



ERIH Annual Conference 2014
“Networks of Industrial Heritage.
Founding - Managing - Funding - Marketing”

David Morgan MBE TD
President: FEDECRAIL

European Federation of Museum & Tourist Railways

President of WATTRAIN (The World Association of Tourist Trams & Trains)
Director of the UK Heritage Railway Association.



❖ Is incorporated as a non-profit organisation under the Belgian law of 1919 and is governed by a Council of 7 members. We have members in 27 countries, mostly consisting of national umbrella organisations.

❖ Our principal activity is to lobby in Brussels to protect and to promote the interests and operations of our member railways and tramways. To this end, we achieved official consultative status with the European Rail Agency (ERA) and membership of UIC, the international body representing railways of the world. These matters are looked after by the Heritage Operators Group.

❖ For finance, we rely on members subscriptions, boosted by a small profit generated by visit programmes which follow our AGM and conference.

HERITAGE & TOURIST RAILWAYS THROUGHOUT EUROPE



Austria



Belgium



Czech
Republic



Denmark



Estonia



Finland



France



Germany



United
Kingdom



Greece



Hungary



Italy



Latvia



Lithuania



Luxemburg



Netherlands



Norway



Portugal



Russia



Serbia



Spain



Sweden



Switzerland



Ukraine



Bosnia



Ireland



Poland



Bulgaria



Romania

37 MEMBERS IN 27 COUNTRIES
Representing 640 Heritage & Tourist Railways

Annual conferences have been held all over Europe since 1997

FEDECRAIL

Umbrella organisations e.g. in the UK Heritage Railway Association (HRA)

Individual members where no umbrella organisation exists

Friends of Fedecrail

We have representatives from 27 countries

640 members

❖ Statistics:

- ❖ 20 million passengers per year
- ❖ 5,000 km of railway tracks
- ❖ 1,900 steam locomotives
- ❖ 3,874 paid staff
- ❖ 30,330 volunteers

FEDECRAIL seeks to:

- ❖ Promote the rescue, restoration and operation of Europe's railway heritage.**
- ❖ Represent its members' interests vis-a-vis international agencies and, in particular, the European Commission in Brussels and the European Parliament in Strasbourg.**
- ❖ Encourage the exchange of ideas across national and cultural boundaries and foster co-operation between museum and tourist railway organisations including museums involved in railway heritage.**
- ❖ Help provide advice and assistance for such organisations.**
- ❖ Study and resolve problems shared in restoring and operating heritage railways**

THE RIGA CHARTER.

This charter has been created to guide decisions which will result in heritage railways being enjoyed by future generations. Heritage railways have been very successful in rescuing, restoring, preserving and operating historic equipment. We hope that this charter will help everyone involved to see opportunities for making wise decisions. It has been created to accompany the several other charters relating to heritage conservation.



FUNDING HERITAGE RAILWAYS

Heritage and Tourist railways do not receive government funding.

❖ **Grants may be made in special circumstances. The cost of printing the “Riga Charter” is one example.**

❖ **In the UK the Severn Valley Railway benefited from such grants from the EU after devastating flooding of the railway which washed out many embankment areas. Grants also come from Charitable Foundations, Lottery funds, and by Directorates of the European Union.**

FEDECRAIL – ACHIEVEMENTS SO FAR

- ❖ Persuading the Swedish Government to honour its commitment to pay 3.7 Million Swedish Kronor towards the re-instatement of a rural line.
- ❖ 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.
- ❖ Amendments to a new EU directive on mail and telephone order business ('Distance Selling').
- ❖ 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.
- ❖ Launch of the 'RIGA CHARTER'

Problems with the legislation and some solutions (1).

