



*Merry Christmas
 and
 a successful
 2024*

**DECEMBER – ALWAYS A MOMENT TO LOOK BACK
 AND GIVE A PREVIEW
 OF EXPECTATIONS FOR NEXT YEAR**

The year 2023 has been for me a multi face time period. You could call it an event, because of the wide range of different occurrences. To name some: It was since Corona the first time we could bring our members together at the “Donau University” in Krems an der Donau/Austria for an attractive program around the Annual General Meeting of FEDECRAIL. Together with the Autumn Members meeting in Frankfurt in November we were able to take up the more member orientated behaviour, of which we see our 25th anniversary in 2019 as a starting moment (than blocked by COVID). But we gave that a firm place in the new Strategic Plan 2023 – 2028.

The working groups like the Heritage Operation Group (HOG) active as the FEDECRAIL representative body under ERA, followed and tried to influence regulations and directives together with several experts of our members, engaged in a more or less day to day attention to find the best solutions for heritage rail on the open European Rail network. The Tramway group is building up an ever growing – and so stronger – network through Europe. The communication project brought our Website and social media alive, and we plan to strengthen that in the future. New ideas about the policy around youth, were presented and discussed in Frankfurt with the members, and beside long-ing to a re-instatement of the FEDECRAIL youth exchange, there are ideas with a much broader scope that could be of interest for the members and young people.

FEDECRAIL and FIVA as the two initiators of the European platform for Working Industrial and Mobile Heritage (WIMH), have been very much involved in discussions with the EU about Fossil Fuels as of great cultural value for preserving our type of heritage keeping upright the conceptual authenticity. We were very happy that we were able to use the professional lobby organisation already active for FIVA. In this platform are beside FEDECRAIL and FIVA are TICCIH, ERIH, Europa Nostra (EN), and the ENIEHC active. Beside very interesting meetings in Brussels and online the absolute highlight was the

international conference of “Industrial Heritage in the green heart of Europe” in Katowice, in which several subjects were presented and discussed, like in panel 2 Industrial heritage and fossil fuels in which I was able to give a short presentation and which also led to visit a working coalmine, the following day.

We also followed as member of the European heritage alliance the development of the new Cultural Heritage HUB. FEDECRAIL and FIVA were on the first formal event of the HUB in Venice to speak to many of the people who are of decisive position in the Hub.

Quite another thing is the bank question. In many member states of the EU, the banks (and yes also insurance companies) are de-risking, especially in the light of money laundry. In Belgium – as you know FEDECRAIL is a Belgian Organisation, many of our types of organisations were confronted with their bank ending the bank relationship. For the time being FEDECRAIL is now banking in Sweden, but we still try to get a bank relation in Belgian re-instated. This whole astonishing development took a lot of time and energy from the board and especially from those who were responsible for the task of treasurer. In the meantime, the Belgian government pushed by the EU commission has embraced the idea, that all organisations have the right of a basic bank service and at the moment we are working to realize that.

Very many people have worked in and around FEDECRAIL very hard to get things done. I want to thank all who were involved in our activities for their energy, ideas, solutions and sometime decisions. I hope that the same force can be continued in 2024.

The shadows of the 2024 are already on our radar screens. The board is preparing the AGM in Bilbao in the beginning of May 2024. The members are requested to propose new board members, because as usual board members are stepping down. Some are available for a new term of three years, but need to be proposed for election by members of FEDECRAIL. Some are definite ending their membership of the board, as your president who is not available for a next term.

Besides that, I hope that we can continue, the administrative modernisation of FEDECRAIL, that has been taken up during 2023. And that we also can continue the more vice versa communication between Members and FEDECRAIL and that we can grow the platform idea where members and members can work together and where necessary facilitated by board and or officers of FEDECRAIL.

As I said in Frankfurt, we have to work close together. If the members expect that the few persons at the board table will do the job, I can assure you that we will not succeed in getting the jobs done that are necessary for the future of the members of FEDECRAIL.

