



President's message

Dear member, you are FEDECRAIL !!

In two months time the Annual General Meeting (AGM) 2022 will be held on April 9th in Leuven Belgium. Our secretary Kees Wijn Nobel will send all information, like the agenda, annual report, inclusive the accounting over 2021 and the budget for 2022, that is based on the annual plan 2022 (for agreement on the Agenda as well). New candidate board members proposed by our members, are going to be elected by you, the member. And of course, Kees will give the information how to attend physical or online, and how to vote when online attending.

To make it possible to take part easily in the AGM without travel time and travel costs, with as much as possible colleagues, representing the voting members, we organize the AGM in hybrid format. You can attend physically in Leuven and you can join the meeting online. This makes it anyway possible that you can raise your voice where needed.

Not to be decided, but to be discussed in this AGM is the Strategic plan 2023- 2027 under construction. We had a first discussion in the extra members meeting on December 18th 2021. Since then the working group is making progress and wants to discuss the actual format with you.

Also to be on the agenda will be the developments in the process of the co-operation for the whole of the working Industrial and Mobile heritage in Europe, in which FEDECRAIL is one of the initiators. Very warning signals are the upcoming glimpses of the changes, the future foresees in use of fossil fuels and the right to keep our conceptual authenticity upright by continuing the use of fossil fuels by getting a formal place in the European Cultural Green deal.

So, many reasons to attend on April 9th 2022. We, the team members and the board of FEDECRAIL, need your voice and your vote, for maintaining the continuous work to be done in your interest and foremost because you are FEDECRAIL !!

Jaap Nieweg
President



MÁV Nosztalgia in 2014 (Conference and AGM in Budapest/Hungary). Foto: Ingrid Schütte

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UPDATE No. 48

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FEDECRAIL Board (3):

Vice-President

MIMMI MICKELSEN

Mimmi Mickelsen was born in 1980 in a small town on the Swedish west coast. There was not much railway or tramway nearby and this interest did not characterize growing up. Mimmi became very early active in political issues and got her first chairman assignment already as a 12-year-old in the International Order of Godtemplar youth section. Mimmi has 4 children and 4 cats, lives in Mölndal with her partner. She was elected to FEDECRAIL's board in 2020 but has been active since 2017. She was nominated by the Swedish organizations jointly with support from other Nordic associations. Professionally, she is a safety expert in Swedish tramways and infrastructure manager for the City of Gothenburg's railway infrastructure and tramway infrastructure

According to Mimmi, traveling by train has always been the best way to travel, but her involvement in the tram sector was only created after 2006 when she was employed as a tram driver and the first activities in Ringlinien in Gothenburg started in 2007. Interest grew over the years and membership has increased significantly in associations with tramways and railway connections. Her interest may not be as in-depth at the level of detail but more in organization, strategies, engagement, marketing, and lobbying.

In 2011 Mimmi was elected on to the board of the Swedish Tram Society and in 2016 she was elected chairman. The Swedish tramway association has 7 local clubs and one national tramway museum, three of our local clubs are actively involved in running trams in urban environment (Malmö, Stockholm and Norrköping).

In addition to her duties as chairman, she has also actively worked with:

- our youth camp,
- funding for various projects for restorations and the museum environment,
- involve young people in board work and project



*Mimmi Mickelsen.
Photo:
Bruse LF Persson*

management,

- competence transfer,
- development of communication and marketing,
- Nordic network for veteran tram traffic (Nordtrikk),
- evolve the tramway museum in Malmköping.

In 2009 Mimmi started getting involved with the tramway museum in Malmköping, as a driver. Mimmi became 2020 the chairman of the museum and work very actively with the strategic plan for development, marketing, and communication of the museum. Development of the museum is part of the development of Malmköping as a place. Some of the most important parts are to take advantage of the infrastructure and trams that the museum has, but also to actively contribute to an understanding of the industrial heritage and protect the collections that are in possession. She tries to be involved in as much as possible both technical, business issues, sales, and marketing. An important part of the museums work is to find new volunteers that contribute to the business at

all ages. The Swedish tramway museum in Malmköping is 100 % volunteers and have no employees and no government support. The museum has also undergone an organizational change to be a modern business that works as a team and involves the active to create the right conditions to move forward.

