European Federation of Museum & Tourist Railways
Fédération Européenne des Chemins de Fer Touristiques et Historiques
Europäische Föderation der Museums- und Touristikbahnen

International Heritage Railway Conference
Wernigerode, Germany
14-16/04/2019

Conference Proceedings

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1. **David T. Morgan, MBE, TD** – Keynote “25 years of FEDECRAIL”
   Fedecrail President (emeritus)

2. **Matthias Wagener** – Die Harzer Schmalspurbahnen – Das Dampflokontolparadies
   im Harz
   Managing Director Harzer Schmalspurbahnen GmbH

3. **Thomas Joindot** – Heritage trains on the mainline - The next 50 years
   Vice-President for mainline operations, UNECTO, Fedecrail HOG Member

4. **Hans-Jürgen Credé** – Heritage Railways in Germany - Progress So Far, Challenges for the Future
   Chairman Verband Deutscher Museums- und Touristikbahnen

5. **Steve Oates** – Future of Coal + Environment Group Update
   Chief Executive Officer, Heritage Railway Association

6. **Mimmi Mickelsen** – Youth Exchange 2018, Sweden
   MRO Board Member, Chairman Tram Group

7. **Jordi Sasplugas Deu** – FEDECRAIL Youth Exchange 2019 at Móra la Nova
   Railway Museum
In 1825, George Stephenson opened the Stockton & Darlington Railway. In 1935, Britain celebrated the centenary with a parade of locomotives at Shildon on that railway, and in 1975 the celebration was repeated, involving locomotives from several heritage railways as well as museums.

Once we prefer a companion view of Rainhill when the first railway duel occurred in the same spirit, the Dutch Railway Museum in Utrecht, in collaboration with the Netherlands Speurderij (the Dutch railway) hosted an interaction gathering to celebrate 150 years of Netherlands railways in 1989. We in Britain, together with railway buffs throughout Europe, came to participate in this event. In particular, the Dutch Railway Museum and the Berlin Eisenbahn Freunde led by Hlodig Reich. We all stayed in a hotel above Utrecht Station, whose owners circulated drinks to the guests by an electric model train whose open coal tracks served as trays to glasses of gin & tonic, whiskey and other alcoholic drinks.

At some stage in the proceedings, the question came up as to why we didn't have a European Federation for heritage or tourist railways. The UK had only recently joined the Common Market, as we then called it. One of our German colleagues, suggested that we convene a meeting in Hanover (Hanau in Germany), famous for the "A6 Peace" Agenda, as one of the hotels there was owned by a volunteer on his railway. So in 1991, all interest continues and after a debate lasting most of the day it was agreed to set up a committee, which became known as the Morgan Commission.
This committee met about 8 or 9 times over 2 years, usually in a room forming part of Place Rogier's pre-metro station in Brussels. Members included Jean Arrint (France), Heino Edermenger (Germany), Jürgen Pleyer (Surtland Railway Museum), Frederic Richard, Sebastian Teme (Library/Charly railway in Switzerland), Piet de Gunstter (Belgium), and Lucius Kooij (Netherlands). Eventually we hatched out the principal points for a constitution and we instructed Belgian lawyers to turn them into a formal corporation, now known as the European Federation of Museums and Tourist Railways (better known as FEDECRAIL, a name invented by Jean Arrint), an organisation "sans but lucratif", in other words a "not-for-profit" body.

So the big question is what have we done? I think we always identified that lobbying should be our first objective and within a year we were confronted with our first threat: "the yellow-surface directive" - or more formally a draft directive for health and safety within a room or cabin or a means of transport. This could require, inter alia, legging of all hot surfaces, the painting in yellow of all pipes and other equipment protruding into the driving cab and the fitting of doors. Jean and I set off to see the relevant Commissioner, a certain Senator Briaux in his den, which was then in Luxembourg. "My duty is to make transport safe for its workers," So why are you trying to make it dangerous?" commented Jean Arrint. Senator Briaux dug his heels in. In exasperation, I eventually exclaimed "You are the sort of man who would, if he could, install a handrail to the top of every mountain."
"Publish" Breaca replied. "Climbers are not paid to scale mountains. They do it because they want to." Bingo, I thought. "And so do our locomotive drivers." End of argument. Within two months the draft directive was withdrawn.