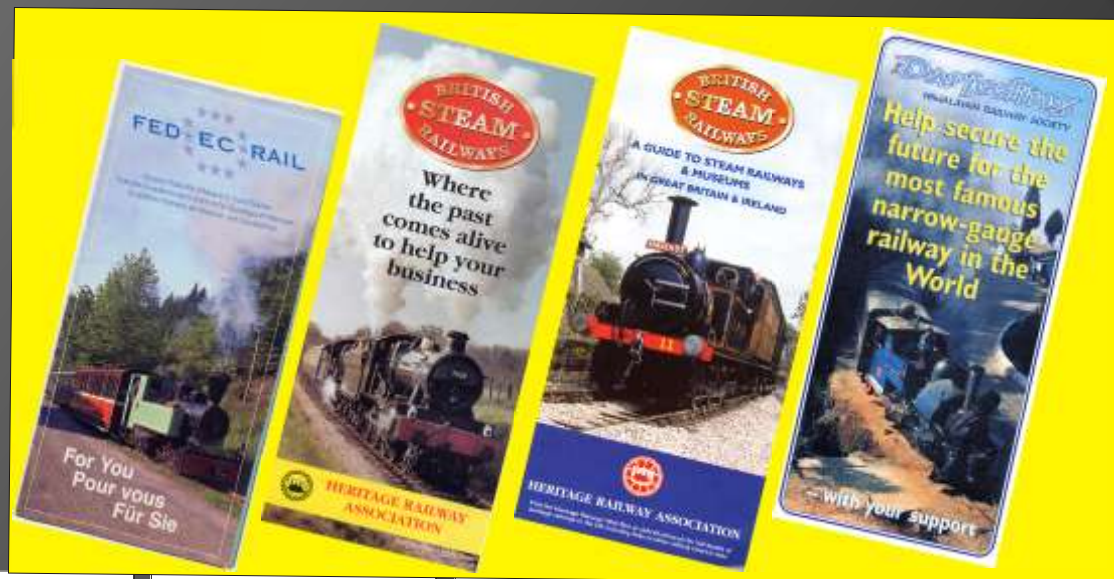
- ❖ Whilst safety in railway operations is of prime importance to heritage railways, it is sometimes necessary to educate regulators as to the differences between 'main line' trains and those of the more leisurely heritage train operations.**
- ❖ Both the UK Heritage Railway Association and Fedecrail have dedicated committees and officers to ensure that the safety authorities are made aware of the special circumstances of our operations.**
- ❖ An example of the results from our pressure follow:**

Problems with the legislation and some solutions (2)

❖ 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.*

❖ In the UK, and following pressure by the HRA, this has been interpreted in, for example, the requirement for Safety Management Systems, *that heritage railways SMS meets the requirements, adapted to the character, extent and other characteristics of the operation in question.*

FEDECRAIL MARKETING AND INFORMATION



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| <p>FED-EC-RAIL European Federation of Museum & Tourist Railways Federation Européenne des Chemins de Fer Touristiques et Historiques Europäische Föderation der Museums und Touristikbahnen</p> <p>THE RIGA CHARTER</p> <p><small>Adopted by unanimous vote of FED-EC-RAIL members at their Annual General Meeting held at Lyon near Lyons on 16th April 2002 having been first proposed in Riga, Capital of Latvia.</small></p> | <p>FEDECRAIL</p> <hr/> <p>NEWSLETTER NOVELLES BREVES MITTEILUNGEN</p> <hr/> | <p>FED-EC-RAIL</p> <p>Lectures on Steam Locomotive Operation in the 21st Century</p> <p>May 1998, Barcelona, Spain</p> | <p>FED-EC-RAIL</p> <p>European Union Co-Funding Opportunities for heritage railways</p> <p>March 2003 Conwy, North Wales UK</p> | <p>FED-EC-RAIL</p> <p>Common Safety Targets and Methods</p> <p>March 2003 Conwy, North Wales UK</p> <p>April 2006 Volos, Greece</p> |
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Working Groups

- ❖ **Safety Working Group (Combined with HOG).**
- ❖ **Environmental Group**
- ❖ **Heritage Operations Group**
- ❖ **Youth Group, which organises an annual Youth exchange between member countries'**

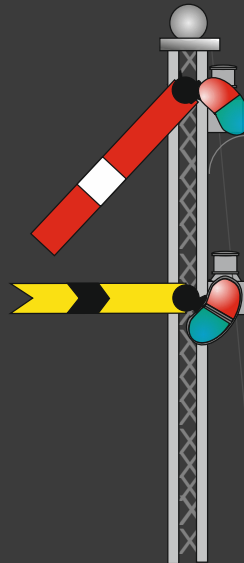


**Public enjoyment of
heritage and tourist trams,
trains and infrastructure.**





HERITAGE RAILWAYS & TRAMWAYS IN THE UK





In the early days of the North Norfolk Railway, the only repair facility was a bench on an open platform!

As a result of major fundraising appeals, many heritage railways now have superb facilities for all types of maintenance and restoration including new builds.