In 2017, Mimmi started up Tramway Group in FEDECRAIL. Since then, she has been actively directing and working to develop the Tramway Group with the secretary. In 2018, she planned and ran FEDECRAILS Youth Exchange in Sweden. Something she thinks was fantastic fun, after that she have continued to be involved in youth work for FEDECRAIL.

In 2018 Mimmi became Secretary in the Swedish Industrial heritage association, annually we support different industrial heritage in various issues. Her main part is to be the representative for track operations and provide support in issues related to it. Every year they publish the national awards Industrial Memory of the Year and the Year of Industrial Heritage Publication. The organization are the Swedish part of TICCIH and are an active part of TICCIH and have a representative on TICCIH's board.

In 2018 it was time for her to get involved in Museibanornas Riksorganisation. She is responsible for communication, the website, social media, participate in transport history networks and actively run webinars together with the rest of the board.

The biggest interest lies in the preservation of veteran trams and creating opportunities for them to continue rolling in cities or on their own infrastructure for many years.

Evaluation of the FEDECRAIL AGM

FACTS IN BRIEF:

Until FEDECRAIL's 25th anniversary, celebrated in Wernigerode (Germany) in 2019, the Annual

General Meetings were held as part of an annual conference with a technical visit programme. Participating representatives of FEDECRAIL members as well as friends of FEDECRAIL. Due to the restrictions due to the COVID 19 pandemic, FEDECRAIL has moved to hybrid Annual General Meetings, in 2022 on 9 April at the Novotel in Leuven (B). Planning is underway for the conference and technical excursions.

TEXT IN DETAIL:

Till 2019, the year when we celebrated our 25th anniversary in Wernigerode (Germany), the Fedecrail Annual General Meeting (AGM) has been associated with the Conference and a technical visits programme. The Conference Team would take care of the organization of the event and make arrangements for a suitable location for the AGM. During the formal part of the AGM, the Board would report on the past year and give some insight in activities for the coming year and organize elections for Board members as well as, if required, auditors. Both representatives form members as well as Friends who had subscribed to the Conference and Visits programme would attend the AGM proceedings. For 2020 the AGM had been planned to be held in Bilbao but unfortunately, the fast developing Covid-19 pandemic caused the event to be postponed and subsequently to be reduced to the formal part of the AGM only, without elections of Board members, held in Rotterdam on Saturday 5 September 2020. Fedecrail, being registered in Belgium, has to satisfy the requirements of the Belgian legislation regarding approval of the finances of the previous year and elections of Board members. It is also required that some members are physically represented during the meeting.

For 2021 the AGM has been organized as a hybrid meeting, with some representatives and some Board members present and allowing all other members to follow the proceedings via a webex-link. For voting on the various matters a Proxy form, inspired by an example used by HRA, has been used, where members could cast their vote and send it to the Fedecrail secretary till a day before the meeting. The choice to follow this procedure was decided in view of the number of voting points form each member, which may cause difficulties in establishing the number of 'yes' or 'no'



*Bilbao/Spain, planned for Conference and AGM in 2020.
Photo: Kees Wijn Nobel*

votes cast if voting would take place during the session by both members in the meeting room as well as members following the meeting online.

Also we have noted that a hybrid meeting allows more members to participate in the meeting without, while saving substantially on travel time and costs. The experience of 2020 and 2021 and the wish to have an approval of the annual plan and budget as early in the year as possible, has led to the decision by the Board to organize the AGM this year already early April. On the other hand, for the Conference and technical visits alternative solutions will be developed, ranging from webinars on specific topics to physical meetings and visits to be organized at an appropriate time and location.