Six weeks after that, I received a letter from the Secretary of Motor Manufacturers congratulating me on our success and inviting me to speak at a dinner. "We took us 2½ years to argue without success, you achieved in two months," they said.

Then we had a strike of fuel. Our second annual meeting and conference was held in the European Parliament Building in Strasbourg through the good offices of Brian Simpson MEP, who was a member and later chairman of its Transport and Tourism Committee. I am not going to spell out his achievements, for he is speaking next, but it's fair to say that he became our champion. He succeeded in amending or getting changes in 14 directives or regulations. And when he retired, he got us official recognition by the European Rail Agency (ERA).

His committee researched and published a review of the benefits to a locality generated by Industrial Tourism, including Heritage Railways in 2013.

As you heard yesterday, we now have three working groups; the Heritage Operators Group (HOG) which continues to review European legislation, the Tramway Operators Group and...
The Environmental Working Group was at present focusing on the threat to coal supplies.

We were invited two years ago to sign up to a Memorandum of Understanding with the International Union of Railways (UIC) and FERTRAN, the World Alliance of Transit, Trams and Trains, which allowed visitors to the UIC website to click onto ours under their Toprail programme when searching information on individual railways.

Naturally we also provide advice to members who seek additional opportunities for networking. We try to boost the training of young people through our FEDECYTH project and international camps. We also publish a newsletter edited by Joseph Sabor and we publish news on our website thanks to Ingrid Schäfer.

I could say more but won't.
Die Harzer Schmalspurbahnen – Das Dampflokparadies im Harz

Sehr geehrte Damen, sehr geehrte Herren,

wir freuen uns, dass Sie in diesen Tagen den Weg nach Wernigerode gefunden haben, um hier Ihr 25-jähriges Verbandsjubiläum zu begehen. Wernigerode, auch bekannt als „Bunte Stadt am Harz“, ist eine der bedeutendsten Tourismusorte im Harz. Mit einer Ausdehnung von 110 km in Ost-West-Richtung sowie ca. 40 km von Nord nach Süd ist der Harz das nördlichste Mittelgebirge Deutschlands.


Noch in diesem Jahr werden wir in Wernigerode den Grundstein für ein großes Projekt legen: Den Bau unserer neuen Dampflokwerkstatt. Hier wollen wir zukünftig die schwere Instandhaltung unserer Dampflokomotiven selber durchführen und dadurch unabhängig von Dritten werden. Gleichzeitig werden wir hiermit auch eine neue touristische Attraktion für die Harzregion und Perspektiven für die berufliche Zukunft, gerade beim jungen Nachwuchs, sichern.

Mit der Umsetzung dieses Vorhabens setzen wir aber nicht nur einen wichtigen Impuls für die Zukunft unseres Unternehmens. Wir sichern damit auch den Erhalt des fahrplanmäßigen und damit einzigartigen Dampfbetriebes auf unserem Streckennetz für die kommenden Generationen ab. So können wir Gästen aus aller Welt auch zukünftig die Faszination dieser heutzutage fast ausgestorbenen Antriebstechnik näher bringen und das Wissen rund um die Dampflokomotive anschaulich für die Nachwelt bewahren.

Ich danke Ihnen für Ihre Aufmerksamkeit!

Matthias Wagener
Geschäftsführer der Harzer Schmalspurbahnen GmbH
Heritage trains on the mainline
The next 50 years

Thomas Joindot
Vice-President for mainline operations, UNECTO
Fedecrail HOG Member

Fedecrail Jubilee, Wernigerode, 15.04.2019

Who Am I?

