



Photo: Mimmi Mickelsen

## From the President

The year has started at a high pace for FEDECRAIL, with many parallel activities moving forward at the same time. Preparations for our conference in Poland are well underway, and it is particularly encouraging to see the strong number of registrations already received at an early stage. Even more positive is the growing interest from younger participants, clearly showing that generational renewal within the sector is beginning to take shape.

Alongside the conference work, FEDECRAIL has held an important introductory meeting with the European Union Agency for Railways (ERA) in Brussels. This meeting marked the start of a renewed dialogue with ERA's new leadership and provided a valuable opportunity to present FEDECRAIL as it is today: a modern, forward-looking federation working at the intersection of heritage, safety, skills, and European cooperation. In parallel, FEDECRAIL also took part in the Swedish Railway Safety Conference, contributing to discussions on resilience, preparedness, and risk-based railway operations.

We are also continuing our dialogue with the European Route of Industrial Heritage (ERIH) in relation to their Shift4Future work, exploring how heritage railways can connect more strongly to wider European cultural and industrial heritage initiatives. At the same time, significant effort is being invested in preparing and coordinating applications for different funding opportunities that may benefit our members, including preparatory work related to the coal issue and its long-term implications.

Looking back, FEDECRAIL delivered well in 2025 and met a large share of the objectives set out in our Annual Plan. We intend to continue in this direction. However, one message is

## INDEX

### From the President

**FEDECRAIL meets ERA in Brussels**

**Swedish Railway Safety Conference**

**Swedish Museum Railways' Spring Meeting  
and Safety Conference**

**WIMH: More MEP Contacts – Can You Help ?**

**Historic Snow Trams Keep Rotterdam's Tram Network Running**

**Belgium: The end of the Han Caves tram**

**Jagsttalbahn: Looking back on an eventful 12 months**

**Conference in Wolsztyn**

becoming increasingly clear: to be heard and taken seriously at European level, we must start collecting and structuring data. Visitor numbers, volunteers, employees, fleets, and economic impact matter. Without figures, our voice is weaker.

FEDECRAIL can only move forward if more members become actively involved. Do not hesitate to get in touch if you can contribute. Many important activities lie ahead, and FEDECRAIL remains committed to being a visible, active, and engaged European federation.

*Mimmi Mickelsen, FEDECRAIL President*

### **UPDATE No. 72**

**Content manager:** Ingrid Schütte

**Contributors:** Marc Grieten, Ian Leigh, Mimmi Mickelsen, Marco Moerland, Marieke Nauta, Peter Ovenstone, Ron Schaerhauser

**Pictures:** Marc Grieten, Mimmi Mickelsen, Marco Moerland, Marieke Nauta, Ron Schaerhauser

**Contact:** [schuette@fedecrail.org](mailto: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.*



Photo:  
Marieke  
Nauta

## **FEDECRAIL meets ERA in Brussels**

### **Dialogue, direction, and the next generation**

On 22 January, FEDECRAIL met with the European Union Agency for Railways (ERA) in Brussels for a first, open, and constructive exchange on the role of heritage railways in a changing European railway landscape. The meeting was held with Oana Gherghinescu, Executive Director of ERA, together with Max Obenaus from her team, who participated from the outset.

FEDECRAIL was represented by President Mimmi Mickelsen, Ian Leigh (HOG Secretary), and Board Member and HOG Chair Marieke Nauta.

The meeting was deliberately framed as an introductory dialogue: an opportunity to present FEDECRAIL as it is today, to explain the realities faced by heritage railways across Europe, and to explore how future cooperation and structured dialogue could develop. No commitments were made, no agreements were signed, and no promises were given. This was a first meeting with ERA's new Director, aimed at building mutual

understanding and establishing a foundation for continued work.

