



Wattrain

The World Alliance of
Tourist Trams & Trains

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“Down-Under”

From Stefano Benazzo, Wattrain Vice President

On behalf of our President, David T. Morgan, presently recovering from a sudden health problem, the Board of the World Alliance of Tourist Trams and Trains, wishes you a warm welcome to WATTRAIN Newsletter number 11 for the month of July 2017.... We are pleased that our change of name from Association to Alliance has received strong appreciation from our Readers and our Members. We believe that the recent establishment of a formal connection between WATTRAIN and the International Union of Railways (UIC) will enable both entities to reach a greater number of parties interested - each in its own way - to promote tourism on trains, as is already happening through the strong links between WATTRAIN and FEDECRAIL. We are working hard - and we want to salute our President's activity in that direction – to define the goals and organise our next world Congress, in Frisco (Texas) end October / beginning of November 2018. We welcome suggestions about the program of the Congress. Enjoy your reading!

Railway Preservation and Rail Tourism in South Africa

(Dave Richardson-
FedrailSA)



From the early days of South African Railways (now Transnet) locomotives and coaching stock were set aside for preservation but the change to a democratic government in 1994 meant that the previous funding was not readily available and since then a large number of items have been scrapped or identified for scrapping, private purchase or lease lend agreements.

Nevertheless the South African Heritage Resources Agency (SAHRA) were heavily involved with the process of which items should be retained along with some major preservationists as well as Transnet and have done a great job in protecting many railway assets of historical significance although the much larger list of locomotives and rolling stock that was originally envisaged has been reduced. Many of these will be static exhibits but some private funding will enable a number to return to service.

A large number of locos still in existence from the end of scheduled steam in 1991 that were not earmarked for preservation in the above process are in derelict condition and will ultimately be scrapped although purchase offers or lease lend agreements are an option here as well. A representative collection has been put together by Transnet at the Outeniqua Chootjoe Museum in George in the Western Cape and an "in progress" museum at Bloemfontein in the Free State. The private operators also have a number of engines both privately owned and on lease lend from Transnet that are not in working order and many will stay that way due to lack of funds.

The question of funding is a the key to preservation around the world but in South Africa's shaky economic climate the pressure on funds is massive with housing and education (amongst other priorities) which were severely neglected under the previous government are now taking precedence.

The costs of operating steam are well known and most operators tend to live "hand to mouth" with the trains they operate. Access fees to the network are high as are pilot costs for crewing and locomotive

maintenance costs although facilities for maintenance are limited with only one remaining facility in the Johannesburg area at Germiston, via operator Reefsteamers, and one in the Western Cape utilised by Ceres Rail. Unlike the rest of the world most operating locomotives have not seen major overhauls apart from the legislated boiler inspections and ongoing maintenance for perhaps 30 years.



16DA 879, Atlantic Rail, Bay Junction, 02-08-15

"16DA.." Atlantic Rail's 1930 built 16DA locomotive number 879 leaves Cape Town for the Stellenbosch Winelands. Picture by Peter Rodgers

In the late 80's the Transnet Foundation put a number of locomotives through major overhauls and back into service but most of these are now staged as static displays.

Operations

In South Africa operating steam is very different from

the UK and the rest of the world in that we do not have any preserved railways in the style of say the Severn Valley Railway. All steam haulage is done by private associations with their own crews on Transnet tracks apart from a privately owned 2ft narrow gauge system in the Free State in central South Africa. Most of the operators started as enthusiast clubs but are now "not for profit" businesses while two operators were set up as business operations from day one. Access to the tracks of Transnet are limited to certain lines so locos do not always operate where they used to.



Mooihoek. Two of Sandstone's Class NGG16 Garratts, number 153 and 113, on a daily excursion with a cavalcade of vintage cars. Picture by Jean Dulez

There are a number of privately owned locomotives of the national network 3'6" gauge as well as those owned by the national railway administration, Transnet, which are on a lease lend system to the private

operators which run on the national network tracks.