The organization of venue for the AGM has now moved from the Conference Team to the Fedecrail secretary. There is the administrative part; preparing the Notice, documentation, circulating the required paperwork and arranging for the Proxy forms and invitations to follow the meeting online as well as identifying a suitable venue where the meeting can be held, accommodating those who will participate physically and a with good internet facilities for those who join online.

With the experience from the past years, the 2022 AGM will be held in the Novotel in Leuven (B) which has satisfied the requirements of the Janu-

ary 2020 members meeting and which is easily accessible by rail and road.

The Board of Fedecrail is looking forward to meet you online or in person during the AGM (9th April 2022).

Kees Wijn Nobel
FEDECRAIL secretary

Coal situation update

FACTS IN BRIEF:

At the end of January 2022, the complete stock of steam coal at Ffos-y-fran was purchased by Tata Steel and is now being crushed to feed the steel furnaces at Port Talbot. After this sudden end of Welsh steam coal, a replacement product is offered in the UK. English environmental regulations are not the same as on the continent. This makes it difficult for both sides to adopt solutions from the respective other side of the English Channel.

TEXT IN DETAIL:

At the end of January 2022, the complete stock of steam coal at Ffos-y-fran was purchased by Tata Steel and is now being crushed to feed the steel furnaces at Port Talbot. After this sudden end of

Welsh steam coal, a replacement product is offered in the UK (<https://www.supaheatfuels.co.uk/steam-raising-coal-13-c.asp>). It is called **Trevithick Welsh Steaming Ovoids** (briquettes). According to the merchant, it has the following properties:

100 g size – 75 mm across longest face x 60 mm x 45 mm

Volatiles 17 %

Sulphur < 2%

Ash circa 6.5 %

Calorific value 32,500 kJ/kg

Chlorine 0.02 %

Volatiles will vary 14 % to 16 %

The sulphur content < 2 % is too high for continental Europe where regulations stipulate for ≤ 1 %.

Since Brexit, UK and foremost English environmental regulations have strayed far away from continental ones, sometimes they are stiffer, sometimes less demanding. At any rate, they are hardly compatible, which makes it difficult for both sides to adopt solutions from the respective other side of the English Channel.

Another English product is a form of briquette consisting of 50 % crushed olive stones and 50 % coal dust. This is considered "green" in England but due to its coal content not at all "green" over here. Coal from Kazakhstan imported into the UK (<https://www.cplindustries.co.uk>) had a sensationally low ash content of 1.4 %, but its high volatile matter content of 39.2 % ruled it out.

Polish coal mines are busy but as the country is heavily reliant on coal power, with fossil fuel making up almost 70 % of the country's energy mix, most of the produce is for domestic consumption in CHP plants.

An importer in Germany (<http://www.polnische-steinkohle.de>; vertrieb@polnische-steinkohle.de)



had ordered 1000 t for January for his customers and has so far received merely 90 t from Poland! Some coal merchants may still have some Polish locomotive coal in stock (try <https://www.bhj-brennstoffe.de>).

The best locomotive coal from Poland is from the **Wesoła** mine and the neighbouring (5 km apart) **Staszic** mine. The specifications are (the volatile matter content is in both cases in the 29 – 32 % range):

Mysłowice – Wesoła

Sizing 63 - 200 mm (cobbles) or 40 - 80 mm (large nuts)

Lower calorific value 28.5 – 30.3 MJ/kg

Ash 2.5 - 5 %

Sulphur 0.2 – 0.5 %

Moisture 5.5 - 7 %

Murcki – Staszic

Sizing 63 - 200 mm (cobbles)

Lower calorific value 30.977 MJ/kg

Ash 4.01 %

Sulphur 0.36 %

Moisture 3.56 %

Sizing 40 - 80 mm (large nuts)

Lower calorific value 31.525 MJ/kg

Ash 3.6 %

Sulphur 0.39 %

Moisture 2.96 %

Both the Wesoła and the Staszic mine belong to **Polska Grupa Górnicza**. Here is their company statement:

Polska Grupa Górnicza is a key partner in building the energy security of Poland. In response to the expectations of cheap and high quality energy, the Company strives for raising the effectiveness and optimizing the production costs, maintaining high standards of environment protection, as well as health and safety issues.