2024 might be influenced by international unwanted developments like the ongoing wars in Ukraine and in the Middle East. We can't directly foresee how all this (plus all for now still hidden threats) will be an influence of our wonderful heritage railways. But I wish all of you a merry Christmas and a prosperous 2024, with hope for good health of those you love and that you all can be happy in working at your heritage rail organisation, with a smile and sometimes a good laughter.

Jaap Nieweg
President of FEDECRAIL

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*Visit to the Frankfurt Light Railway Museum on 3 November 2023
Photo: Mimmi Mickelsen*

Successful weekend in Frankfurt

Visit to the light railway museum -

Working group meetings -

General meeting

The first weekend in November there was a general meeting for FEDECRAIL members in Frankfurt. The weekend had about 30 participants and we offered an executive meeting and HOG meeting before our General meeting on Saturday. We started on Friday with a visit to the Frankfurter Feldbahn Museum. The visit offered lunch, a look in the area with locomotive stables and museums and a trip on one of their fine trains. A much-appreciated visit for networking and exchange with one of our members' members.

In the beginning, it felt like the planned three hours in the morning could be plenty of time. But the two meetings which were carried out very successfully on Saturday morning could clearly fill more hours than those planned.

HOG had a well-attended meeting where most ideas and thoughts for ERTMS, coal and alternative fuels, vehicle acceptance and many other engaging topics. The HOG group's management also reported from meetings with ERA.

The executive meeting had asked all the participants to come up with the five biggest challenges of the companies and their members.

They were grouped as follows:

- Regulations
- Volunteers
- Visitors

- Funding/Fundraising
- Sustainability/Fossil Energies
- Other topics of importance such as, disable access, inflation, next generation of railway/tram vehicles for museum, aging infrastructures and so on

The general meeting was held after lunch and raised most current topics within FEDECRAIL. Our members had access to the annual plan for 2024 and budget. The budget for the year already starts on 1 January and ends on 31 December. The board also conveyed the problems that exist with bank accounts in Belgium, which are an ongoing process. Under our annual general meeting in 2024, there are also four members in total whose mandate period is over and replacements or re-nomination is what is currently connected to this.

The plan for the annual general meeting is to start on May 2 in Bilbao. A new strategy for the conference was presented with various current topics to discuss. FEDECRAIL's board also sees that a continuation of the executive meeting is both relevant and necessary also in Bilbao.

The overall picture of the weekend was that there was an active need to meet and network. The board would like to express a special thank you to VDMT's board member Frauke Lehman, who supported the planning and was vital to the implementation.

We will shortly ensure that all documents from the weekend are available on our website.

Mimmi Mickelsen
Vice-President of FEDECRAIL



General meeting. Photo: Ingrid Schütte

Chairmen/Executive Gathering in Frankfurt: A Meeting we all needed

"What can FEDECRAIL do for you and what can you do for FEDECRAIL?", this was one of the challenges posed to the executive representatives (and chairmen) of the organisations that FEDECRAIL brought together in Frankfurt for four intense hours of debate last Saturday morning, November 4th (among the events included in the General Meeting programme).

This had not happened since 2015, as President Jaap Nieweg pointed out in his opening speech, during which he listed the events that had marked the last few years both at association level (Plan Paris) , at social level (Coronavirus) and at political level (Brexit and the war in Ukraine) .

But the floor then went to the 28 participants present in the hall and via the web who, after a brief personal presentation, discussed many common themes, putting on the table successes, problems, concerns and visions of the future for our sector.

The discussion that ensued highlighted the splendid passion that unites us and the desire to continue working together, creating the European network of contacts that FEDECRAIL is making one of its priorities.

The organiser team was thus able to gather many suggestions on the topics to be explored, which not only concerned the problems of running historic fleets on mainlines (ERTMS) but also more practical aspects such as the difficulty of finding volunteers, increasing visitor numbers or collecting data useful for lobbying politicians (both EU and national).