Rail Tourism

Steam hauled special trains operated by the national operator for tourists and enthusiasts were part of the South African railway scene for many years until the early 2000's and generated much needed foreign currency for the country. However with the lack of funding for such operations and the split of the national operator, Transnet, into a freight operation (Transnet Freight Rail) and a separate passenger operator, the Passenger Rail Agency of South Africa, has meant that such tourist trains are not a priority. This has also been exacerbated by the demise of virtually all coal and watering facilities. The restriction on so called "core lines" has also meant that long distance travel by pure steam haulage is prohibited. Lines like Johannesburg to Cape Town or Durban are thus out of bounds even for short trips to useful passenger destinations. Those long distance trains which have been run have to be hauled on many sections by diesel or electric traction with the steam loco in the consist. This, of course, just adds to the costs and few trips have

been successful due to high fares.

All is not lost though as FEDRAIL SA recently assisted with an initiative that brought four tour groups to South Africa for the Stars of Sandstone event in April 2017 whereby they visited this operators 2ft narrow gauge railway and then visited other operators throughout the country mainly by road transport but with some scheduled train services. One operator, Reefsteamers, has operated a number of successful steam tours in conjunction with SA Steam Tours based in Switzerland but with electric or diesel haulage across the "core line" sections as mentioned earlier. However the costs of running such tours has been massive with the subsequent high fares often only accessible to the international market due to South Africa's rather dismal exchange rate.

There is potential for further visits in the years to come but this requires the operators to work together under the auspices of FEDRAIL SA to create a "South African Steam Tourism Experience" and bring more and larger groups to the various operators in a two or three week period.

Working Operators

These are spread throughout South Africa as follows:

Reefsteamers Association, Germiston, Johannesburg. They operate a tourist train to Magaliesburg west of Johannesburg about once a month as well as other destinations in the Johannesburg area.

Friends of the Rail, Hermanstad, Pretoria. They operate a tourist train to Cullinan east of Pretoria about once a month.

Atlantic Rail, Cape Town. On a monthly basis steam hauled specials are operated to the Stellenbosch winelands area although their previous key route to Simonstown next to False Bay has been unavailable due to infrastructure difficulties.

Ceres Rail, Ceres, Western Cape (near Cape Town).

Ceres Rail operate a frequent premier tourist train service between Ceres and Cape Town and other areas of the Western Cape.

The Sandstone Heritage Trust, Ficksburg, Eastern Free State. This is a world famous preservation centre with a private 2ft gauge

railway of 28 kms. There are 25 working locomotives from manufacturers all over the world. Sandstone has a distinct advantage for enthusiast opportunities as it is private and can cater for any requirements without interfering with the national network. This is the largest private collection of 2ft gauge locomotives in the world.

The locomotives are representative of those that worked on the now defunct South African Railways 2ft gauge systems plus the many national and industrial 2ft railways in Southern Africa.

Umgeni Steam Railway. This Kwa Zulu Natal based operation uses the section from Kloof to Inchanga of the old Durban to Pietermaritzburg main line and operates on a monthly basis or every two weeks in holiday seasons.



“20161210...” Sandstone’s Class 15F number 3052 leaves Cullinan on a Friends of the Rail day trip from Pretoria. Picture by Dave Richardson

Apple Express. Based in Port Elizabeth, this operator evolved from the previous Apple Express Society who ran this world famous service from Port Elizabeth to various destinations on the Port Elizabeth to Avontuur line. The line fell into disuse in 2011 and the Apple express is working hard to gain access rights to the line and begin operations.

Some useful e mail addresses for further information.

www.sandstone-estates.com

www.reefsteamers.com

www.friendsoftherail.com

www.ceresrail.co.za

www.umgenisteamrailway.com

www.atlanticrail.co.za

<http://www.apple-express.co.za/>

<http://www.outeniquachoo-tjoe.co.za/museum.htm>

With grateful thanks to Dave Richardson, FEDRAILSA.

And this is the latest newsletter from FEDRAIL SA

FEDRAIL NEWSBRIEF No: 19
June 27th 2017

Welcome to our latest News Update of 2017 with more news from FEDRAIL SA and our members, in these frequent bulletins we shall be updating our members and friends on matters relating to rail preservation and tourism in Southern Africa. We invite all our readers to submit any comments or information that could be beneficial to the growth of rail preservation and tourism for future issues.