• I was born 1 year after commercial steam operations ceased in France (this means, I’m 42)
• I’m involved as a volunteer in a railway preservation society for more than 25 years
• I’m responsible for mainline operations at UNECTO, the French umbrella organisation, and I steer this activity with 7 other colleagues
• I’m also participating in Fedecrail HOG
• I’m an engineer by education and my professional occupation is Technical Director of SNCF Réseau (French National Infra Manager) (and my boss knows I’m involved in UNECTO)
### A contrasted situation

<table>
<thead>
<tr>
<th>😞</th>
<th>😊</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Running a train is increasingly complex</td>
<td>- Today’s railway offers more room for initiative</td>
</tr>
<tr>
<td>- There’s more paperwork than ever</td>
<td>- More responsibility means more flexibility</td>
</tr>
<tr>
<td>- Volunteering is less popular than before</td>
<td>- The average age in the societies goes down</td>
</tr>
<tr>
<td>- Administrative hurdles get higher</td>
<td>- There’s a general goodwill towards our activities</td>
</tr>
<tr>
<td>- Heritage mainline trains are not sufficiently recognized</td>
<td>- The importance of technical heritage is publicly underlined</td>
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</tbody>
</table>

### Skills are changing

- **Yesterday**
  - People just operating the train
  - Relying on retired people who were used to operating older rolling stock

- **Today**
  - “Administrative” skills are necessary
  - Younger people have to be trained to older techniques
  - Capitalization of knowledge is crucial
  - Engineering skills are necessary

**A more diverse but more challenging pattern of skills**
Strengths to build on

• Heritage railways as a booster for tourism
  – A role in the economy
• Volunteers can be future railwaymen
  – Heritage societies to facilitate recruitment in the sector?
• Our structure are true little railways
  – A unique opportunity to have a “system” view in today’s fragmented railway
Museum and Tourist Railways in Germany

Hans-Jürgen Credé, Chairman VDMT

- Historical Development
- Current Importance
- Future Challenges
I. Historical Background

Complex Structures due to Historical Development
7 German “State Railways“...

...in 1920 Deutsche Reichsbahn was formed
...in 1945 Germany was divided...

...Reunification 1989...
...leading in 1994 to Merger

...leading to

...a broad spectrum for the representation of Germain museum railway industry
II. Heritage Trains in Germany

Development Milestones

It all began...

... with Railway Enthusiasts in East and West
West Germany – First Museum Railway Train in Germany

East Germany – Preservation of Narrow-Gauge Railways
West Germany – Steam Ban on Federal Railway

1966  1970  1977

Unsere Loks gewöhnen sich das Rauchen ab

>>Our Locos have to give up smoking!>>

East Germany – Starting Traditional Railway Operation on Standard Gauge


VDMT
150 years of Railways in Germany
West Germany - Step by Step Abolition of Steam Ban

Railway Reform


17 18
Railway Reform

- Merging of DB/DR
- Privatisation
- Incoporation of EU Law
- Business Orientation DB AG Regionalisation
- Business Licensing
- Network access Market Regulation Network Regulation
- MTB Takeover of Track
- MTB as private EVU/EIU
- MTB on National Track

VDMT and the Reform

Representing Interests
Managing Different Sections
Networking

VDMT – Membership Structure

8 Railways + Museums
15 Narrow Gauge Railway
64 Standard Gauge Railway

8 Museums
16 Others
Total 111
Aim

To maintain the Operation of Historic Railways as Sustainable Cultural Heritage

Which means...

Dialogue with...

- Lawmakers
- Officialdom

Conflict

- Safety/Overview
Which means...

Dialogue with...
- Lawmakers
- Officialdom
- Museums and Associations

Conflict
- Safety/Overview
- IKOM Criteria

Which means...

Dialogue with...
- Lawmakers
- Officialdom
- Museums and Associations
- Tourist Development Associations

Conflict
- Safety/Overview
- IKOM Criteria
- Expectation Management
Which means…

**Dialogue with…**
- Lawmakers
- Officialdom

**Conflict**
- Safety/Overview
- IKOM Criteria
- Expectation Management

**Museums and Associations**

**Tourist Development Associations**

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### III. Museum and Tourist Railways (MTB)

**Important Part of German Tourist Industry**
MTB – Ein Ordnungsversuch

Aim
- Freetime Mobility
- Experiencing History
- Knowledge Transfer Culture Museum Aims

Cluster
- Tourist Railways
- Operation of Historic Rail Vehicles
- Museum Railways
- Museums with no operating Vehicles