Topics such as the future of fossil fuels, the availability of spare parts for vehicles (carriages, locomotives and tramcars), infrastructure maintenance, the possibility of finding specialised insurance companies, the ongoing standardization of the European tramway networks and much more were addressed.

It was a high-level event that allowed participants to start building relationships that could yield very interesting results in the future, and it was a wonderful example of sharing. Now that we have started on this useful path, given its success, the FEDECRAIL board will seek to create other oppor-

tunities for meetings (including via the web), which will be appropriately publicised to all members.

*Pierluigi Scoizzato
Vice-President of FEDECRAIL*



From left: Pierluigi Scoizzato, Aleksandar Vidojkovic, Pierre Laconte and Natasa Jerina

FEDECRAIL European Networking: In the right place at the right time

We all know that teamwork yields the best results! If you then find the right partners to carry out an important project everything becomes easier.

This was happened in Venice, in the wonderful site of Scuola Grande di San Giovanni Evangelista on 29 September, during the Europa Nostra Summit (the 60th anniversary of its foundation) was also being celebrated – see also page 6). Fedecrail with Vice President Pierluigi Scoizzato and FIVA (represented by vice president Natasa Jerina and Aleksandar Vidojkovic) joined forces to raise awareness among participants and key people about the fundamental role of fossil fuels in preserving our mobile heritage.

During the proceedings, it was possible to approach and illustrate what we need to do in order to enhance our heritage even further by combining the preservation of a coal mine for demonstra-

tion purposes with the continuity of coal supplies for our locomotives and maintain their authenticity.

And so we were able to have a meeting with Pierre Laconte, chairman of the Industrial and Engineering Heritage Committee (David Morgan and Peter Ovestone are board members also). Then we met Hermann Parzinger, Executive President of EN, who listened very attentively to our presentation.

Finally, we had the chance for the second time after the meeting two years ago to have a brief chat with Andrew Potts, the coordinator of the ICOMOS Climate Change and Heritage Working Group (CCHWG), who is well aware of the cultural importance of the mobile heritage (both rail and car).

So a very fruitful day, which was also the result of our President Jaap Nieweg's meeting with Secretary General Sneška Mihalović in The Hague in early September, together with FIVA President Tiddo Brester.

Another step forward for our industry but which, we are aware, is only part of our commitment to spreading railway culture and ensuring a future for the preservation of our mobile heritage.

Pierluigi Scoizzato
Vice-President of FEDECRAIL

Happy Birthday Europa Nostra!

FEDECRAIL responded to the invitation from the Europa Nostra teams for the double celebration of the 60th anniversary of Europa Nostra and the four French winners of the "2023 European Heritage Awards". This event was held at the invitation of the *Center des monuments nationaux* at the Hôtel de la Marine in Paris on Wednesday, November 29.

This was an opportunity to confirm that FEDECRAIL and the issues defended by our federation are very well identified by the Europa Nostra teams, and particularly its dynamic Secretary General. An interesting discussion also took place with the new Director of Heritage of the French Ministry of Culture. You can also see

<https://www.europanostra.org/events/celebration-des-60-ans-deuropa-nostra-et-des-quatre-laureats-francais-des-prix-europeens-du-patrimoine-2023/>

Philippe Dupont, FEDECRAIL board member



60 years of Europa Nostra celebrations in Paris. Photos: Philippe Dupont

Europa Nostra News

The new **European Heritage Hub** (now with its own website: www.europeanheritagehub.eu) has progressed with its campaign *Putting Culture & Heritage at the Heart of Climate Action* to highlight and strengthen the role of the arts, culture and heritage sectors in addressing the climate crisis. The first step in the multiple stage campaign has now been achieved. For the first time a “Ministerial Dialogue” event on culture issues has been included in the schedule for the COP 28 conference in Dubai which will launch within the UN structure a new culture and heritage “arm”: *Global Friends of Culture-based Climate Action*. Further steps envisage a Joint Work Decision to undertake a year-long wide-ranging consultation to develop a programme of good practice recommendations and illustrations of ways to strengthen resilience and reduce vulnerability to climate change.