News AfricaRail 2017
FEDRAIL SA visited this annual exhibition in mid-June although we chose not to take exhibitor space as AfricaRail is now a pure trade show for the railway industry. Rail preservation and tourism do not feature at all as in years gone by. The exhibitors are suppliers of everything from rail clips to locomotives to freight wagons to signalling systems. It was also evident how much foreign suppliers, particularly from China, have infiltrated the South African railway industry. Transnet Engineering, however, was well represented with particular emphasis on their

new Trans Africa Locomotive. PRASA had an impressive stand but in light of some recent incidents it did seem a bit out of place in the high tech railway environment surrounding it. Members News Friends of the Rail The Pretoria club had DSTV's Carte Blanche filming on their train to Rayton on the 25 th June as part of a concerted marketing effort to increase passenger numbers. Sadly the line from Rayton to Cullinan is still out of use after the rail theft that led to the derailment of 15F 3052 earlier this year. The official reason from TFR for lack of repairs is lack of budget but yet they will not allow FOTR to repair the line even though they have access to qualified personnel and the materials required. Our pictures from Les Labuschagne show 24 Class 3664 shunting stock in the early morning and Derek Watts from Carte Blanche with the FOTR crew. The programme is expected to be aired on Carte Blanche on Sunday July 2 nd from 19h00 on DSTV Channel 101

Reefsteamers Germiston based Reefsteamers ran another successful Planes, Trains and Automobiles event on Saturday 24 th June with some spectacular photographic opportunities

and a 500 passenger train hauled by 15F 3046

South African Railways Les Pivnic reminded us of a significant date. The 26th June was the 157th birthday of railways in South Africa when The Natal Railway Company ran its first train between Durban and the Point. It would have been nice to say - "Happy Birthday" - to the grand old SAR & H! But sadly, the SAR & H is no more - all we can say is - R.I.P. but, you will be remembered as one of the world's great railway Administrations. The Railway Safety Regulator Our national safety body has been busy lately and you can read about their latest news in their "On Track" newsletter at the following link, <http://fedrail.co.za/images/pdf/Jun/On%20Track%20News%20June%202017.pdf> There is a lot of important information on the news Safety management Standards which all operators will need to digest plus upcoming RSR Safety Management Conferences in your region. The preliminary findings and recommendations of the recent Elandsfontein Metrorail accident have also been released in this Newsletter. It's good to know that our preserved railway industry is not making such headlines.

Trans Africa Locomotive (TAL)

Although Transnet Engineering claims that the TAL is the first locomotive designed, engineered and manufactured in Africa the memories have strayed a little as this honour goes to the 4-6-2TT (originally built as a 2-8-2TT) locomotive, "Havelock" designed and built by the Natal Government Railways in 1888. Subsequent to that the Class 2C of 1910, the Class 20 of 1935, the ES electric shunter of 1936 and the Class S1 of 1947 can also claim South African design and manufacture. Memories are short!!

Calendar

As we approach our winter season in South Africa there are less steam hauled trains running for fire risk reasons but our members are still active before the summer season begins in a few months' time.

Reefsteamers 1 July Steam to Irene 29 July Depot Open Day

<http://www.reefsteamers.com/>

Friends of the Rail 2 July Hermanstad Open Day and Tshwane Explorer circular trip of Pretoria

<http://www.friendsoftherail.com/joomla/>

Umgeni Steam Railway 15/16 & 30 July Kloof to Inchanga by steam. 15 July is a special "Christmas in July" event with Santa on board.

<http://www.umgenisteamrailway.com/>

Atlantic Rail 16 July Stellenbosch/Spier Wine Farm

<http://www.atlanticrail.co.za/index.php>

Ceres Rail 18-20 August West Coast Flowers

<http://www.ceresrail.co.za/trips/>

Membership

We urge all our readers who are non-members to join FEDRAIL SA especially now with our recognition by Transnet Foundation. If you belong to a private railway club or operator you might like to use the opportunity to promote your club. In other words, we would like members to know what other members do so we can provide an opportunity for dialogue and cooperation. We would really like to hear from you. Readers are invited to share this newsletter and non-members are invited to join FEDRAIL.

Full details can be found on our website, www.fedrail.co.za under membership applications. You can also pick up the latest industry news on the site. Join FEDRAIL SA now and add your voice to Railway Preservation and Rail Tourism in Southern Africa

European Federation of Museum and Tourist Railways (Fedecrail)

Visit to Belgium 2017

Fedecrail Conference is held in Europe each Spring, this year (Thurs 4th to Sat 6th May) in collaboration with FEBELRAIL, our colleagues in Belgium. Over 100 delegates and supporters, representing 15 different countries, assembled in the Flemish port and city of Antwerp. Post-Conference programme of trips and visits was also well supported (Sun 7th – Thurs 11th May).