Polska Grupa Górnicza has the greatest hard coal resources and extraction potential in the EEU. The mining areas of Polska Grupa Górnicza mines are located in 42 communes of Silesia province and 3 communes of Małopolskie province. The areas of mining activities cover 603 square km, and the mining areas cover 665 square km.

The present state of resources:

Balance resources ...

7 812.2 million tonnes



*Coaling at the Museums-
Eisenbahn Minden/Germany.
Photo (2003): Ingrid Schütte*

Industrial resources ...

2 910.8 million tonnes

Operative resources ...

1 610.1 million tonnes

When Poland will phase out coal remains to be seen. In the law-making process under way at the moment any year between 2035 and 2049 is being discussed.

Reinhard W. Serchinger
(Contact: info@sephys.de)

Coal Supplies for Steam Locomotives

Last October my railway, the Sittingbourne and Kemsley Light Railway/UK (SKLR), received a letter from BHJ Brennstoff Handel International in Essen/Germany regarding coal supplies for steam locomotives. As we had enough supplies of Welsh Steam Coal from Ffos-y-Fran to keep us going until 2023 we did not take any action. Following COP26 and difficulties in obtaining suitable steam coal FEDECRAIL member railways may find interest in

the BHJ letter. BHJ explains in the letter: "In recent years using coal is no longer accepted by everyone. More and more people want companies to stop using coal because of emissions or, if they are not able to change to green products, they should use coal with low emissions. BHJ has invested a lot of time and effort to find a coal producing enough power for steam locomotives but with lower emissions. At present our "Essnusskohle" is used by several railways.

An example of a BHJ product:

Smithy nuts or Coal for steam engines

moisture: 5 – 8 %

ash (as received): 4-6 %

volatile matter (as received): 29 – 32 %

sulphur (as received): 0,4 – 0,6 %

calorific value (as received): 6.900 – 7.100 kcal/kg

screenings: for steam engines: 40 – 80 mm, 40 – 120 mm or 100 – 250 mm"

Please note that neither the SKLR nor FEDECRAIL have any knowledge or experience of this company or its products. We pass on this information to possibly help our members at this difficult time.

John Fuller FCILT
UIC Representative

National Exemptions from Rail Safety and Interoperability Directives

FACTS IN BRIEF:

The interpretation of Article 1 (4.b) IOD allows the assumption that the exemption clauses in the Railway Safety and Interoperability Directives apply separately to vehicles and infrastructure, i.e. vehicles can be exempted even if they run on non-historic infrastructure. Thus it allows EU member states to develop methods that fit to the specific situation of heritage trains on the main line.

TEXT IN DETAIL:

Recently some issues concerning international vehicle approval and vehicle registration in one of the EU member states involved lead to some direct contacts with the European Commission. As court proceedings are still going on, no information to this case as such can yet be provided. Nevertheless a letter from the Commission contained a very important statement on the meaning of the exemption clauses in the Rail Safety and Interoperability Directives:

“Notwithstanding this provision, practical difficulties might emerge specific to heritage railways operations, which the European legislator could not foresee. For that reason Article 1 (4.b) IOD allows flexibility and grants Member States the authority to completely exclude infrastructure and vehicles reserved for a strictly local, historical or touristic use from the scope of the measures implementing the IOD. Note that we interpret this as applying separately to vehicles and infrastructure – i.e. vehicles can be excluded even if they run on non-heritage infrastructure (our underlining). In conclusion, it is ultimately a competence of the individual Member State to decide which measures it takes in order and enable heritage operations that are outside the policy level goals of the European railway legislation. Beyond the general EU framework on the interoperability and safety of railways

here described the European Commission has, however, no competence for the use individual Member States take to manage the operation of heritage rolling stock – excluded from this legislation - on their networks.”

