



*HSB Steam Locomotives in Wernigerode (Germany),
April 2019. Photo: Jaap Nieweg*

What we really need to know ... !!!

At the time of writing (October 8th, 2022), the last, say final draft of the policy paper about the use of fossil fuels is on my table. Just one more round of discussion in the platform of Working Industrial and Mobile Heritage (WIMH) - on October 11th - of this piece clearly formulated by our central author Hildebrand de Boer. Much has been homed in recent months, version 14 Hildebrand has put above. We may assume, that a few more changes may be made to it, but that it will then be submitted to the governing bodies, after which it can form the basis for consultation with the European Commission and the European Parliament.

That meeting will no doubt focus on how much fossil fuels the Working Industrial and Mobile Heritage needs in order to properly present its historical story to the visitors. In Update number 51, Pieter van der Ham, the president of the Dutch Historic Rail Umbrella (HRN) appealed to all FEDECRAIL members, who use coal as fuel in their operation/public presentation, to join the Dutch initiative to jointly purchase coal.

On enquiry today, no FEDECRAIL member from outside the Netherlands signed up for this.

On September 5th last, I had a meeting in Wernigerode with the management of the Harzer Schmalspurbahnen about joint coal purchasing for the whole of FEDECRAIL. While the idea was certainly not received negatively and can certainly be pursued for the future, there are still many questions that need to be answered first, such as an important general question whose answer we REALLY MUST KNOW !!!:

HOW MUCH FOSSIL FUELS - COAL AND DIESEL - WE ALL USE ALL TOGETHER.

I therefore suggest that all members who use fossil fuels start emailing us before November 5th, 2022 (the date of FEDECRAIL's next general membership meeting) how much that means for their organisation:

So write: Organisation name + contact person
Amount of coal Tonnes per year
(what type of coal if possible)
Diesel oil Litres per year

Mail to: FvdBroeke@stoomtram.nl

Frank van den Broeke is the Technical Manager of the Museumstoomtram Hoorn - Medemblik, who this year started to organise a joint purchase of coal for our member HRN. He is willing to help us to make an inventory on this very important subject as well.

We would very much like to hear from you.

Jaap Nieweg
President



*TPCf in Roqueserière-Buzet (France),
April 2013. Photo: Ingrid Schütte*

Index

What we really need to know ... !!!	page	1
General Meeting from 4 to 6 November 2022		3
New e-mail address "Secretary"		3
ERTMS for the „Black Fleet“		3
EUROPA NOSTRA — News Headlines		4
IATM — Spreading the Word ...		5
LBR — International Locomotive Meeting		6
LBR — Santa's Steam Special		7

UPDATE No. 52

Content manager: Ingrid Schütte

Contributors: LBR, Jaap Nieweg, Peter Ovenstone, Tony Tomkins

Pictures: Hildebrand de Boer, LBR, Jaap Nieweg, Ingrid Schütte, William Shelford

Contact: schuette@fedecrail.org

The articles and photos published in this issue are the property of Fedecrail. Any use must be authorised in advance and references must always be given. In case of abuse Fedecrail reserves the right to take legal action to defend its copyright. We apologise for any errors or omissions. Please report them to the email address above.

Invitation:

General Meeting from 4 to 6 November 2022

FEDECRAIL invites its members to a general/ members meeting on 5th November in Geneva at the hotel [Campanile Annemasse](#). We will start the meeting at 13:30 and this will be a hybrid meeting where it is possible to participate via link. Registration takes place via this registration form <https://forms.gle/gh1qcaLU3M8KMvxP6>, if you want to join by link you will have the link two days before the meeting. In case of problems please contact the secretary at contact@fedecrail.org.

Invite has been sent the 4th October to all members.

The price to participate is 100 euros for the whole program. To participate only on the meetings are for free.

Friday 4th November joint network dinner for those that arrives on Friday the restaurant will be booked for dinner 19:30. More information will be sent out nearer the dates.

Saturday in the morning 9:00 - 12:00 HOG meeting, a special invitation comes from HOG's secretary regarding this.

We have joined Lunch between 12 - 13:30

General Meeting starts 13:30

18:00 tram tour in Geneva that ends with dinner 19:30.



Please note:

New e-mail address

For all members / volunteers / stakeholders of FEDECRAIL: As of September, Mimmi Mickelsen is

active secretary for FEDECRAIL according to the 2022 annual meeting and takes over from Kees Wijnoble. Please update your contact lists by contacting FEDECRAIL either via email mickelsen@fedecrail.org or contact@fedecrail.org.