Many colleagues chose to arrive by train into the imposing edifice of Antwerp Centraal station. Completed in 1905, the structure presents an impressive introduction with high arched roof and the large station offices giving a sense of size and space. Platforms have recently been rebuilt on different levels – ground-level retail units with terminating platforms above and below and the addition of through platforms deep below level of original station. The station was a short walk from our main bases of Leopold and Astoria Hotels located at the edge of the diamond district.

Conference

Heritage Operations Group (HOG) met after the Fedecrail council meeting on Thursday afternoon, (see Jonas Svartlok's separate HOG Group minutes).

Opening reception was held in the main conference hotel, the Hotel Leopold.

Friday Business Sessions (5th May)

Business sessions were held in the impressive surroundings of Antwerp University. Morning sessions were based around 'Working with External Bodies' and covered:

Presentation by UIC on the TopRail project, which encourages tourism by rail.

Joseph Doppelbauer, Executive Director of the European Union Agency for Railways, gave an interesting presentation on the future of railways in Europe with particular reference to heritage operations; this was followed a lively Q and A session. He has been very helpful to Fedecrail and we were fortunate that he stayed for the rest of the day, having informal discussions with delegates.

This session ended with speakers from our host nation presenting items on TrainWorld in Brussels, the Association of Historical

Railways and concluded with Jef Van Olmen,

President of FEBELRAIL, explaining the current state of heritage railways and tramways in Belgium. (It should also be noted that Jef had been instrumental in helping set up the conference).

Afternoon sessions concentrated on the 'Environment':

The Fedecrail view was presented by Jaap Nieweg.

This was followed by presentations from Switzerland on reducing emissions and the experience of the Stoomtram Hoorn – Medemblik railway in the Netherlands.

Final presentation was from Kees Wielemaker, Chairman of Dutch umbrella organisation HRN, with an insight into protecting transport heritage in the Netherlands.

In the evening, the conference dinner was held at the Felix Pakhuis, a restored warehouse in a pleasant location on the waterfront in Antwerp.

AGM - Saturday morning (6th May)

Besides the regular business of the AGM being transacted, the following items were covered;

Three membership applications were considered and approved as affiliate members:

Fundacion Ferrocarriles Espanoles,
Dampfbahnverein Züricher Oberlan and Fedrail SA.

Jaap Nieweg (Netherlands), former Director of Stoomtram Hoorn – Medemblick, was formally elected to the Council.

The Fedecrail strategic plan was presented and approved. Regular reporting will follow.

Reports from various working groups, including Youth Exchange and the newly formed Tramway Operations Group.

Trips and Visits

For partners and colleagues not wishing to attend the formal meetings, alternative activities included a day trip to Bruges and a guided tour around the old city-centre of Antwerp.

Following completion of Conference, our programme of visits started

on Saturday afternoon with a coach ride to Baasrode to visit the Stoomtrein Dendermonde-Puurs (SDP). After visiting the workshops, we joined a special steam train for a return journey to Oppuurs before adjourning for an excellent dinner at Puurs.



Stoomtrein..Dendermonde - Puurs 6/5/17

On Sunday, we took a coach ride to Maldegem, home of Stoomcentrum Maldegem (SCM).



Stoomcentrum Maldegem

An entertaining guided tour of workshops and sheds was followed by an excellent lunch, some of the party dining in one of the luxurious VSOE coaches. Our visit concluded with a steam-hauled trip to the SNCB station at Eeklo. Onwards to Antwerp by road where we were entertained by members of the Vlaams Bus and Tram

Museum which supplied PCC prototype no.2000



PCC prototype no.2000

and City and Vicinal trams (nos. 7386 and 9994) for our traverse of the city's streets, manoeuvring amidst an armada of service trams and cars parked inappropriately. Architecture a mix of ancient and modern!

On Monday morning, we boarded an SNCB service-train to Wallonian city of Charleroi, which is in a heavily industrialised area, for a bus transfer to the Three Valleys Railway (CFV3V) at Mariembourg. Time for coffee and a look at rolling-stock before our steam-hauled service took us through delightful scenery of the Upper Meuse Valley to the former border-station at Treignes. After lunch, time to inspect the museum collection before we were back on the road, this time to visit the Association pour la Sauvegarde du Vicinal (ASVi) museum at Thuin. We enjoyed trips on both their tram lines – one diesel, one electric - small segments of a once expansive network. On the

connecting SNCB train from Lobbes the guard was fascinated with such a diverse group using his normally quiet service to Charleroi, from whence we returned to Antwerp.

