 1954 with new traffic – tourists.

After many years of successful heritage railway operation the railway turned its attention to extending its line using the former Welsh Highland Railway to Caernarfon providing a 40 mile (64Km) heritage railway.
Welsh Highland Railway
Opening Day Specials
Welsh Highland Railway Extension.

Creating a heritage railway 40 miles long needs more sophisticated coaches. The first narrow gauge kitchen car with toilet facilities is constructed in the Ffestiniog Workshops at Boston Lodge.
Linking the two railways involved the construction of a level crossing over Britannia Bridge carrying the main road into Porthmadog town centre. This is perhaps the most unique level crossings ever authorised.
Thank you for listening

Any Questions?