Charakteristika
- All Year Operation
- Specials
- Seasonal Operations by Volunteers
- Regular Opening Times

Die Sector

More than 200 MTB with Public Transport
+ MTB without Public Transport
+ Public Access
+ Museums for Historic Industrial Technology
+ Industrial Sites
Tourism Trains
-> Contribution to Development of Tourism

3,5 mio PAX
€ 100 mio added Value to Tourism

Museum Trains
-> Day Trips and Events

500,000 PAX
€ 15 mio added Value for Tourism
Further Contribution
• > 600 km of track are maintained
• >150 Steam Locos are maintained
• >5.000 Volunteers work for MTB

IV. Sustainably ensuring success
1 Risk analysis what?/when?

- Action needed
  - Short term 5 J
  - Middle term 5-15 J
  - Long term >15 J

- Infrastructure Maintenance Quality of network
- Care for technical standards
- Social Acceptability
- Legal framework/Review
- Sourcing of means
- Network access/Standards

MTB

2 To Do’s

- Preservation of Historical Artefacts
- Promoter for alternative solutions
- „Paris Plan“ Charm offensive
- Alternative fuels Purchase from Fareast Training of staff
- Promotions „ETCS lite“
- Lobbying
3 VDMT-Lobbying... and afterwards

Exceptions of EU Standards in Germany

- No participation in commercial competition
- Task is not to get there but the experience
- Maintenance of historic Train operation rather than innovation

3.1 VDMT-Lobbying... and afterwards

Main results for MTB

- No Safety Certificate
- No obligation for interoperability
- Reduced obligations to operate according to German Rail Law
- No application of regulation of the rights for passengers
- ...
3.2 Next...

Provision of Legal Security

Definitions („historic, „touristic“ ...) ...

Determination of relevant authority ...

Technical/Operational Rulebook

Maintenance of Steam Locos ...

Maintencance of historic rolling stock ...
Conclusion

We can be optimistic

Recognition of sectoral specificity

Reach large cities without SMS

• Waiver for bureaucracy and monitoring burden

Conclusion

We can be optimistic

• MTB decides about application of rules for exceptions

• Success and unique features secure political support in the region
Conclusion

Now we need...

- Reliable data
- Justifiable museum concepts
- Cross sectoral thinking and acting

Enough for the next 25 Years of FEDECRAIL
25 years networking
25 years communication
25 years successful work
Happy birthday!
and THANK YOU!
Securing the Future of Coal for Heritage Railways

Steve Oates, Chief Executive, Heritage Railway Association

Some Stats …

Annual UK Coal Consumption

2017 - c. 14,200,000 tonnes
2018 - c. 12,000,000 tonnes

2025 – After closure of remaining coal-fired power stations
c. 5,500,000 tonnes
Production from UK Coal Mines

2018 - c. 2,600,000 tonnes
(Of which c. 600,000 tonnes is exported)

The UK imports 10,000,000 tonnes

Annual Coal Consumption by UK Heritage Railways

Total for UK Heritage Railways
• c. 26,000 tonnes

Total for all heritage uses – incl railways, traction engines, steam boats, industrial museums and historic houses
• c. 35,000 tonnes
Sample of Annual Coal Consumption by UK Heritage Railways

- Talyllyn 95 tonnes
- North York Moors Rly 2,500 tonnes
- Perrygrove 14 tonnes
- Epping & Ongar 140 tonnes
- Lynton & Barnstaple Rly 53 tonnes
- Nene Valley Rly 150 tonnes
- IW Steam Rly 250 tonnes
- Romney Hythe & Dymchurch Rly 250 tonnes
- East Lancs Rly 850 tonnes
- Llangollen Rly 590 tonnes
- Swanage Rly 800 tonnes

Our Simple Need …

We need a stable, consistent and affordable supply of screened, washed and sized ‘cobbles’
So … What’s the Problem …

• Coal is widely viewed as a dirty ‘old’ fuel and is getting lumped in with the public’s rising concerns at environmental damage from emissions, plastics and waste

• Government policy to end UK mining

• Proposals to ban household coal

Current Government Thinking …
Where Will the Coal Come From?