We returned to SNCB on Tuesday morning. Following excellent stewarding by the conductress we alighted at Schaarbeek, a suburb of Brussels and location of TrainWorld (National Railway Museum) which opened some 18 months ago. Tour began in the restored station building and followed a route, aided by an excellent audio guide, through a selection of displays showing development of the Belgian railways which followed opening of the first line from Brussels to Mechelin in 1835. We were also reminded of the legacy of the engineering achievements of Belgian engineers Alfred Belpaire and Egide Walschaerts. With history under our belts we crossed to the station's tram-stop to board vintage trams courtesy of Brussels Tram Museum (MTUB), with a buffet lunch served as we trundled through the city streets. Having arrived at MTUB's Woluwe museum we were charmed by a ride along the nearby woodland route to Tervuren, complete with photographic opportunities. Our day was completed

with transfer to Etterbeek station and another run on the SNCB to complete our official programme.



3 Valleys Railway at Treignes 8-5-17

The first of 2 add-on days involved another SNCB journey, this time to the rural station at Zolder, and road transfer to the old border station at Simpelveld, base of the South Limburg Steam Railway (ZLSM). Greeted by the melodious tones of a street-organ, our hosts ushered us aboard the train for a round-trip to Schin op Geul, hauled by Swedish class E2 loco 1040. After lunch, a guided tour of the workshops prior to our farewell trip to Kerkrade, a special train hauled by a vintage British diesel-shunter.



Vintage British diesel-shunter.Selfkantbahn 10/05/17

We reverted to road-transport to cross the border to visit the narrow-gauge Selfkantbahn, based in Schierwaldenrath, the last narrow-gauge line in Nordrhein-Westfalen. Enthusiastic staff provided a steam-hauled service with numerous photographic opportunities on this scenic railway. Time to look around the depot preceded an excellent dinner and a relaxing conclusion to the day.

Our final day was a Dutch day based in and around Rotterdam. Our first visit was the Stoom Stichting Nederland (SSN) main-line steam depot, with several locomotives, including a 'class 23' undergoing major overhaul, and a new carriage-shed. We then transferred to vintage trams at the Rotterdam Tram Museum (RoMeO) and an interesting circumnavigation of the city's streets. After lunch, we ventured to the Scheldt Estuary to visit RTM depot built amongst the sand-dunes at Ouddorp. An excellent collection of stock once in regular use in the region. Our visit concluded with a steam-hauled trip to Scharendijke where our coach awaited. Final visit of the day was to Goes, base of the Stoomtrein Goes-Borsele (SGB) which houses a varied collection of vehicles. Our return trip, in

German-built railcar and trailer, took us across a newly-built level-crossing on a busy main road, past many orchards and through flood gates used to control winter flood waters to Hoedekenskerke, where we climbed the adjacent levee to view the R.Scheldt. Return coach trip to Antwerp was mostly in torrential rain at the end another day in the sunshine.

We are always willing to help colleagues in times of need, and Bill Askew wishes to record his gratitude to everyone who helped make this trip easier for him. Traditional Fedecrail nightcap and networking sessions were convened at the Leopold Hotel. Not sure how many issues were resolved but participants had an enjoyable and relaxing time!

In conclusion, we are grateful for Joint Conference Managers Liz and John Fuller and Peter Ovenstone in resolving numerous challenges prior to and during our activities. We are also say thank you to colleagues from Febelrail, and the many rail, tram and associated venues, for acting as hosts and arranging an excellent selection of locations for us to visit.

Next Conference is planned to be held in Edinburgh in April 2018.

More information will be reported on the Fedecrail.org website

Steve Wood (UK FEDECRAIL Representative) and Nigel Hunt (Friend of Fedecrail) - May 2017



Fedecrail Stoomtrein Goes-Borsele, 11-5-17

At the recent Fedecrail Conference, Jaap Nieweg (Netherlands), former Director of Stoomtram Hoorn – Medemblick, was formally elected to the Council.

WATTRAIN Newsletter was able to get some thoughts and life history from Jaap...

How long have you been involved with heritage railways etc?