28/09/2014

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Several hundred relatively modern diesel locomotives and multiple units have been preserved



Many historic trams have been preserved and are in use in British and Irish Tramway Museums

The one and only monorail (Lartigue System) re-created in Ireland.



HOW ARE HERITAGE & TOURIST RAILWAYS FUNDED?

- ❖ Sales of traffic tickets
- ❖ (b) Sales of souvenirs and catering (approximately 7% of turnover)
- ❖ Special events.
- ❖ Volunteer labour. Donations.
- ❖ Many capital projects come from selling shares in the operating company almost all are successful.

UK Statistical information

We earned £106 million from customers visiting our system with over 559 miles of track and 449 stations.



No. of visitors 10.8 million

Passengers carried: 7.7 million

Passenger journeys: 15.0 million

Passenger miles: 120.0 million

Passenger train miles 1.3 million

Revenue



| | |
|---------------|-------------|
| Turnover: | £84 million |
| Fares: | 55% |
| Retail shops: | 11% |
| Catering: | 17% |
| Other: | 17% |



Estimated
contributions
to the local and
national economy **£579,000**

EMPLOYEES & VOLUNTEERS

The lifeblood of heritage railways

Employed staff: 1,993

Volunteer staff: 17,632

(Full time equivalent: 3627)



ENVIRONMENTAL CONSIDERATIONS ON HERITAGE & TOURIST RAILWAYS

❖ Heritage railways are mindful of the importance of environmental sustainability and use methods to reduce their impact. These include: minimising pollution of the railway track, use of efficient coals, and encouraging visitors to co-operate by the reuse, recycling and reduction of raw materials. This all helps to protect the natural environment at the same time as having regard for built and engineered structures.

❖ One important development - the use of recycled plastic sleepers.

Can be nailed or spiked without splitting and with greater spike retention; or can be pre-drilled like concrete. Minimal deterioration due to climate especially humidity or moisture. No future disposal costs and can be recycled into new composite sleepers.



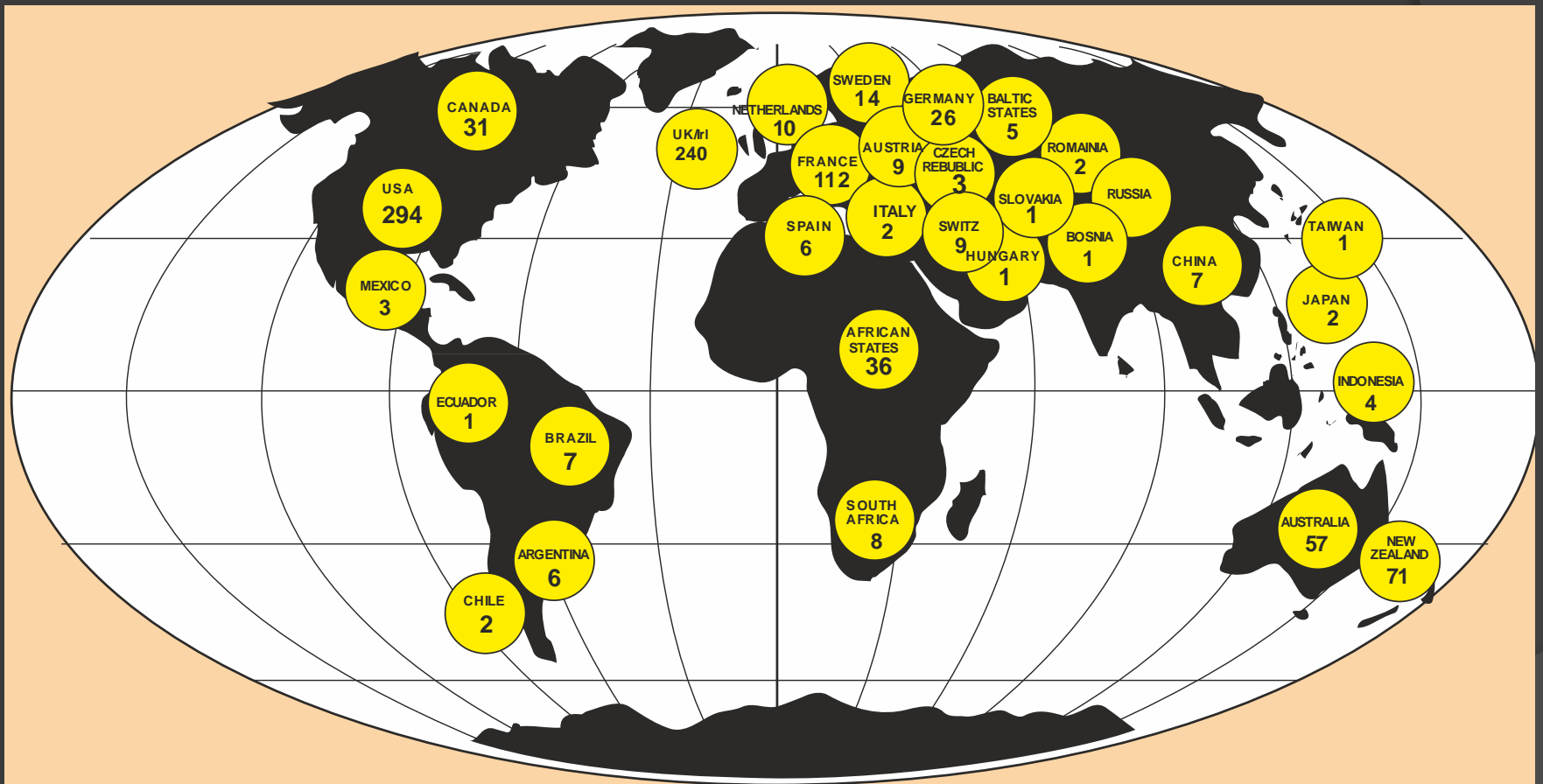
The second International Congress of the World Association of Trams and Trains.

