



I.V.Z.W.

European Federation of Museum & Tourist Railways

Fédération Européenne des Chemins de Fer Touristiques et Historiques

Europäische Föderation der Museums- und Touristikbahnen

## Update No. 35

*If you would like to receive your copy of Update in French or German, please let Josef Sabor know (contact details on the last page).*

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### March/April 2019

## President's Report

It was 25 years ago, that I went full of expectations to Brussels and Leuven to attend the first formal meeting of the newly formed European Federation for Museum and Tourist Railways, FEDECRAIL. I went there as chairman of the also newly formed Dutch Heritage Railway Association HRN and we almost all were more or less as naïve as possible, but at least full of enthusiasm. Being a full prof I saw the advantages of national and international co-operation more or less from day one. And I think that we can conclude in this FEDECRAIL jubilee year 2019, that the whole sector has made a wonderful progress.

FEDECRAIL represents 655 heritage rail organizations in 27 European countries and has affiliate members from the USA and South Africa. FEDECRAIL is one of the founding fathers of the global organisation for the heritage rail sector Wattrain. All these national, continental and global umbrella organizations play an important role in our further development. First of all by sharing knowledge, of which we have so much all over the world, that it is a decisive element in finding our ways in the modern world, in which we are not always directly fitting.

So in our 25 years of existence FEDECRAIL developed the Riga Charter forming a building stone for how to treat the important collection of heritage rail objects that is preserved throughout of Europe. And as a very important moment I see the moment that the European Commission appointed FEDECRAIL as a Representative body under the European Union Agency for Railways (ERA), which gives us a formal status in the development of the New European Rail World. The implementation of the European 4<sup>th</sup> Railway Package does also realize us that this status lays a great responsibility on our shoulders. That will ask a different and greater effort of us all now and in the future. Different effort because it asks knowledge of all types of technical, financial and managerial fields we are until now hardly accustomed to. Greater effort because of the greater variety and therefore amount of tasks to fulfil.

FEDECRAIL formulated a strategic plan for the period 2017 – 2022, and will present at the 2019 AGM a business plan for the period 2018 – 2020 to execute the Strategic plan and an annual plan 2019.

The Plan Paris presented in 2017 needs an upgrade, especially in how we can organize our needs formulated for Europe, on a national scale. A very inspiring example we find in Great Brittan where our colleagues formed the Heritage Fuel Alliance. The energy transition will become one of the greatest challenges for not only the heritage rail sector, but for the whole of the industrial (pumping houses, working machines) and mobile heritage (historic rail, road, water and air transport) world.



There is an enormous task for us all and I am sure that our 25<sup>th</sup> anniversary is a good moment to think about how to master the new tasks in the next years.

I wish you all a very happy FEDECRAIL 25 Jubilee, which we celebrate in Wernigerode in the Harz in Germany, with as much as members of our organization as possible.

Jaap Nieweg  
President

## **Developments. President's Report.**

On December 3 and 4 2018, I visited the Heritage For Future Event, organized by Luxembourg office of the Creative Europe association. During this 2 days event, several projects were presented that were financed from different angles with national and European money. You will understand that this was the main reason to visit and to build a new network that we need in financing the execution of the goals in our strategic plan 2017 – 2022 and our business plan 2018 – 2020.

For the year 2019 we wrote a first annual plan, in which we implemented the ideas developed in the council and based on the concept business plan as well, like we used many of the suggestions made by the members during the extraordinary members meeting in Luxembourg in October 2018.

These papers were discussed during our council meeting in Barcelona on the weekend January 26<sup>th</sup> /27<sup>th</sup>, as we also invited Spanish FEDECRAIL members for a meeting on the Saturday afternoon. Many of them turned up and we discussed the newly realized legislation in Spain, to re-use closed railways or sections of closed railways, by museum and tourist trains. On Sunday we went to Mora la Nova, to look at the location where the 2019 FEDECRAIL youth exchange will be organized.