I have been interested in rail- and (steam)tramways from birth (1950)

The first more or less museum steam tramway activities 1956/1957 were organized by the Geldesche Tramwegen who were 75 years old in 1956 just a year before ending the railtransport, because of the river (Oude IJssel) became available for ships op 1.9.1957. So this narrow gauge (750 mm) steamtramway was running two Indian summer passenger services on the last part – between Doetinchem (my hometown) and Doesburg - of the once vast system, of which my father was professional active in the management. So only 7 years old, I was very much aware, that this was the end of an era. We went there after September 2nd

1957 – when a formal farewell special for invited guests was organized - every Saturday afternoon to see the scrapping of (my !!) locomotives (5) and the rolling stock, ca. 250 freight wagons, and of course of the 12 kilometre of track including all the shunting facilities. Only one positive thing was, that the locomotive and the sole passenger coach and luggage van were preserved in the loco shed. So you could say that I have been involved in heritage railway preservation since 1957.

We thought that we could run the locomotive and the preserved rolling stock on an old local Railway, running for 6 km out of my home town. But than first Dutch rail should end the freight services on that line (they did in 1971) and than that the line should be regauged from standard gauge (1435 mm) into 750 mm. The cost of that was so high (1 mln hfl +) , because of the steal sleepers that were under the line and that was the end of the story. Or.....

Where?

When in 1965 the first organisation that started to preserve railobjects in working order, the

Tramweg Stichting was founded, they started to run steamtrams on 3 ft 6 and on standard guage. This last activity was starting in 1968 on the Hoorn – Medemblick line. One of the two starting steamengines was a realy square steamtramway engine. So I wanted to see that and went there quite often. So after the end of our Doetinchem 750 mm project I became a volunteer in Hoorn. Started as a fireman, in 1976 I became a driver. At that time I teached history on a highschool in the neighbourhood of Hoorn and living in the station of Twisk. Than I was asked and agreed to join the small professional staff (4 persons) with as special task to be the first professional driver running throughout the year, because we also ran the freightservice at that time.

I left the Museumrailway in 1981 and became the PR officer and after 4 years the deputy general manager of the biggest Ocean Zoo in Europe, The Dolphinarium of Harderwijk. It gave me the possibility to be active in product development, also in the broader world of the big attraction parcs. In 1985 I was invited to become a partime teacher on the academy for Hotel-, tourist- and leisure-management in The Hague

for Management Communication and Communication management. So time came in 1989 to start an own successful advisory company in that field. But in the autumn of 1992 someone knocked on my door, being a board member of the Museumstoomtram Hoorn – Medemblik, with the question to become their new general manager. I agreed and started at January 1st 1993.

It was an important and challenging task to make the Museum financially sound again what was achieved with ups and downs in some 15 years time. We became owner of the 21 kilometre railway in 2000 and we restored 4 historical stations, being provincial monuments, with the help of unemployed people and money of the European Social fund. We took over the operation of the boat service from Medemblik to Enkhuizen and our railway became a formal registered museum in 1998. We went from 68.000 passengers in 1993 to 140.000 when I left – I stayed until July 28th 2015, my formal pension date – the growth still extending to 162.000 passengers in 2016.

After my pension date I stopped most of my 21 different board functions. Many of those were the result of being the initiator of the Dutch Heritage Railway Association HRN (being a FEDECRAIL member from day one in 1994) and of being the initiator and founder in 1999 and until 2015 chairman of the Dutch Mobile Collection, in which the floating, rolling and flying monuments worked together as the Minister of Culture asked me to do. The definition Mobile Heritage was born.

When being pensioned I was already involved in creating a new Amsterdam Transport Museum, that should tell the story of the mobility history of Amsterdam. I am still active in this challenging activity. Some 1,5 year ago FEDECRAIL president and Wattrains chairman, asked to take over. I formally became a council member on May 5th this year during the AGM in Antwerp and I took over the role of president of FEDECRAIL on July 1st during the council meeting in Hoorn.

I still drive the locomotives of the Museumstoomtram with lots of pleasure. I hope to continue that for a long time.

See for any idea about the Museumstoomtram Hoorn - Medemblik:
www.stoomtram.nl

We shall look forward to next month's newsletter, when Jaap will tell us of the challenges and future for heritage railways ,particularly in Europe.

Also, next month...a surprising venture "Down-Under"!! And a visit to a narrow gauge locomotive works in Herefordshire.....

Please feel free to contribute articles, references, experiences etc

Send to :

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Thank you all for your words of encouragement