Heritage Operations Group:

ERTMS for the "Black Fleet" in the Netherlands

Recently the national ERTMS project team in Holland NL organised a presentation by several industry parties about their ideas for a low-cost ERTMS solution for our "Black Fleet". This as an extension of their ideas for the "Yellow Fleet" (contractors). This provided some interesting insights. Not all invited industry parties did participate, but those that did showed an interesting similarity in their approach.

The general idea was that the rather classical performance (top speed, acceleration, braking) of heritage stock were such that almost all the parametrising could be reduced to a few essential parameters. This would take away most of the – high – certification costs. Wise choices in vehicle equipment (like inertial positioning instead of radar) and not integrating the extensions for existing national systems ("STM's") would also reduce costs. Not including these STM's could however require that a change between ERTMS and national system might require stopping for several minutes. This could be a barrier, depending on how ERTMS is implement in a specific network.

One developer however seems to circumvent this problem by a much more software-based approach to the on-board-equipment, using industry-standard hardware that is also much smaller than the presently known installations, with a big role for "apps", "online updates" and "network linked equipment". They describe their ideas on their website: <https://www.thesignallingcompany.com/read-our-story/>

A third idea was fitting ERTMS to an unpowered

wagon, like a luggage van, with fitting just the essential antenna and the Driver Interface to the locomotive (permanent or temporary). One installation could then serve a range of locomotives. It would be more difficult to use this idea with multiple units.

All presenters were receptive to heritage operators with well-equipped workshop doing much of the engineering and construction themselves, thereby reducing costs. Even the name of a well-known Swedish furniture warehouse was whispered.

The conclusion after the meeting was that there is no one-size-fits-all solution. But, much more important, the industry waking up to the necessity of solutions for a wide range of existing vehicles and a massive reduction of the costs for certification. As certification is done per type, these would weigh extremely heavy on one-of-a-kind vehicles, like much heritage stock. It was agreed to continue the meetings between ERTMS project team and HRN, to find the most effective way to use the financial support promised by the ministry for fitting ERTMS to heritage vehicles.

You can ask your national member of the Heritage Operations Group for the full summary of the meeting, or else ask its secretary leigh@fedecrail.org.

Andres Wedzinga
Heritage Operations Group

EUROPA NOSTRA :

NEWS HEADLINES

On Line Videos : *Symbolic Value of Industrial & Technical Heritage Seminar* -

Our colleagues at Donau University Krems (DUK) have now placed all the presentations on to the DUK website. In addition to our President's *Working Industrial & Mobile Heritage* project presentation, transport heritage featured in other contributions including "The Fate of the Dutch Titanic" narrating the history of a major Dutch shipyard in

Rotterdam and "Renault's Historic Billancourt Car Factory" (which formerly occupied an entire island in the River Seine!). Also an update on the ongoing campaign to try to secure UNESCO World Heritage Site listing for the historic shipyards in Gdansk, Poland, which EN IEH Committee has been strongly supporting for the last few years. Just click on any item which might be of interest and sample at leisure! Weblink to the presentations can be found at <https://www.donau-uni.ac.at/de/universitaet/fakultaeten/bildung-kunst-architektur/departments/bauen-umwelt/news-veranstaltungen/news/2022/technisches-und-industrielles-erbe-im-fokus.html>

EN European Cultural Heritage Summit + European Heritage Awards -

EN reverted this year to a physical programme (hosted in Prague by the Czech Ministry of Culture and other partners) for its major annual event over the period Sun 25.09 - Tue 27.09. The event combined the EN AGM, the presentation of the EN + EC Heritage Awards and a one day hybrid "Summit Agora" seminar. No transport heritage locations featured in this year's EN + EC Awards (except perhaps a several thousand km long hiking trail in Italy!). Much closer to our sector, visit options included an EN IEH Committee led tour of the late 19th century labyrinthine Bubenec underground wastewater plant (some FEDECRAIL members will remember we visited this complex during our own conference programme in Prague in 1999). To represent FEDECRAIL, our Board Member, Gottfried Aldrian, made a "first time" visit to an EN event and was hosted by colleagues from the EN IEH Committee who gave him valuable introductions to members of the EN team and many other delegates. As always, the networking discussions were just as valuable as the formal proceedings...