Supplying Coal in the Next Five Years and Beyond

3 remaining UK mines?
- Shotton, Northumberland
- Garlaffan, Ayr
- Fos-y-Fran, Mythyr

... or Imports?

<table>
<thead>
<tr>
<th>Country</th>
<th>Coal (tonnes)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Imports</td>
<td>11,848,000</td>
</tr>
<tr>
<td>Where</td>
<td>9,944,000</td>
</tr>
<tr>
<td>USA</td>
<td>1,524,000</td>
</tr>
<tr>
<td>Russia</td>
<td>344,000</td>
</tr>
<tr>
<td>UK Production</td>
<td>3,478,000</td>
</tr>
<tr>
<td>Surface mining</td>
<td>4,598,000</td>
</tr>
<tr>
<td>Deep mining</td>
<td>2,581,000</td>
</tr>
<tr>
<td>Stock change</td>
<td>2,556,000</td>
</tr>
<tr>
<td>UK Stockpile</td>
<td>25,000</td>
</tr>
</tbody>
</table>
How Will the Coal Get to Us?

Supplying Coal in the Next Five Years and Beyond

Will there be a distribution network?
- Currently c. 500 coal merchants still trading in the UK mainly in household delivery

Summarising the issues we face …

1. Coal – mistakenly?? – still viewed as a major polluter
2. Potential threat to our right to burn coal
3. Probable closure of last UK mines
4. Consequential closure of supply and distribution network, severely affecting heritage railways’ ability to buy and secure affordable coal supplies
5. Threat to the future of our businesses
Protecting our ‘Right’ or Need to Burn Coal …

A bit of good news …
Full exemption for heritage railways verbally confirmed by DEFRA

But protecting our future means keeping the coal supplied …

So, what are we doing?
Challenging the figures
Taking a responsible approach
PR
Data
Working together
Challenge! - Is coal still a significant polluter?! …

1. The Clean Air Strategy states that ‘Burning wood and coal in open fires and stoves makes up 38% of the UK’s primary emissions of fine particulate matter (PM2.5)’.

2. However, the source quoted – National Atmospheric Emissions Inventory, Pollutant Information: PM2.5 - states that the bulk of this (86%) is from burning wood, not household coal.

3. “UK emissions of PM2.5 have declined by 54% since 1990 due mainly to a reduction in coal use … Emissions from coal-fired power stations have fallen by 99% since 1990. Residential sector emissions fell between 1990 (43kt) to 2002 (27kt), reflecting declining coal use. However, emissions from this source are now back at around 1990 levels due to increased use of wood …

Wood contributed 86% of domestic combustion emissions in 2016, compared with 13% in 1990.”
Oates– Future of Coal + Environment Group Update

© FEDECRAIL and Author, 2019
Highlighting the impact on heritage railways of reduced and/or imported supplies?

Taking a Responsible Approach … Reducing the burn – Can heritage railways reduce their usage?

- New technology?
- Immersion heaters to pre-warm?
- Improve insulation?
- Reduce mileage?
- Electric on-train heating?
- Efficient firing and driving?
Taking a Responsible Approach …
Mitigate our environmental impacts

Introduce strategies across your business to counter the environmental impact of burning coal?

- Environmental policy
- Sustainable business plan

Implement measures to make your overall business carbon neutral

Challenges for Heritage Railways …
Address the PR
Challenges for Heritage Railways …
Address the PR

Challenges for Heritage Railways …
Be aware of the anti-mining lobby …
‘Coal Our Heritage – Not Our Future’
Shout the Value of Heritage Railways to the UK Economy …
Much more than just a train ride! …

The Value of Heritage Railways to the UK Economy …

Highlight the Impressive Numbers …

13 million visitors … 4,000 employees …
22,000 volunteers … £400m economic value
The Value of Heritage Railways to the UK Economy …

Additional Data Being Sought …

Local, national and international value to the UK visitor economy
Total economic impact
Direct and indirect local economic impacts
Comparative data on oil, diesel, electric, battery
Asset values
Community and wellbeing benefits