#### **A shared agenda: realities, responsibilities, and opportunities**

The discussion followed a clear agenda, covering:

- ERTMS
- Defence, preparedness, and resilience
- FEDECRAIL's Youth Upskill Programme
- Regulatory challenges affecting museum and heritage railways

Across all topics, a common thread emerged: many challenges faced by heritage railways are not the result of unwillingness or resistance to change, but of frameworks and processes that have primarily been designed with other parts of the railway system in mind. Addressing these challenges requires structure, evidence, and long-term dialogue rather than ad-hoc solutions.

#### **Working through GRBs – the strategic route forward**

A key message from ERA was that FEDECRAIL's primary channel for influence should be through the Group of Representative Bodies (GRB), where

FEDECRAIL already has a seat. This is where common positions can be developed, sector-specific needs articulated, and well-founded cases brought forward.

At the same time, it was emphasised that working through the GRBs does not close the door to dialogue with ERA. On the contrary, ERA expressed openness and a positive attitude towards continued engagement, provided that discussions are well-prepared, clearly framed, and anchored in the GRB process.

### **ERTMS: a constructive and realistic approach**

ERTMS formed an important part of the discussion. FEDECRAIL was clear in its position: the organisation does not approach ERTMS by simply saying “no”. Instead, FEDECRAIL wants to understand where ERTMS-related questions intersect with heritage operations and to explore, in a structured way, what is feasible, proportionate, and sustainable.

ERA responded positively to this approach and welcomed FEDECRAIL’s willingness to engage constructively and analytically. It was, however, equally clear to all parties that this meeting did not result in any decisions or commitments. The purpose was to open a dialogue, not to conclude it.

### **National authorities and operational realities**

The role of national safety authorities (NSAs) was also discussed, including existing work related to veteran and heritage traffic. Here, FEDECRAIL’s role as a European umbrella organisation was recognised as particularly important: supporting national dialogue, sharing experience across borders, and helping to bring practical realities into a European context.

### **A modern FEDECRAIL – focusing on people and the future**

During the meeting, FEDECRAIL emphasised that the organisation today represents a renewed and forward-looking federation. A central priority is engaging young people and creating pathways into heritage railways that go beyond traditional

volunteering, including future roles in governance, safety management, operations, and technical expertise.

FEDECRAIL also highlighted its role as a European enabler — acting where individual organisations, or even national sectors, often lack the capacity to act alone. This includes coordinated work on skills development, generational renewal, and structured competence transfer, as well as long-term efforts on inclusion, equality, and diversity. These are not side issues, but essential to making the sector attractive, resilient, and sustainable over time.

ERA expressed interest in this direction and recognised the value of a European organisation that can take a strategic, cross-border perspective and support the sector in addressing challenges that cannot be solved at local or national level alone.

### **Skills, resilience, and preparedness**

The discussion also touched on defence, preparedness, and societal resilience. Heritage railways were recognised as holding unique competences, particularly in relation to robust systems, manual operations, and practical railway knowledge. These competences can play a role in training, exercises, and knowledge transfer, especially in a time when resilience and preparedness are increasingly important at European level.

### **Data matters – making the sector visible**

One of the clearest messages from ERA concerned the importance of data and figures. To be visible and credible at European level, FEDECRAIL must be able to demonstrate the scale and impact of the sector through numbers:

- visitor figures,
- fleet sizes,
- numbers of employees and volunteers,
- economic activity and links to tourism and regional development.

Even isolated examples of visitor numbers immediately sparked interest and further questions. Reliable, structured data is essential to support advocacy, policy dialogue, and future discussions.

### **A shared responsibility across the sector**

Collecting this data is a shared task. National umbrella organisations play a key role in gathering information from their members and feeding it into a European picture. To be heard in Brussels, FEDECRAIL needs input from museum railways, heritage operators on mainline networks, and railway museums across Europe.

With solid data, FEDECRAIL can clearly demonstrate the cultural, economic, and societal value of Europe's living railway heritage.

### **Looking ahead**

All participants agreed that this was a constructive and worthwhile meeting. FEDECRAIL will now continue its engagement with ERA, using the GRB framework as the main channel, while maintaining open dialogue and strengthening its strategic approach.