Peter Ovenstone
Co-Secretary, EN Industrial & Engineering Heritage Committee

Europa **N**ostra



*Probably the oldest narrow-gauge railway in the world:
Bytom Railway (Poland). Photo: Hildebrand de Boer*

IATM:

Spreading the Word ... Working Industrial & Mobile Heritage

The 2022 conference of IATM International Association of Transport Communication Museums gave us our most recent opportunity to spread the word about WIMH (Working Industrial and Mobile Heritage). IATM is the world umbrella body for transport museums (and also embraces postal and telecom museums in its membership), for more info see www.iatm.mus. Many of the national level railway museums in Europe are active IATM members. With a gap of three years in physical conferences, there was a heavy flow of offers to make presentations so a “short slots for all” policy was adopted giving a maximum 15 minutes duration for each subject.

Peter Ovenstone (in his dual Fedecrail and EN IEH Committee roles) thus gave a brief presentation on Mon 29.08: *Working Industrial and Mobile Heritage - New Title & New Platform Group* outlining

developments so far since the July 2021 inaugural meeting and explaining our work in progress on the Fossil Fuels Report. Some IATM museums are “on the side lines” on the fossil fuels issue having only static collections, but of course very many others (rail, road and maritime in particular) have for many years included operation of historic material in their annual programmes.

The presentation also emphasised that, although our primary focus is on Europe, we are keen to involve world level umbrella bodies in the WIMH partnership (e.g. existing links already established with TICCIH International Committee for Conservation of Industrial Heritage and WATTRAIN the world rail and tramway heritage body). He also stressed that WIMH partners are fully aware of the importance of taking a sustainable approach to continued operation (e.g. research into potential alternative fuels). For the meantime, we will continue to keep IATM and its members informed about developments with WIMH as we move forward.

Peter Ovenstone
**Fedecrail Team + EN Industrial & Engineering
Heritage Committee Co-Secretary**



Leighton Buzzard Railway (UK):

International Locomotive Meeting

On the weekend before the funeral obsequies for the Late Queen Elizabeth II, Leighton Buzzard Railway celebrated Heritage Open Day in the United Kingdom with an extraordinary gathering of its locomotive fleet – both steam and internal combustion.



Of the steam fleet on display were Avonside 1738/1916 'Sezela'; O&K 10808/1924 'Pedemoura'; Baldwin 44656/1917 No '778'; and the peripatetic Kerr Stuart 4256/1922 'Peter Pan' – this latter loco is probably the world's most travelled locomotive – seen annually in Belgium at Maldegem. From the extensive fleet of 22 Motor Rail Simplex locos, in action were No 43 – having spent its whole working life on the LBR, and numbers 17, 30, 44, and 2182.

Of especial interest was the sight of Baldwin 778 seen together with Motor Rail 'Armoured' Simplex 2182. Both of these two WW1 locomotives – in their original condition – were seen for the first time working together on the twin line portion of the recently opened extension to the railway. After 105 years it was a delight for the passengers, and of considerable satisfaction to our engineering teams who have kept them in such good order. It was very much an international meeting – the locos having been built in or spent their working lives in, America, France, Germany, India, Portugal, South Africa as well as the United Kingdom.

Tony Tomkins
Vice President LBNGRS/LBRM

Leighton Buzzard Railway (UK):

Santa's Steam Specials

The Leighton Buzzard Railway Santa's Steam Specials will begin on Saturday 3rd December and trains will operate over a total of 13 days, finishing on Christmas Eve. In addition, the popular Mince Pie Specials will run from Tuesday 27th to Thursday 29th. Once again, the timetable offers a twilight experience between Saturday 17th to Friday 23rd, with an 'post sunset' departure.

The experience includes a 25-minute return trip from Page's Park to Leedon Loop through suburban scenery. Mince pies and punch will be served

on the train prior to departure, and after the journey, customers are invited to visit Santa in his grotto, with all children aged 12 and under receiving a present.

The Leighton Buzzard Railway is an accredited museum with a history linked with the sand quarrying industry around the town. In addition to equipment from that era, the railway has built up a significant collection of Great War vintage narrow gauge equipment. The railway is based at Page's Park, Leighton Buzzard, and the line runs to Stonehenge Works adjacent to the sand quarries which the original industrial railway was built to serve. For further information visit www.buzzrail.uk.

LBR



!!!

UPDATE Nr. 53 will be published in the end of December 2022

Deadline for textes and photos is December 8th

contact: schuette@fedecrail.org