The *Call to Action* sought support from organisations of all kinds - large and small - across the arts, culture and heritage sectors by subscribing to the

campaign statement. A large number of major international organisations joined as “Founding Signatories”. Over the last few weeks several hundred bodies ranging from national umbrella organisations to individual museums, heritage sites, professional bodies and performing arts (orchestras, theatres etc) have subscribed. Although launched as a European initiative, supporters have been gained from throughout the world (e.g. Australia’s national science and technology museum, Powerhouse, in Sydney).

Fuller information (including the list of signatories to date and the full Campaign document) can be found at: www.climateheritage.org/jwd. We will continue to monitor developments along with our colleagues in the WIMH Working Mobile & Industrial Heritage group - further reports in future issues.

Peter Ovenstone
Co-Secretary
EN Industrial & Engineering Heritage Committee



After the international conference in Katowice, visit to the Wujek coal mine. Photo: Hildebrand de Boer

Recommendations from the conference "Industrial Heritage in the Heart of Green Europe" in Katowice/Poland

The conference "Industrial Heritage in the Heart of Green Europe" which was also attended by FEDECRAIL President Jaap Nieweg (see page 1) took place on November 16-17 at the Silesian Museum in Katowice. The organizers were: the National Heritage Institute of Poland, the Polish TICCIH Committee, and the Foundation for the Protection of the Industrial Heritage of Silesia. The conference was attended by 130 participants, researchers, scientists, employees of monument protection offices and administration related to monument protection.

Based on research results, exchange of views and discussions, Conference participants from eight countries made arrangements, the application and implementation of which will affect the preservation of industrial heritage and will also contribute to environmental protection by reducing CO2 emissions into the atmosphere.

1. Industrial heritage is part of the common identity of the people of Europe. It is a testimony to the dynamic development of European countries.
2. Industrial heritage, as a collective term for immovable and movable heritage, is the basis for identifying the inhabitants of various industrial regions of Europe. It is a testament to meeting citizens' desires for increasing mobility and the need for efficient manufacturing solutions.
3. Information policy conducted by independent media plays a key role in raising awareness of the need to preserve industrial heritage in Europe.
4. Preserving industrial heritage through its adaptation and reuse is environmentally friendly, saving huge amounts of energy already invested in buildings and structures. It generates significantly less CO2 than is used in the case of demolition and construction of new similar facilities.
5. Coal should be treated as an essential com-

ponent of Europe's industrial heritage, driving its development during the industrial revolution. This has already been recognized by the UNESCO inclusion of several coal-related sites and landscapes in Europe.

6. Maintaining our coal-dependent mobile heritage is essential if current and future inhabitants are to understand their history and learn from past patterns. For this reason, it is important to maintain and preserve coal mining capacity in Europe to ensure that the needs of technical museums presenting heritage in motion, such as locomotives, steam engines, steam-powered ships and other historic coal objects, are met.
7. Taking into account the importance of coal in the economic history of Poland and the fact that several mines producing suitable coal are still operating, it is worth considering nominating one of the mines in Poland as a historic mine, the aim of which is to secure future coal supplies for Europe's industrial heritage.

On behalf of the conference participants, the text of the recommendation was edited by:
Hildebrand de Boer - Tidde Bresters - Piotr Gerber
- Jaap Nieweg - Miles Oglethorpe.



Visit to the preserved zinc factory in Katowice.

Photo: Annette Nieweg

HRN:

Working together for the mobile heritage

The mobile heritage in Europe must challenge new legislation and is facing problems keeping the heritage rolling, sailing or flying. As is essential to keep this heritage in operation. Conservation of mobile heritage is not possible if it is doomed to stand still. If we want to share this heritage with future generations, we must be able to see it in working condition; to hear it, to feel it, to smell it and to travel with it!