JAPAN OCTOBER 2015

This follows the first
International Congress
held in Leeds & York,
UK in 2012



The world map shows there are over 1,000 heritage and tourist trains in over 30 countries.



Creating a complete database of all heritage & tourist trains throughout the world is a task being undertaken by WATTRAIN.



WATTRAIN

THE WORLD ASSOCIATION TOURIST TRAMS & TRAINS

www.wattrain.net

The 2012 international conference brought together speakers representing heritage and tourist railways from all over the world.

As David Morgan suggests in his introduction:

"This is an important document that every director and general manager of heritage and tourist railways should have his/her desk".

The 132 page report Now available as:

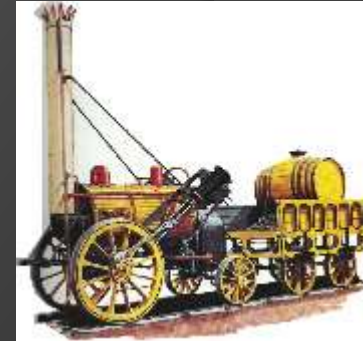
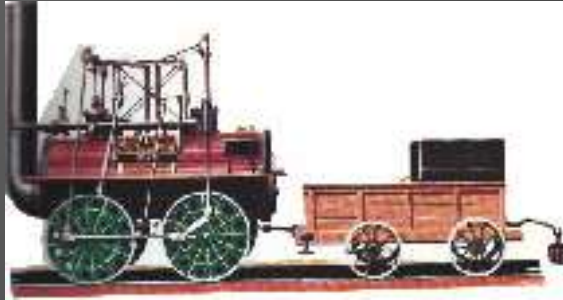
*Internet download (£4.95 but FREE to members)
CD Disk at £9.95 (Post free)*



RAILWAYS AND THE INDUSTRIAL REVOLUTION



Richard Trevithick's Locomotive
1804.



The "Rocket". Liverpool &
Manchester Railway 1829.

Unfortunately, Trevithick's locomotive was not preserved but both Locomotion No.1 and Stephenson's Rocket were. Replicas of both have been built and are operational illustrating for the public the real history of the birth of our railways.

Over 700 steam locomotives have been preserved in the UK, many completely overhauled and operational on the UK's heritage railways. ONE IMPORTANT CLASS WAS NOT PRESERVED, BUT.....

But.....

Although the express passenger class A1 were all scrapped, the A1 Locomotive Trust decided to follow the production line of these locomotives and built the brand new 60163 “Tornado”. This locomotive is now fully operational and hauls passenger charter trains on the UK’s national system.



A triumphant return to London (Kings Cross) where thousands of well-wishers awaited her arrival.

At least three other steam locomotives of non-preserved classes are in various stages of construction.

Thank you for listening

Any Questions?