More detailed meeting notes and reflections will be shared shortly, allowing members and partners to take part in the discussions and conclusions from the meeting.

*Mimmi Mickelsen, Ian Leigh and Marieke Nauta*

---

## **Swedish Railway Safety Conference**

### **Resilience, risk, and the value of heritage competence**

On 3–4 February, FEDECRAIL President Mimmi Mickelsen participated in the Swedish Railway Safety Conference, a major national forum that brought together more than 200 participants from across the railway sector. The conference gathered infrastructure managers, railway



*Photo: Mimmi Mickelsen*

undertakings, consultancy firms, suppliers, and public authorities, including **Transportstyrelsen**. The overall programme and structure were of consistently high quality, and although the conference was not primarily nationally focused, the themes addressed were highly relevant from a European and FEDECRAIL perspective.

This year's theme, "Resilience through risk-based operations: How we create a reliable railway system for different scenarios", focused on how railway systems can cope with uncertainty, disruption, and change. A recurring message throughout the presentations was that resilience cannot be achieved through technology alone, but requires a systematic approach to risk management, competence, leadership involvement, and continuous improvement.

Several presentations highlighted weaknesses that remain common across the sector: safety management systems designed primarily for legal compliance rather than to reflect real operations; insufficient identification of safety-critical functions and competence requirements; and limited follow-up and learning. Risk management was repeatedly described as a living process — spanning planning, managing change, operation,



We also received a strong presentation from the **European Union Agency for Railways (ERA)** on safety management systems and risk-based regulation. One particularly striking observation was ERA’s criticism that many

monitoring, and evaluation — rather than a static documentation exercise.

The defence perspective was clearly present throughout the conference. Speakers linked railway safety directly to national preparedness and the ability to maintain operations under abnormal and crisis conditions. A strong message from the defence side was the importance of low- and medium-technology infrastructure and the risks associated with becoming overly dependent on highly complex systems. This reasoning closely mirrors discussions already taking place within FEDECRAIL, but here framed explicitly through a total defence and resilience perspective.

Of particular relevance was the fact that the **Swedish Armed Forces** have identified heritage railways and veteran railway organisations as an important resource. They pointed to the unique competences found within museum railways — practical railway knowledge, manual operations, and system understanding — and highlighted the need to map these skills as part of broader preparedness planning. Sweden is clearly preparing for severe crisis scenarios, including war, and this should be understood as part of a wider European development.

organisations build their safety management systems primarily to satisfy legislation, rather than to support safe operations in practice. Legal compliance is necessary, but never sufficient — a message equally relevant for heritage railways as for commercial operators.

**Oana Gherghinescu**, Executive Director of ERA, also participated online and presented ERA’s forward-looking strategy, closely aligning with the discussions and messages previously shared during FEDECRAIL’s meeting with her in Brussels.

Finally, cybersecurity and the NIS2 framework were highlighted as growing regulatory challenges. These requirements will increasingly affect parts of the heritage sector, particularly organisations operating on the mainline or using digitally integrated systems.

In summary, the conference clearly demonstrated that heritage railways are not peripheral to the railway system. On the contrary, they represent competences, operational knowledge, and resilience qualities that are increasingly recognised as relevant for the wider railway system — including safety, preparedness, and crisis management.

**Mimmi Mickelsen**



*Photo: Mimmi Mickelsen*

## **Swedish Museum Railways’ Spring Meeting and Safety Conference**

From 30 January to 1 February, members of the Museibanornas Riksorganisation (MRO) gathered for their annual Safety Conference and Spring Meeting. Nearly 60 participants from across Sweden attended, representing a strong turnout given that MRO currently has 32 member organisations. Participation also reflected a positive mix of ages and backgrounds, something that has been the result of long-term and deliberate work within the organisation.