For this it is essential that maintenance organisations of ships, aircraft, cars and rail vehicles work together, share their experiences and agree on general principles which can be proposed to national and international decision makers, such as the European Union. 23 years ago in Holland the Mobile Collection Netherlands was founded. In this organisation the four Dutch umbrella organisations for the conservation of cars, ships, aircraft and railway rolling stock work together. They have set up a national register which is acknowledged by the Dutch Government as leading to value mobile heritage. To be listed in this national register is essential to get funds available for restoration etc. This register is expected to be leading to get exceptions in case the operation of mobile heritage is limited by legislation. Mobile heritage simply can often not cope with the current standards for safety, emissions etc. Exceptions or waivers are then needed and they have to be embedded in legislation, preferably on a European scale.

It is necessary that all over Europe umbrella organisations for mobile heritage work together and share the same principles and with that try to get influence in the European Union to make sure that there is room for mobile heritage in legislation. The limited use of traditional fossil fuels must be secured to keep mobile heritage in operation for future generations. I call on the members of Fedecrail to be leading in their country to set up such a cooperation of mobile heritage. Please share your experiences in this with FEDECRAIL.

Pieter van der Ham
Chairman Historic Rail Transport Netherlands
(HRN)

HOG:

European vehicle register

Commission examines proposals for historic vehicles

The European Commission is working on a Regulation to replace the existing 2018/1614/EC. The new Regulation is to empower the European Railway Agency to become a Registering Entity, besides the member states. The EVR should be run from one single database, operated by the Agency, with diverse access rights for all involved parties.

Another change is that the roles of National Safety Authority and Registering Entity must be performed independently, even when allocated within one organisation - as in almost all member states. This provision is relevant for member states that do not exempt heritage vehicles from EU rules. Some heritage organisations experience problems in this respect.

In the most recent session of the Commission with the member states, the Dutch ministry, after some prompting, proposed a few changes that would clarify the position of exempted heritage vehicles. This met support from Germany. The Commission will now consider these suggestions.

The new Regulation should come into force in the summer of 2024. Before there will be a public consultation, early in 2024. Also, the Agency is to set up a working party to support the introduction and functioning of its roles in the EVR.

Andres Wedzinga, HOG

Workshop in Valenciennes

Streamlining vehicle acceptance for use on the European Union Railway network was one of the major components of the 4th Railway Package. Mostly this concerns the placing on the market of new vehicles. Today rolling stock is built and provided with extensive documentation to show that it is compatible with the infrastructure. The 4th Railway Package assumes that this documentation is available.

Most heritage rolling stock was built in an age when acceptance consisted of running new stock

along the line it would work on and physically check it would fit, the most that would be provided in terms of documentation would be as built drawings, operations manuals and maintenance manuals. So potentially there are issues regarding certification of existing vehicles, as if asked, our members do not have an acceptance file.

An example has been the withdrawal of the 12 digit running numbers by the National Safety Authority for the heritage fleet in Belgium effectively preventing main line heritage operation. So, we are interested in the process is working generally, now under the 4th railway package, what happens for example if our members wish to extend the existing area of use and recertification of vehicles after modification.

The European Union agency for Railways held a vehicle acceptance workshop in Valenciennes on 29th and 30th November, which was attended by the HOG chairman Steve Wood. Many topics were covered on the details of the operation of the new legislation.

The three most interesting aspects were...

- The Chairman Eduardo Del Rio invited comments direct from the Heritage sector.
- The differences between the NSAs in their approach was large, for example Belgium and Germany
- It may be possible to have vehicles registered direct via ERA in the future.

If you are interested in more details on the workshop, please contact Steve at wood@fedecrail.org

Steve Wood, HOG Chairman

UNETO:

Three days of UNECTO Congress

The 2023 Congress of UNECTO (Union des Exploitants de Chemins de Fer Touristiques et de Musées – french « umbrella » organization) was held from November 9 to 11 in Vendée (Atlantic coast). The theme of the Congress this year was “Historic railways: a vector of development for the territories”. Three topics were discussed on the first day:

- Sustainability of tourist railways, their infrastructure and their equipment by circulating in safety
- Territorial anchoring & promotion of the tourist railway (Combined tickets and circuits)
- New products (Vélorail, restaurant trains, events, online ticketing)

Various workshops met the next day, covering the themes of regular and occasional running, pressure devices matters, questions of insurance, communication, energy sources and even 3D printing of parts to be replaced. The last day was devoted to a visit to the Chemin de Fer de la Vendée.

