THE 3rd WORLD STEAM & TOURIST TRAIN CONGRESS

October 2009
Ipswich, Australia
FOUNDING TINHATT

Enrique (Quique) Diaz
President of Tranex Turismo
The Southern Fuegian Railway

Ushuaia, Argentina
Ushuaia, Argentina
Museums
Tourist Trains
Heritage Railways
Regional Associations
Continent-wide Associations
TINHATT

(THE INTERNATIONAL ASSOCIATION OF HERITAGE AND TOURIST TRAINS AND TRAMS)
World institutions that collaborate

World Bank
IFC
IDA
WTO
Railways are studied as a cargo or public transportation concern.

Tourism is considered a relevant economic sector.

But Tourist Trains are not taken into consideration at all.
Why found TINHATT?
An international organization will help us to:

Represent us to the World Bank, the IFC and the WTO

Assist us in achieving financing through the World Bank

Be present at WTO board decisions
To preserve Museums, Tourist Trains and Tramways all over the world
To work together and assist in the consolidation of entrepreneurs that take up the challenge to develop tourist projects based on saving a forgotten route or making a new one.
To advise governments of developing countries about the current legislation on the preservation of historic or cultural heritage
To create an institution, perhaps with its headquarters in York, England, dependant on its university, that trains professionals in management: economic, technical operation and commerce, for preservation and future projects.
University of York
To generate a pool of labour to serve the associated institutions
To create an electronic “Alexandria” Library of Railway Museums, Tourist Trains and Tramways, linked to other data-bases to facilitate access to information
To create a data-base (similar to Lloyd’s Register that has a record of the world’s fleet) to centralize information about railway museums, tourist trains and tramways.
There are several efforts being made around the world

- Fedecrail
- Alaf – Latin American Railway Association (is developing a tourist train sector)
Why bother to create a new one?
We must be united to make our voice heard, and we must raise our own sources of finance without depending on our governments to keep the new organization alive.
Who should be interested in TINHATT?
• MUSEUMS

• TOURIST TRAINS

• TRAMWAYS
• TOURISM SECRETARIATS IN EVERY COUNTRY
• WORLD TOURISM ORGANIZATION
• TRAVEL WHOLESALERS
• CONSULTANTS AND PROFESSIONALS
• INSURANCE COMPANIES
• SUPPLIERS
• THE MEDIA
• INTERNET SERVERS
• ENTHUSIASTS
This branch of industry is not competitive: we would enter into **synergy**,**synergy**, empowering each one of our projects
What benefits will membership to TINHATT provide?
Assess to a volume of information about:

- Consulting
- Professionals: Technical, commercial, operational, etc
- Tariffs and movement of railway tourism at a global level
- Suppliers and their offers
To be in harmony with ecology and take care of the environment
You can ask for or offer specialized personnel in different areas
Present and receive projects. Act as a Consulting Firm at an international level.
Be in contact with all the museums, tourist trains and tramways in the global network
Receive a quarterly publication
What do we have to do next?

- Locate the headquarters
- Search for financing for office expenses
- Finance the work of the employees to start up the association
- Define the tasks to be done
How can you become a member of TINHATT?
By paying an annual fee according to your category
Let us have the pioneering spirit that the British had when they invented the railway. Let us remember that not only did all humanity benefit from railways, but railways gave us a proactive spirit of adventure, idealism and progress.
These interesting pictures show (above) the opening, at Christchurch, of the first railway in New Zealand, on 1st December, 1853, and (below—also in 1853) Mr. W. E. Gladstone in the first Metropolitan train in London. Mr. Gladstone is seen with his sons on the roof of the train, which is starting from Paddington. The opening of the first railway in New Zealand is a subject of great interest, and the railway development helped by a railway Act of 1851 was at its height. The Act provided compulsory third-class accommodation in trains. And so it was appropriate that Mr. Chancellor Gladstone, with other Cabinet Ministers, should sit in an open carriage at the opening for traffic of the first section of the Metropolitan and Metropolitan District Railway, which linked Paddington and Holloway. The railway was at once a big success, and in the first six months of 1855 it carried more than seven million passengers.
Kirkealdy local train leaving Waverley Station, Edinburgh. L. & N.E.R.
My thanks to all those who have helped all these years to make this meeting happen

1st Congress Giessbach (Switzerland)  
7th Oct 2003   DLM Roger Waller, Chris Kieffer

2nd Congress Ushuaia (Argentina)  
8th Oct 2006   TRANEX Quique Diaz, Sergio Zubietta

3rd Congress Ipswich (Australia)  
15th Oct 2009   Tim Fischer, Chris le Marshall; Andrew Moritz

4th Congress London (UK)  
Oct 2012  
Can we all work towards this?
TINHATT

THANK YOU

VERY MUCH