Together with Järnvägshistoriska Riksförbundet (JHRF), MRO has developed favourable insurance arrangements for its members. Participation in the Safety Conference is mandatory for all organisations covered by the insurance scheme and forms an integral part of MRO’s structured training and competence development efforts. The conference traditionally opens with a review of insurance conditions and important reminders regarding deadlines for valuations and documentation — information that

is essential for members to be able to operate safely and legally.

This year’s Safety Conference focused on risk management, providing members with both theoretical frameworks and practical tools. In addition, MRO announced plans to introduce an investigator training programme for heritage rail and veteran traffic, aimed at strengthening internal competence and ensuring that member organisations have access to the skills they need following incidents or deviations.

A particularly important issue discussed was access to coal. MRO has developed a project plan to map current coal use, future demand, technical requirements, and the operational consequences should coal no longer be available. As part of this work, MRO has applied for funding to carry out a national Swedish review of the coal issue. A decision on the application is expected in June, and if approved, the project will be carried out by a Swedish industrial historian, ensuring both technical understanding and historical context. In parallel, MRO will establish a dedicated coal working group to share experiences, review

procurement options, and develop coordinated approaches across the membership.

The Spring Meeting opened with a discussion on the FEDECRAIL Youth Upskill Programme and recent developments, including MRO's role as a pilot organisation and the fact that funding has been secured from the Swedish state to enable recruitment and programme development. This work is expected to benefit the wider FEDECRAIL network, as the programme will soon be tested, refined, and ready for broader use.

Recruitment and volunteering were also key topics. Discussions highlighted how the heritage rail sector often focuses too narrowly on technical or operational expertise, while overlooking the broader needs of modern organisations. Legal competence, administration, communications, marketing, and fundraising are all critical functions that require dedicated volunteers.

Finally, attention was drawn to "hidden threats" — emerging regulatory and operational challenges such as increased environmental supervision, heritage railways located on increasingly attractive land, long permitting processes, and requirements related to food and hospitality services. MRO identified a clear need to map these challenges more systematically and strengthen coordination across its membership.

On Saturday evening, the MRO Awards were presented to several members in recognition of significant contributions made during 2025.

*Mimmi Mickelsen*

---

**WIMH:**

## **More MEP Contacts – Can You Help ?**

**Supportive MEPs** - No apologies for repeating our appeal from *Update 71* for help in making new contacts to increase the number of supportive MEPs in the European Parliament. We feel that at

least a few MEPs will in the past have visited a heritage railway, museum or heritage tramway and should hopefully have gained some understanding of the significance and value of our sector. For umbrella bodies in particular, perhaps you have had some contact with an MEP to seek support on an issue/issues at a national level ?

**WIMH** would welcome details from as many sources as possible. Please provide the WIMH Group Secretary (email: [ovenstone@fedecrail.org](mailto:ovenstone@fedecrail.org)) with the name of the MEP. It would also be helpful to have a little info about the previous contact / visit / involvement of the MEP with your organisation. Once again, building up more support in the Parliament is a very important step to help promote effectively our values and concerns. Many thanks for your help !

**Katowice Declaration** - One of the WIMH Group partner organisations raised concerns last year over the original wording of the Declaration on the future of working and industrial heritage. The Declaration was prepared shortly after the coal and steel heritage conference at Katowice last April. In particular, the partner body feels it is important that the Declaration content should present more effectively a balance between the issue of securing future sources of coal for our railways (and other forms of coal-fired heritage) and the need at the same time to demonstrate a positive awareness of more general environmental issues - in particular the European Cultural Heritage Green Paper, published originally in 2021. Preparation of a revised version is now almost complete. We hope to be able to publish the revised version in the next issue of *Update*.

**Coal Consumption + Future Needs** - We attempted to conduct a survey over a period in 2022/23 to gain information about the - estimated - annual consumption of coal for rail heritage operations in each country. Sadly, despite reminders, we only secured figures from

six countries. The need for more data has been highlighted by discussions now getting under way in Poland to explore the feasibility of creating a 'heritage colliery' to supply the relatively modest amounts of coal needed by the heritage sector once production of coal for commercial industrial purposes has ended.