As there can be doubts about the exemptions clause in the member states, we thought it worthwhile to inform you about this statement. The positive element is that it allows member states to develop methods that fit to the specific situation of heritage trains on the main line. Differences between member states are large, as we all know. It would be logical to interpret and develop the Train Drivers Directive using this same principle.

Andres Wedzinga
HRN /HOG



Small Step forward with the Train Drivers Directive

The European Commission recently announced a “call for evidence” as input for a review of the Train Drivers Directive. A short descriptive document suggests that very principal changes are pos-

sible. A link to an evaluation document is also provided. This evaluation document is based on comments provided in 2018.

A more intensive consultation of stakeholders – of which Fedecrail is one – is announced. Fedecrail will of course participate in the stakeholder consultations.

The consultations are of course welcome as an opportunity to plead for rules that take better account of the specific issues involving driving heritage vehicles on the main line.

We pity that it means further delay to the advice of the European Railway Agency, to leave driving heritage trains to national rule, with the condition that the driver in charge of the train carries an EU-certificate for the infrastructure.

When interested, you can find the Commission documents at:

https://ec.europa.eu/info/law/better-regulation/have-your-say/initiatives/13169-Train-drivers-improved-EU-certification-scheme_en

Andres Wedzinga
HRN /HOG

The SwissApp implementation of ETCS

FACTS IN BRIEF:

Experts from Siemens Mobility have developed a SwissApp implementation of ETCS as a kind of plug-and-play system. It is intended to be ideal for small series and individual vehicles. Historical vehicles are also explicitly addressed.

TEXT IN DETAIL:

Recently information came available on the SwissApp implementation of ETCS On-Board-Unit. It has already drawn the attention of Switzerland as a possible solution for ETCS in heritage vehicles. Contractor's and heritage vehicle fleets are explic-

itly mentioned in an article in the Schweizer Eisenbahn-Revue, 11/2021 (page 595), authored by two employees of Siemens Mobility Schweiz, the developer of the vehicle equipment.

The idea behind the SwissApp On-Board-Unit is to reduce installation to, basically, a plug-and-play system that any workshop can install itself, using the provided instructions and checklist. Type-specific verification, a big and costly hurdle, would not be needed.

The article mentions five elements to make this possible:

- Instead of some 2000 vehicle-specific parameters, just a few very basic ones;
- Just basic interfaces with vehicle systems (switched 24V-wires, no computer interfaces);
- No integration with vehicle automation or other ATC-systems;
- Single conservative brake and traction curves;
- Defined and pre-approved installation procedure and approval.

The main disadvantage is that a train fitted with this On-Board-unit will require a little more capacity than a fully engineered modern train. But as heritage vehicle by themselves already will have conservative brake and traction properties, this should be acceptable. For use in other countries some limited tweaks might be necessary, but the development is promising for all main line heritage organisations.

Andres Wedzinga
HRN /HOG

Open IATM webinars for colleagues in the museum and heritage sector

The colleagues at IATM (International Association of Transport & Communication Museums) are now running a series of monthly webinars on a variety of topics. Primarily targeted at IATM member museums, but also open to other colleagues in

the museum and heritage sector. Free of charge and duration approx 90 minutes.

Next two events: **Thu 24.02** (possibly even before the release of this update): New Budapest Transport Museum project (replacing the historic "Museum Kozlekedesi" which we visited at Fedecrail Budapest Conference in 2010)

Thu 24.03 - Tour of *Back to the Future* exhibition at the Berlin Communication Museum (oldest postal museum in the world). General background details: www.iatm.museum/webinars.

If you are interested in attending either of these events, please get in touch initially with:

ovenstone@fedecrail.