Working with Others
The Heritage Fuels Alliance …

The HRA has helped establish an informal group to share data and lobby together …

National Traction Engine Trust
Federation of British Historic Vehicle Clubs
Transport Trust
The Event Industry Forum
Association of British Transport and Engineering Museums
Seven Points for HRA Members …

1. Be aware of the threat to coal supplies, the potential impacts of that threat and the sorts of measures

2. Take a responsible approach to environmental issues … implement whatever simple measures are possible to reduce the burn … Establish environmental policies and measures

3. Take a responsible approach to your public communications, especially images on websites and in the steam magazines

4. Support the coal industry in highlighting the highly selective and misleading presentation of data by DEFRA

5. State to government and others the colossal negative impact that any loss of supplies would have on you

6. Strongly promote the economic, community, social and wellbeing value of heritage railways

7. Ultimately this is about jobs! … Robustly promote your economic and social value to your MPs, local councils, your LEP and local community
Securing a Future for Coal for Heritage Railways …

- Protecting the right to burn coal
- Seeking stability and consistency of suitable supplies
- Probable significant price increases

- Reduce the burn and investigate alternatives
- Mitigate our environmental impacts
- Accurate data and responsible comms & PR
- Work together

**Shout our value to local economies**
**Shout our value to the UK economy**

Securing the Future of Coal for Heritage Railways

Steve Oates, Chief Executive, Heritage Railway Association
Working Together to secure the future of coal in the UK
Youth Exchange 2018
Sweden

Photo: Heimo Echensperger
Participants from:

- Ukraine, Romania, UK, Germany, Sweden, Spain
- 3 boys and 13 girls
- 2 women leaders and 4 men/boys
- Uppsala and Malmköping
- 4 excursions and 5 days of work
- 3-12 August
- Good and Bad experiences

- Involvement of young people
- Active in Fedecrail
- Mentorship
- Happenings
- Support for youth exchange
- Problems
- HOG and TG responsibility
Excursions:

- Trainmuseum, Gävle
- SKÅJ, Krylbo
- Djurgårdslinjen, Stockholm
- Femöre fortress, Oxelösund
- FSVJ, Oxelösund
Next Generation!

Photo: Heimo Echensperger
Youth Exchange 2019

Spain, Katalonia
FEDECRAIL YOUTH EXCHANGE 2019  
AT MÓRA LA NOVA RAILWAY MUSEUM  
FEDECRAIL GENERAL ASSEMBLY  
JUBILEE CONFERENCE 2019  

Jordi Sasplugas Deu – President of APPFI  
www.museuferrocarril.cat  
Wernigerode, April 14th, 2019  

Railway Museum at Móra la Nova
WHEN WILL IT TAKE PLACE?

FEDECRAIL YOUTH EXCHANGE 2019

AUGUST
9th

AUGUST
18th

WHERE WILL WE STAY AT?

Mas de la Coixa Youth Hostel Accommodation at Móra la Nova

FEDECRAIL YOUTH EXCHANGE 2019
OUR FACILITIES

Railway Museum at Móra la Nova

WHAT ARE WE GOING TO DO?

Steam heating freight wagon
WHAT ARE WE GOING TO DO?

Steam locomotive Marcinell et Couillet 020T Type

WHAT ARE WE GOING TO DO?

Other works in progress
WHAT ARE WE GOING TO VISIT?

Catalonia’s Railway Museum / AVE Control Centre at Zaragoza / FGC Facilities at Rubí

WHAT ARE WE GOING TO VISIT?

Barcelona
WHAT IS THE WEATHER GOING TO BE LIKE?

What else could you possibly expect?!

WILL WE HAVE ANY FREE TIME?

Of course!
FEDECRAIL YOUTH EXCHANGE 2019

HOW MUCH IS THE FEE?

Not expensive, is it?

FEDECRAIL YOUTH EXCHANGE 2019

SO WHAT? ARE YOU COMING?

There are still slots available!

You just need to write an email to:

youthexchange@fedecrail.org
Thanks for your attention!

Jordi Sasplugas Deu – President of APPFI
www.museuferrocarril.cat
Wernigerode, April 14th, 2019