We are currently researching the feasibility of conducting a comprehensive survey by an external academic body (involving data from individual railways as well as umbrella bodies) to get much more robust data about current quantities used and forecast future needs. More news to follow in future issues.

For the meantime - a repeat call to umbrella bodies, if you do have any information from national data collecting about coal consumption in your country, please let our Vice-President, Pierluigi Scoizzato know

(email: [scoizzato@fedecrail.org](mailto:scoizzato@fedecrail.org)).

Once again, many thanks !

***Peter Ovenstone – Secretary WIMH  
Working Industrial &  
Mobile Heritage Platform***

## **Historic Snow Trams Keep Rotterdam's Tram Network Running**

The tram operator in the Dutch port city of Rotterdam runs nine regular tram lines, served by a fleet of 112 five-section Citadis low-floor trams. All older tram types have been withdrawn from regular service.

The Rotterdam Public Transport Museum (Rotterdams Openbaar Vervoer Museum – ROVM) is housed in the former Hillegersberg tram depot. Its collection comprises around sixty historic trams and twenty buses as well as two metro trainsets. Most of the vehicles are operational, and a selection is regularly used for museum services, tourist rides, and feeder services on museum opening days. All activities are carried out by a team of approximately 180 unpaid volunteers.

The ROVM works in close cooperation with Rotterdam's public transport operator, RET (Rotterdamse Elektrische Tram). Historic trams are occasionally deployed to assist the modern fleet, for example to recover derailed vehicles or trams involved in traffic accidents. In 2024, historic rolling stock was also used for overhead line measurements. In addition, several museum trams are maintained in a state that allows them



*Photos: Marco Moerland*



to be used for snow-clearing duties when required.

### **Snow Trams: From Daily Service to Heritage Fleet**

In 1979, RET converted five four-axle trams built in 1931 into dedicated snow-clearing motor vehicles. By 2001, however, operational knowledge of these vintage vehicles within the company had largely disappeared. Winters had become milder, and staff experienced with operation of the older trams were increasingly scarce. As a result, the five snow trams were withdrawn from active service and transferred to the ROVM collection.

Three of the tramcars were restored to their original appearance as historic passenger trams. The remaining two were preserved in operational condition as snow-clearing vehicles. Today, these two trams are used for volunteer driver training, for towing disabled trams, and—under exceptional circumstances—for clearing snow from the tram network.

### **Extreme Winter Conditions in 2026**

Severe winter weather is relatively rare in the Netherlands. Over the past twelve years, snow-

clearing operations were required only in 2014, 2017, 2021, and 2026. Because snowfall usually disappears within a few days, snow-clearing vehicles may remain unused for years at a time. When snow does fall, ROVM volunteers normally operate the snow trams for a limited period to keep critical sections of the network operational. However January 2026 proved to be an exception.

The season began innocently enough on 2 January, when ROVM hosted its traditional Winter Tour rides. Visitors entered the depot cautiously, navigating ice and snow-covered surfaces, while early signs of worsening conditions became apparent inside the unheated depot. Saturday passed quietly, but snowfall began on Sunday morning.

That afternoon, RET's Central Traffic Control contacted the museum with an urgent request: could a snow tram be dispatched to the southern part of Rotterdam, where many tram lines run on segregated track? The modern low-floor trams were struggling. Their mechanical track clearers were unable to cope with the snow, as increased resistance caused automatic safety shutdowns. The historic snow trams, however, were able to push the snow aside and reduce snow depth on the tracks.

Within two hours of the initial phone call, the first snow tram with its volunteer staff was ready for service. Later that evening, a second vehicle was dispatched to clear routes towards Schiedam and Vlaardingen in the western part of the metropolitan area.