Peter Ovenstone
Individual Member IATM

EUROPA NOSTRA — News Headlines

Short list of 12 locations for the *Seven Most Endangered* programme list for 2022 was announced in mid-December. Only transport location this time is an early 20th century road bridge in Albania. Final list of seven locations expected in mid-March. No further news on fact finding mission investigation of Achenseebahn. In depth collaboration ongoing between EN Industrial & Engineering Heritage Committee and EDECRAIL – and other bodies – on preparation of a report on "Future of Fossil Fuels" and industrial and mobile heritage (scope now expanded from the 2021 original EN IEHC "Sources of Coal" research project).

Peter Ovenstone
Secretary
EN Industrial & Engineering Heritage Committee



Weed Control Problems on Heritage and Tourist Railway Lines in Wallonia

FACTS IN BRIEF:

A ban on the use of glyphosate-based pesticides in public spaces is causing difficulties for the historic and tourist railways in the Walloon Region/Belgium - and not only for them. Alternative weed control methods tested by volunteers do not offer satisfactory results. The Belgian association Febelrail asks to be contacted and informed how the problem is solved in other countries and if a satisfactory result in weed control has been achieved.

TEXT IN DETAIL:

Under the impulse of Europe, a prohibition on the use of plant protecting products based on glypho-



***A locomotive has been equipped with a steam projection appliance.
Photo: CFV3V***

sate in public spaces has been introduced in the Région Wallonne (Walloon Region), which covers the southern and eastern parts of Belgium. This prohibition became effective on 1st June 2019. The national Belgian railway infrastructure company Infrabel has obtained a derogation for the years 2020 and 2021, but a similar exemption was not granted to the heritage and tourist railways.

It is difficult to accept this discrimination between the 'big' and the 'small' railways. Most heritage and tourist lines in the French-speaking part of Belgium are run by volunteers, who have made several efforts to try alternative weeding techniques:

- weeding by hand, using brush cutters and clippers,
- thermic weeding (by heat),
- weeding by high pressure steam.

All the alternative weeding techniques that have been tested do not offer satisfying results. The techniques are very burdensome, are not practicable on all railway lines, the weeding needs to be repeated very frequently, etc., which makes them economically untenable for our heritage and tourist lines.

The operators (alle gauges combined) have formed a committee with the aim of speaking with a common voice in their contacts with the competent regional administration. The committee is actively exchanging experiences in weed-killing techniques and has also drawn up records on the techniques that have been tried out.

A working group has been set up within the "Comité Régional Phyto", which struggles to find a miracle solution to the problem. The CRP is a not-for-profit committee created by the Walloon Region to offer assistance to all those (i.e. not only the heritage and tourist railway lines) who need to find alternative weeding methods and who are experiencing huge difficulties in order to comply with the new « zero glyphosate » legislation. In the meantime, however, all requests for a derogation for the heritage and tourist lines have been refused by the competent regional administration (i.e. the Minister of Environmental Affairs of the Walloon Region).

Sooner or later, this issue will undoubtedly preoccupy all heritage and tourist railway lines in Europe. The European legislation will probably be imposed differently in the member states and re-

gions. Derogations may be granted, which is (e.g.) currently the case in the Flemish Region (the northern part of Belgium). We request all heritage and tourist railway operators in Europe that have been able to develop a successful weeding technique or a satisfactory weed management system, to pass on the information to the Belgian federation Febelrail. We also wish to know how the European legislation is applied in the different countries. All information obtained will be summarized and be made available to all. All answers / reactions via Fedecrail please (contact@fedecrail.org).

Alphonse Demeuse / Marc Grieten (Febelrail)

Call for members pictures

As part of the new FEDECRAIL website, we would urgently like to appeal to members to send good quality, high resolution jpegs of their railways/tramways to jenny@tram.co.uk for inclusion in the new site and for use on social media. Please also include a caption to include the railway's full name, nearest town and country. Many thanks in advance!

!!!

UPDATE Nr. 49 will be published in the end of April 2022

Deadline for textes and photos is April 8th

contact: schuette@fedecrail.org



**Conference and AGM in Wernigerode/
Germany in 2019. Photo: Ingrid Schütte**