Philippe Dupont, FEDECRAIL board member



Congress of UNECTO 2023. Photo: Nicolas Retel/UNETO



Stoomtrein Katwijk Leiden:

The return of two Indonesian steam locomotives to the Netherlands in 2023

After 21 years of negotiations and five years after permission was given by the Indonesian minister of the State-owned Enterprises (BUMN), two Dutch built plantation steam locomotives arrived in Valkenburg ZH (Netherlands) at the Stoomtrein Katwijk Leiden in May 2023.

Several steam locomotives built by Backer & Rueb (Breda) and Werkspoor (Amsterdam), including one Mallet-locomotive that worked in Indonesian, are preserved in the Netherlands. Unfortunately, no steam locomotive of Du Croo & Brauns (D&B) was preserved too. The Stoomtrein Katwijk Leiden already owned one diesel locomotive and several lorries built by D&B. They decided in 2001 to try to purchase a locomotive in Indonesia. With the closure of many sugar factories on Java and the

***Above:** The Dutch-Indonesian transport team in front of locomotive 214, Kediri, 8 March 2023.
Below: The arrival of locomotive 9 in Valkenburg on 17 May. Photos: Gerard de Graaf*



scrapping of the locomotives that should have been easy, but in practice it was extraordinary complicated since agreements were rarely kept by the Indonesian partners.

The first locomotive arriving in the Netherlands was Loco nr. 9 Soemberhardjo (D&B 81/1925) which is a four-axle locomotive. According to Klien Lindner it was originally built for sugar factory Klampok in the Yogyakarta area. After the closure of the factory, it was sold in around 1933 to the Nederlandse Handel Maatschappij, the owner of sugar factory Sumberhardjo. It stayed in use till there until around 2017. Another three similar locomotives remain at Sumberhardjo.

The second locomotive was Loco 214 Pesantren Baroe (D&B 159/1928) this is a four-axle Mallet loco, ordered in 1928 by the Handels Vereeniging Amsterdam for its new sugar factory Koenir, south of Kediri. The loco was later moved to the sugar factories Ngadiredjo and Pesantren Baru near Kediri, it stayed in use there until around 2010. Five other D&B Mallet remain in Kediri.

Gerard de Graaf
Stoomtrein Katwijk Leiden

FEDECRAIL news headlines

Tram group

In 2024, Tram group will introduce four digital opportunities for joint learning. We will have different topics where a speaker will give a 20–30-minute talk and then give the opportunity for dialogue and questions. The various themes that the group has come up with and actively give talks on

are the following:

- Equality, Diversity and Inclusion in our organizations
- Volunteers - get the people in with the fun
- Finance through 2024
- What's the future for modern trams and how to make them culture heritage rolling stock?

Our work is progressing, and we look forward to an eventful year in 2024. The plan also includes two physical meetings. Information will be on the website, so keep an eye out there.

Nominate candidates for the board!

FEDECRAIL's board reminds that members need to nominate candidates for the board by 15 February 2024. Information is available at the following location on the website:

<https://fedecrail.org/nomination-for-fedecrail-board-2024/>

Save the date

Dear members and other stakeholders. Fedecrail plans to hold its annual conference in Bilbao starting on 2 May 2024. The annual meeting is scheduled for Saturday 4 May with a concluding study visit on 5 May. We hope to see many participants in Bilbao, we will return with ongoing information and agenda. The theme will be based on, among other things, Heritage and Climate. We are also planning Workgroup meetings for Friday, May 3, with an executive meeting on the same day, a workshop on marketing and the identity of the museum business. These are some of the points and we look forward to presenting a very full and interesting program to you during these days.

!!!

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Deadline for textes and photos is February 8th

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