### **Volunteers in Continuous Operation**

From that point on, operations intensified. Six volunteer shifts were deployed each day, with two snow trams operating almost continuously. Their tasks included keeping snow levels down on designated routes, preventing ice buildup on overhead lines, and—when necessary—manually clearing passing loops. Frozen switches were scraped free, and snow-covered rails were shoveled by hand.

The most critical moment came on Wednesday afternoon, 7 January, when RET suspended all tram services following four derailments of regular cars. Once ROVM's snow trams had cleared a key section of the network, RET was able to resume tram operations.

Unlike previous winters, snowfall persisted. For nine consecutive days, ROVM volunteers and snow trams were almost constantly on duty to keep the network usable.

### **Recognition and Lasting Impact**

The efforts of the volunteers did not go unnoticed. Numerous media outlets, including national prime-time news broadcasts, reported on the operation and highlighted the role of the historic snow trams. Thanks to this support, RET was able to continue transporting passengers by tram despite the severe winter conditions.

RET's management expressed its appreciation in tangible ways. On Friday, 9 January, they visited the depot with bags of treats for the volunteers, and on Wednesday, 21 January, they presented the team with a commemorative framed photo collage.

For the volunteers, the operation was a demanding but rewarding experience, remembered with pride. The extensive media attention brought the museum's work to a broad audience, and—perhaps most importantly—strengthened support for the ROVM within both the transport company and the city of Rotterdam.

**Marco Moerland**  
*Board member ROVM*  
*(Public Transport Museum Rotterdam)*

*Photo: Marc Grieten*



Belgium:  
**The end of  
the Han Caves tram**

A bombshell has hit the tourism and community sector in Belgium: the historic metre-gauge tram at the Han-sur-Lesse Caves in the Belgian Ardennes has been shut down! The announcement made by SA des Grottes de Han on 16 January 2026 seems to leave it with no chance of survival. The OTW (Opérateur public de Transport de Wallonie – TEC), owner of the railcars and trams, has suggested that the lease agreement for the operation of this historic line, inherited from the former SNCV in 1991, will not be renewed at the end of 2026, which means that the legal framework will rest entirely with the Grottes company, which now owns the line. The tram staff have been made redundant. This is a piece of railway heritage and a major tourist attraction that is in danger of disappearing if nothing is done to save it. FEBELRAIL (Belgian Federation of Friends of the Railways, which brings together all associations operating tourist railways and miniature trains) has begun

discussions with the authorities, as have certain individuals, with a view to having the line listed. A petition is circulating and, at the very least, the rolling stock will be preserved.

On 16 August 2025, with only one third of the 3.2 km line in operation, the AR159 railcar pulled three carriages filled with tourists along Rue des Maronniers, leaving the village of Han-sur-Lesse for the caves.

The Han caves tram was put into service by the Société Nationale des Chemins de Fer Vicinaux in 1906 as part of the Rochefort–Graide line (Wellin operating group). Railcars appeared in 1934, and only the section serving the caves from Han-sur-Lesse was maintained when the line was closed in 1955. Operation was then entrusted to the manager of the renowned caves, the SRWT (TEC), which took over from the SNCV in 1991. Six 2-axle railcars are assigned to the line, four of which have been electrified since 2014. The original portable lamps were replaced by new ones in 1994: there are nine of them, with each train running with a maximum of three trailers.

*Marc Grieten*



*Photo: Ron Scherhauser*

## Looking back on an eventful 12 months 2026 anniversary of 125 years

Spring and summer 2025 were dominated by building renovations. The 'Lattenschuppen', a simple storage shed, has been given new foundations, fresh boarding on the weather side and gutters, and now offers safe and dry storage space once again. In autumn, the area between the two locomotive sheds and the Lattenschuppen was paved. Workshops and storage rooms are now all accessible by forklift and can be easily reached even in wet weather.