On many places in Europe people are thinking about the climate threats by CO2 output. For our sector this means that we have to look into this political and public developments. Partly our Plan Paris, accepted by the members in the 2017 AGM, will lead us to discussions on European and Global level, from the point of view that we will reduce CO2 where possible, but that we also need to protect the conceptual authenticity of the objects we are preserving and the processes that belonging to this, inclusive the use of the traditional fossil fuel like (steam)coal. In Great Britain our colleagues has formed the Heritage Fuel Alliance (HFA) in which all mobile heritage using the fossil fuel started the discussion on national level with the politicians and the public. I am convinced that this national initiative should be incorporated in a revision after two years of the FEDECRAIL "Plan Paris".

Much time in this first quarter of the year has been spent on organizing the Jubilee AGM/Conference in Wernigerode in the period from 12 to 17 of April 2019. See for the programme and booking our website [www.FEDECRAIL.org](http://www.FEDECRAIL.org) search for conference and you will find the information you are looking for, inclusive the Special Jubilee Newsletters that has been publicized in the last months.

Jaap Nieweg  
Hoorn March 18<sup>th</sup> 2019

## ***Heritage Operations Group***

Firstly Steve, Jonas and Ian would like to welcome Monsieur Bruno Fleury as our second vice President of HOG. He is a valuable addition to the team. Bruno lives in France, so it is easy for him to travel to meetings with the European Union Agency for Rail. As they are based in Valenciennes in north east France near Lille.

The work of HOG can be summed up as to allow the continued operation of heritage railways. Plus, the sharing of good ideas and practises.

As railways grew up as separate national systems and mostly country specific there is a huge range of different operating practices across the continent. Track gauge, loading gauge, electrification and signalling are all examples of these differences. Less obvious would be the use of left hand or right hand running on double track lines. Or the different widths of pantograph heads.

The European commission has been introducing railway packages that when fully implemented will allow any new rail vehicle to operate anywhere with the European Railway Network. The work we do is remind the railway sector that our operations are about preserving the past not harmonising the future.

Fedecrail is a member of the Group of Representative bodies. This group is the railway sector voice represent the railway industry to the European Union. They include infrastructure managers, track manufacturers and train operating companies. The European Commission delegates the day to day work of developing and implementing railway policy to the European Union Agency for Rail (EUAR). The group of representative bodies has a monthly meeting to discuss the detail of new initiatives, which we don't often attend. They have four plenary sessions a year to discuss policy, and then there are three meetings a year with the EUAR. All of which we do attend. We generally don't say much at these meetings, the value is we attend and are seen by the industry as interested.

If anyone is interested in the detail of these discussions, I can send you a sample of the minutes

Over the last two years the agency and the commission has started the implementation process for the 4<sup>th</sup> Railway package. Part of the European Commission's work is to decide which matters require European wide legislation to create a single market in products and services. Or if a matter is the responsibility of a member state. The commission has introduced four railway packages, which are issued as directives. These packages are designed to harmonise the European railway market. Josef Doppelbauer the executive director of the EUAR has set out the rational, to the Fedecrail conference in Antwerp, for the 4<sup>th</sup> Railway package. This package was focused on how to make vehicle acceptance cheaper and quicker on a European wide basis.

Vehicle acceptance is the process through which all railway vehicles most go through to say they are safe to operate on the railway. The nearest road equivalent would be crash testing a new car, so not really the same. Aircraft go through a similar procedure as rail vehicles, for certification as airworthy.

We have gone to the meetings on how to implement the 4<sup>th</sup> Railway package and made some input to



the documents. Sometimes this has just been as a native English speaker what do you mean? Sometimes this has been to ask for the exemption allowed in the directive, for railways of a historic and tourist nature to be exempted by member states from the regulations. Which we have had reasonable success in obtaining. This will mean that it is up to your national government to decide if they wish to include member organisations within the scope of the regulations in their country.

Recently there has been a call to extend the regulations covering Entities in Charge of Maintenance to all vehicles. We were very concerned that regulations designed for main line operators running many KM per year, would place an undue burden on our members. We made successful representations to EUAR and there should be an exemption in the regulations.

In the background there is the on-going question of fitting trains with European Train Control System or ETCS. This is a modern signalling system which will in its more advanced forms replace conventional line side signals.

HOG itself meets twice a year once before the annual Fedecrail conference and once whilst the council hold their autumn meeting.

Steve Wood, Jonas Svartlok, Bruno Fleury and Ian Leigh

8<sup>th</sup> March 2019

**Request from the HOG management team.**

- Could each member explain how their government regulates the heritage rail sector in your country please?
- We would like to know if the National Safety Authority (NSA) for railways regulates your activities?
- Or it is a separate body?
- Does your government include your railways in the national network or are your railways considered separate to the national network?
- Are there separate laws for Heritage Operations or do the national laws apply?
- How many KM of track are there for heritage operations in your country?
- Are museums regulated differently if they have an operating railway?
- Are tramways regulated differently to railways?
- Does your government intend to exempt your operations from the 4<sup>th</sup> Railway Package?
- Does your government intend to exempt your operations from the new Entities in charge of Maintenance?

All replies to [Leigh@fedecrail.org](mailto:Leigh@fedecrail.org)

## Jean François Andrist passed away on 8 February 2019.

The funeral was celebrated on 13 February in Collombey, his village, in the presence of many friends.

Jean François spent his working life in Asia and Middle East. On his retirement, he returned home to Switzerland and he became first a volunteer at the Blonay-Chamby Railway Museum, eventually being elected as President of the Association. He worked regularly on the railway and his wife Annie also worked there as a volunteer in the kitchen or in the restaurant.

After Jean François retired as President he continued as a Member of the Council and also as an active volunteer on the railway.



His illness was painful but he was full of hope with projects until his last day. (During the week before his death he asked me to book for him at Wernigerode). He participated in many Fedecrail conferences to represent his Railway and was happy to discuss any subject with anybody (he spoke French, German and English fluently).

As a Member of UNECTO, he also participated regularly in their Congresses.

Jean François we will all miss you.

Our condolences we send to Annie, we hope to meet her at our future Conferences.

Jacques Daffis  
Vice-President



## Newsflashes

Ingrid Schütte

### **A big success in Spain**

The Spanish federation AGRUPACIÓN DE LOS FERROCARRILESHISTÓRICOS ESPAÑOLES (AFCHE) obtained a big success in its country. The deputies have voted in December 2018 a Proposal on the Historical Railways (HR), presented by the socialist party in the spanish parliament. The text allows them among other things to run heritage and tourist trains on closed lines: “Agreement (...) to promote, in collaboration with the regional and local entities, the enhancement of the old disused railway lines no longer belonging to the RFIG (...) as key elements for the protection of railway heritage.” RFIG means “Red Ferroviaria de Interés General”, the Spanish railway network of general interest. To run heritage and tourist trains on closed lines was forbidden, when they have lines closed since many years, although they were still in acceptable condition, due to Spanish climate.

### **FEDECRAIL Youth Exchange 2019 in Catalonia**

Preparations are complete. This year the Railway Museum at Móra la Nova will be hosting the International Youth Exchange which will enable young people from heritage railways and museums in Europe to participate in this international event. The Exchange will take place in Móra la Nova from 9th to 18th August 2019. They visit Zaragoza, Rubi and Barcelona, too. The programme includes practical work as well as cultural visits and sociability. The aim of the youth camp is to promote intercultural understanding within Europe and exchange between young people in the field of railways and everyday life. All young members of historical railway associations in the age between 16 and 25 years are invited to participate in the youth exchange. It is the 13th event, initiated by FEDECRAIL. Information can be found at [youthexchange@fedecrail.org](mailto:youthexchange@fedecrail.org)

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30-03-2019  
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