Work on the vehicles continued, primarily on carriage 114 and diesel locomotive 22-03. The second summer carriage, MD 114, was lifted off its bogies. The entire frame was cleaned piece by piece, primed and painted black for the first time. The bogies were also dismantled, cleaned and painted. In addition, the refurbishment of components such as the axle bearings has begun.

On diesel locomotive 22-03, which will primarily serve as a replacement for the 'large' diesel locomotive 22-02 in the event of breakdowns, the bonnet of the engine front end was removed and many parts underneath were dismantled for refurbishment. In autumn, in cooperation with a company, the frame was thoroughly cleaned inside and the old paintwork on the outside was restored to its former glory.

After the renovation of the waiting room and kitchen in the station building was completed in the spring following a fungal infestation, the numerous events over the summer could once again be held in the usual manner. In addition to the seven regular operating days from May to September, during which a record number of passengers was recorded in 2025, various groups were once again invited to take part in special trips.

Work also continued on extending the line towards Klepsau: in November, a company finally

installed the level crossing on Marie-Curie-Straße. After intensive preparations, the road was adapted to the new gradient in two sections, after which four track support slabs were installed during a full closure. These are precast concrete elements that guarantee a long-term solution even with heavy truck traffic.

Now nothing stands in the way of further track construction in the next section. The preparation of the used rails for approx. 400 metres of track was completed in December. The association has also already obtained rails for the adjacent section: along the route from Jagsthausen to Olnhausen, SWEG had distributed used rails for exchange shortly before ceasing operations, but this did not take place due to the cessation of operations in 1988. Now they have been recovered over a length of a good 350 metres.

However, apart from the rails, there is hardly any material available. The costs for sleepers, ballast, small iron parts and expenses such as construction machinery rental will amount to around €100,000 for the 534-metre-long section. In order to raise this enormous sum, a track block donation campaign was launched at the end of November with an overwhelming response: €200 for one metre of historic narrow-gauge railway. As a thank you, donors receive a certificate showing the location of the donated section of track.

The coming year 2026 will be marked by the anniversary '125 years of the Jagsttalbahn'. To this end, there will be a special event on the weekends of 18 and 19 as well as 25 and 26 April: Steam locomotive 99 4652 'Frank S', which used to run in the Jagsttal valley during the old museum railway era and is now active on the Rügen resort railway, will be visiting on these two weekends. In addition to the first steam locomotive to run since 1988, there will be other special attractions.

Further information on the fundraising campaign, activities and dates can be found at [www.jagsttalbahn.de](http://www.jagsttalbahn.de).

***Ron Scherhauser***



## Conference in Wolsztyn

Please make sure to stay up to date via our website, where you will find all AGM-related documents as well as other information of relevance to FEDECRAIL members and partners.

The conference in Wolsztyn is now taking shape, and we are very pleased to be able to present a strong and engaging programme.

One of the highlights will be the plenary session where we will formally introduce and present the Youth Upskill Programme, with Melissa Boman, employed by the Museibanornas Riksorganisation. This is a crucial dialogue for the entire sector. The session is not aimed only at young people, but at everyone who recognises that our heritage and veteran railway organisations must be able to survive, renew themselves, and remain relevant in the long term.

Following the plenary, participants will be able to choose between several parallel workshops, including:

- ERTMS and mainline operations
- Coal and its future
- How to reach new audiences
- How to identify and apply for funding

On Saturday, we will hold the AGM, followed by round-table discussions and a dedicated session on rolling stock preservation, addressing the challenging but necessary question: what should we preserve – and do we need to preserve everything?

The conference programme is, of course, combined with ample opportunities for networking, informal discussions, and technical visits.

We would also like to remind all organisations to actively share conference information with your members – and your members' members. The conference is open and welcoming to all participants across the sector.

Further details and updates can be found on our website [www-fedecrail.org](http://www-fedecrail.org).

**!!!**

**UPDATE Nr. 73**

**will be published in the end of April 2026**

**Deadline for text and photos is April 8th**

**contact: [schuette@fedecrail.org](mailto:schuette@fedecrail.org)**